BULLER
DISTRICT COUNCIL
Te Kaunihera O Kawatiri

30 Year Infrastructure Strategy

2024– 2054

Quality Record Sheet

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

1 EXECUTIVE SUMMARY

1.1 Introduction

Council envisions a vibrant community supported by affordable, quality infrastructure. However, our district faces complex infrastructure challenges arising from a combination of internal and external factors. The diversity of infrastructure types and service levels, influenced by partnership structures and historical approaches, contributes to the complexity. The central issue revolves around funding, with increased capital and operating expenditure needed for critical asset renewal and upgrades. Council acknowledges the necessity for alternative and external funding sources in order to address these challenges.

Council manages core assets and infrastructure on behalf of our community under the key portfolios of Transport and Three Waters. This strategy operates within a triple-constraints framework of affordability, community outcomes and statutory duties in order to balance levels of service, compliance, resilience, and best practice. Prioritised investment through a risk management framework will help to support a sustainable future for our district.

1.2 Significant Infrastructure Issues

Affordability remains our most significant issue, especially for "user pays" services under targeted rates for smaller communities. Three Waters faces a substantial backlog of asset upgrades and non-compliance, and high uncertainty as we await central government direction for the future. Transport, benefiting from external funding from Waka Kotahi NZTA, is much better positioned and presents opportunity. The key challenge lies in obtaining alternative or external funding to address our infrastructure priorities without additional burden to ratepayers.

Council recognises the level of uncertainty and risk surrounding this LTP. However, our plan remains to achieve fit-for-purpose infrastructure, optimising affordability, availability, and performance. Resilience is highlighted in terms of reliable service levels, particularly for critical assets like drinking water supplies and transport links. Our risk framework aims to mitigate our exposure and unfavourable community outcomes and will rely on appropriate investment to control and manage risk.

1.3 Strategic Scenarios and Challenges

Several strategic scenarios have been considered for this IS aligned with our triple-constraint framework. The chosen strategy, "Hold," strikes the best balance between community outcomes, affordability, and statutory duties. It focuses on a balanced scorecard approach, assessing all contributing factors, requirements and obligations. Sustainability and inter-generational equity are key objectives, aiming to meet present needs of our communities without compromising the ability of future generations. A prioritised methodology drives our funding requirements for operating and capital expenditure, with the total investment program including both ratepayer contributions and external funding.

Our infrastructure challenges demand a strategic and balanced approach that addresses affordability, risk, and sustainability. Our chosen "Hold"/'Lift" strategy aims to maintain current service levels and asset preservation priorities while preparing to meet Regulatory and Resilience high priority projects. The investment program reflects a careful evaluation across our key portfolios, with stability and consolidation as our foundation for strategic planning and decision-making in these

uncertain times. We acknowledge the increasing regulatory requirements and have made provision for associated Capital investment mainly in the 1-10 year and 11-20 year horizons.

This Infrastructure Strategy addresses critical questions about the adequacy, reliability, resilience and affordability of the district's core infrastructure. It focuses on prioritised backlog reduction, innovative strategies to maintain assets at satisfactory levels and addressing Regulatory and Resilience requirements.

1.4 30 Year Financial Forecast Summary

Core infrastructure key projects have been identified for the 2025 9-Year Long Term Plan (LTP), with an estimated expenditure of $148.42 million over the next 9 years (or $164.18M over 10 years including 2024/25 AP). The total capital and operational expenditure across all activity groups for the 30-year period 2024 – 2054 for Transport and Three Waters (Drinking Water Supplies, Wastewater and Stormwater) is outlined in the figures below:

Table 1-1: 30 Year Core Infrastructure Capital Forecast (Inflated)

Core Infrastructure Activity	30 Year Capital Forecast
Transport	$405.25M
Water	$105.49M
Wastewater	$140.48M
Stormwater	$74.77M
Total Core Infrastructure	**$726.0M**

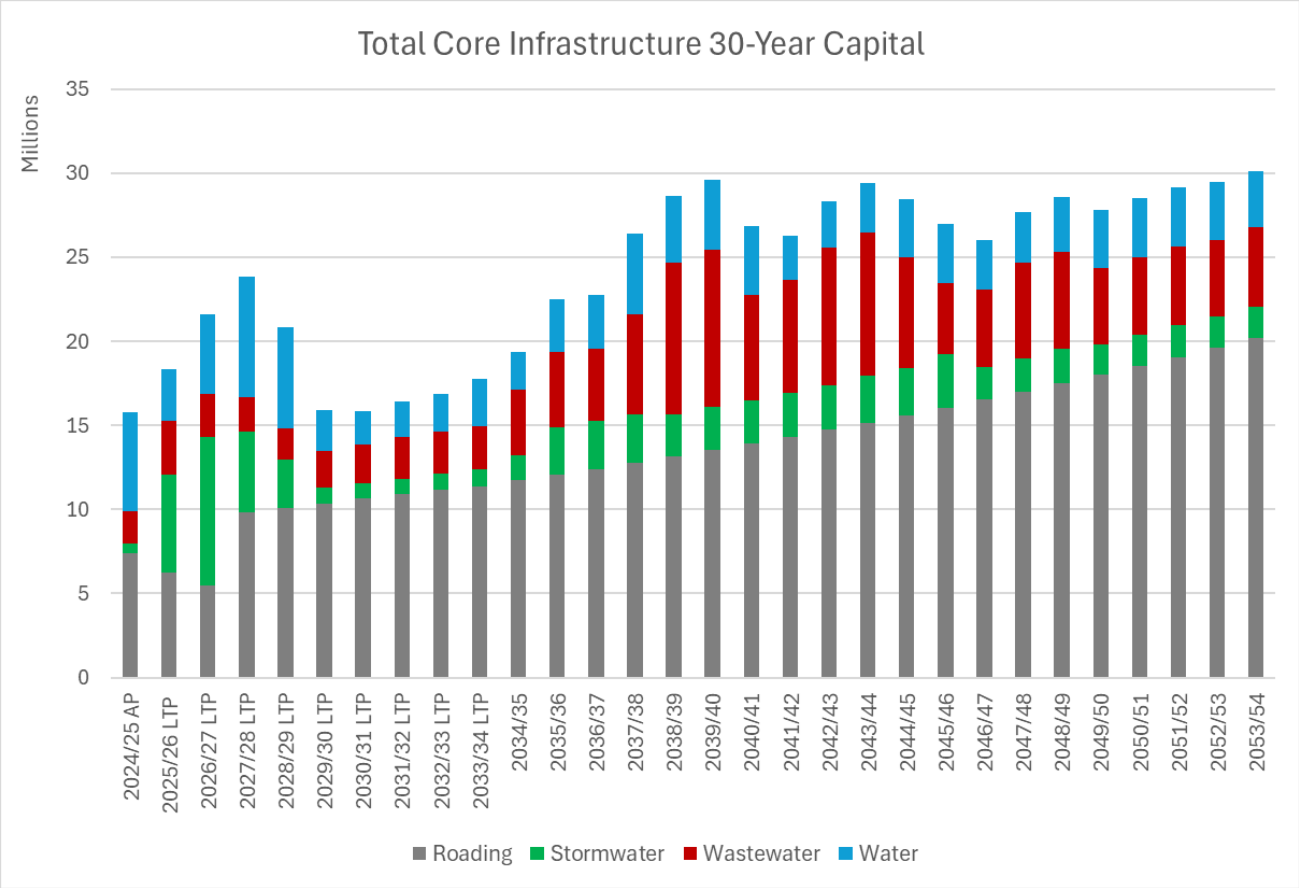


Figure 1-1 30 Year Core Infrastructure Capital Forecast (Inflated)

Note: The chart above includes the Stormwater Westport Resilience project (Crown funded).

Table 1-2: 30 Year Core Infrastructure Operational Forecast (Inflated)

Core Infrastructure Activity	30 Year Operational Forecast
Transport	$538.35M
Water	$221.87M
Wastewater	$168.99M
Stormwater	$50.58M
Total Core Infrastructure	**$979.78M**

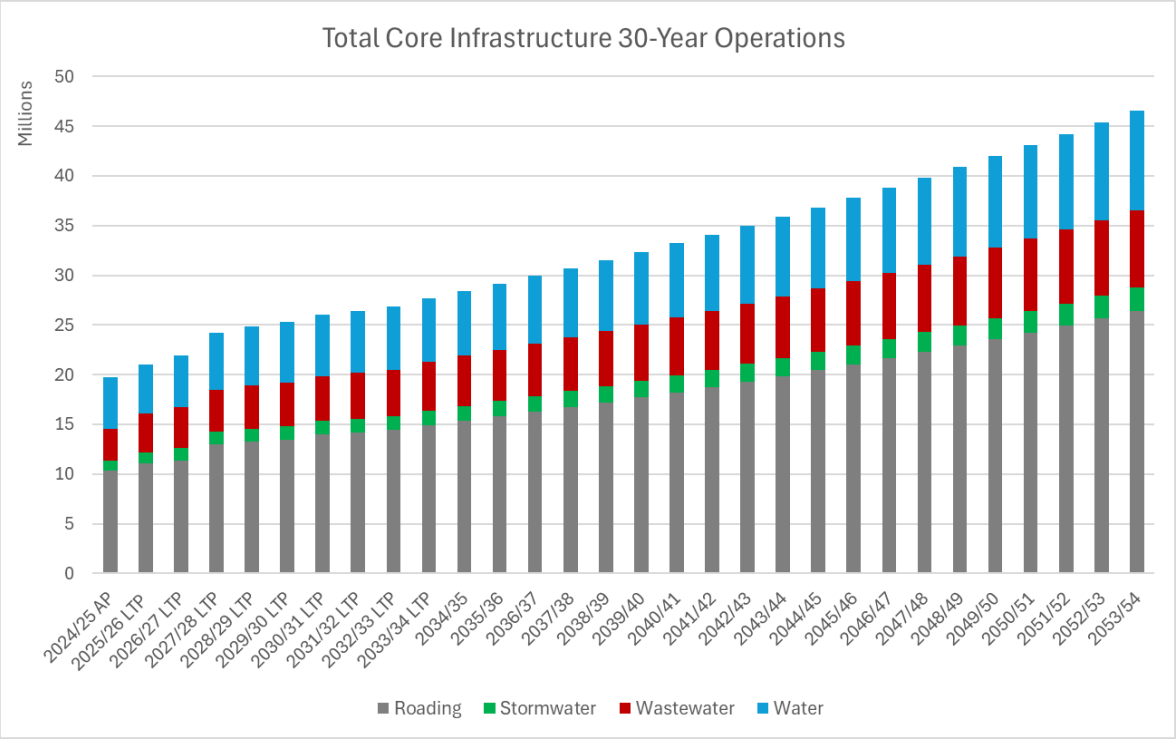


Figure 1-2 30 Year Core Infrastructure Operations Forecast (Inflated)

The 30-Year Infrastructure Strategy is to be adopted as part of Council's 2025 (9-Year) Long Term Plan and needs to be considered in context and in conjunction with other Council policies and processes including the Financial Strategy and Asset Management Plans.

2 INTRODUCTION

Council envisions a vibrant community supported by affordable, quality infrastructure. However, the district faces numerous infrastructure challenges, including the level of services to maintain with inflation increases and upgrading infrastructure for efficiency and compliance to legislative requirements. Achieving complete risk elimination is financially unattainable due to the council's heavy reliance on income from a very small ratepayer base.

In response to these challenges, Council has carefully developed an Infrastructure Strategy that prioritises affordability for the community. The strategy acknowledges significant uncertainties, such as changes in central government reform and funding, demographic shifts, and impacts from natural disasters and climate change events.

Climate change projections continue to forecast warmer, wetter, and windier conditions, necessitating adjustments to infrastructure planning. However, affordability considerations provide an overarching constraint restricting the options and solutions available to mitigate climate change and other external factors including statutory and legislative requirements. Council recognises the need for a balanced approach to resilience, considering interdependencies, service levels, and community preparedness.

Strategically, Council maintains its long-term, life cycle approach to asset management, fair procurement practices, and evidence-based decision-making. Balancing infrastructure affordability with compliance under legislative reform is a key challenge, requiring a careful evaluation of the district's infrastructure size, functionality, reliability, and cost-effectiveness.

This Infrastructure Strategy addresses critical questions about the adequacy, reliability, and affordability of the district's infrastructure. It focuses on prioritised backlog reduction, innovative strategies to maintain assets at satisfactory levels. Key core infrastructure projects have been identified for the 2025 LTP, and the 30 year Infrastructure Strategy (see Section 1.4 for a forecast summary).

This 30-year Infrastructure Strategy aligns with the council's vision, considering affordability, compliance, and community outcomes. Strategic issues such as infrastructure ageing, legislative reforms, and economic shifts are addressed. The strategy aims to balance affordability, asset preservation, and compliance, recognising the costs and benefits for both current and future generations. As part of the Long Term Plan, Council emphasises the importance of considering this strategy in conjunction with other relevant documents and processes, ensuring a comprehensive and sustainable approach to infrastructure development and management.

2.1 Strategy Layout

The Infrastructure Strategy document sections and corresponding Local Government Act (LGA) sections are provided in **Table 2-1** below:

Table 2-1: Infrastructure Strategy Layout

IS Section		LGA 2002 as amended (Section 101B)
1	Executive Summary	-
2	Identifies the purpose of the IS and the core infrastructure included in this strategy	2(a) and 6
3	Describes the district/city and illustrates the linkage between strategic documents	2(a)
4	Describes the significant assumptions, risks and mitigation	2, 3(e), 4(c) & (d)
5	Discusses the emerging issues that will impact on the core infrastructure assets	3 (b) to 3(e)
6	Discusses Council's response to the emerging issues and the significant decisions to be made during the term of this strategy	2(b), 4(b)
7	Identifies the response options for the significant issues and documents the benefits, cost, when and funding source	2(a) & (b); 3(a) to (e) & 4(a) to (d)
8	Identifies the costs associated with the actions proposed	4(a)

2.2 Purpose

Our purpose is to provide quality and affordable infrastructure and services to meet the current and future needs of our communities, and to engage with our communities to ensure positive economic, social, cultural and environmental wellbeing. This Infrastructure Strategy aligns with the community outcomes.

1. SOCIAL

What success will look like	Priorities and Projects	Links to well-being indicators
Our communities are vibrant, healthy, safe and inclusive	✓ Support the implementation of the West Coast Disability Strategy ✓ Maintain a strategic overview of community wellbeing through community monitoring, and partnering with and advocating for Non-Government Organisations ✓ Support connectedness and revitalisation through the provision of grants ✓ Provide quality community facilities that meet current and future needs such as theatres, libraries, and recreation and health facilities ✓ Improve the district's live-ability by supporting safety and access improvements	✓ Social ✓ Cultural ✓ Economic ✓ Environmental

2. AFFORDABILITY

What success will look like	Priorities and Projects	Links to well-being indicators
Our communities are supported by quality infrastructure, facilities and services that are efficient, fit-for-purpose, affordable and meet our current and future needs.	✓ Grow Council's revenue streams to reduce rates dependence ✓ Achieve rates equity through targeted rates ✓ Develop partnerships or enable solutions that increase affordability	✓ Social ✓ Cultural ✓ Economic ✓ Environmental

3. PROSPERITY

What success will look like	Priorities and Projects	Links to well-being indicators
Our district is supported by quality technology and an innovative and diverse economy that creates opportunities for self-sufficiency, sustainable growth and employment.	✓ Improve connectedness in infrastructure and partnerships ✓ Support district revitalisation to engender pride and a better future ✓ Provide support and advocate for key existing industries as well as new industries and innovations	✓ Social ✓ Cultural ✓ Economic ✓ Environmental

4. CULTURE

What success will look like	Priorities and Projects	Links to well-being indicators
Our lifestyle is treasured, our strong community spirit is nurtured, and our inclusive and caring communities understand our whakapapa and heritage and support lifelong learning.	✓ Partnerships and support iwi aspirations ✓ Youth ✓ Support for, and partnerships with, all community groups	✓ Social ✓ Cultural ✓ Economic ✓ Environmental

5. ENVIRONMENT

What success will look like	Priorities and Projects	Links to well-being indicators
Our distinctive environment and natural resources are healthy and valued.	✓ Drive for a balance between development, biodiversity, and sustainability ✓ Develop strategies for climate change and natural hazard preparedness ✓ Improve waste management approaches ✓ Promote and advocate for the mana o te wai	Social Cultural Economic Environmental

Section 101B states:

(1) A local authority must, as part of its LTP, prepare and adopt an Infrastructure Strategy for a period of at least 30 consecutive financial years.

(2) The purpose of the Infrastructure Strategy is to:

a) Identify significant infrastructure issues for the local authority over the period covered by the strategy; and

b) Identify the principal options for managing those issues and the implications of those options.

Section (6) defines infrastructure assets as including:

a) existing or proposed assets to be used to provide services by or on behalf of the local authority in relation to the following groups of activities:

i. water supply

ii. sewerage and the treatment and disposal of sewage

iii. stormwater drainage

iv. flood protection and control works

v. the provision of roads and footpaths; and

b) any other assets that the local authority, in its discretion, wishes to include in the strategy.

2.3 Buller District Core Infrastructure Assets

2.3.1 Assets Covered in this Infrastructure Strategy

Buller District Council has developed this Infrastructure Strategy to cover the following infrastructure as required by the LGA including:

- Transport;
- Drinking Water supply;
- Wastewater collection, treatment and disposal; and
- Stormwater drainage, incl. flood protection and control works.

The assets include physical items like:

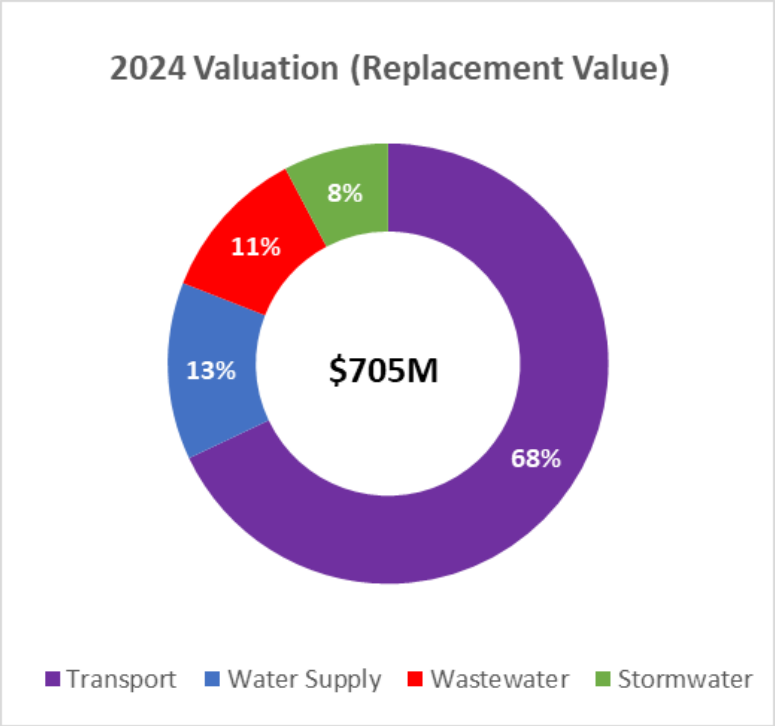
- roads, bridges, footpaths, streetlights and street signs;
- other assets associated with transport within the road corridor;
- drinking water supply schemes – treatment to distribution;
- network pipelines and fittings on the pipelines;
- treatment plants;

Council manages **$705.5 million** worth of infrastructure assets. The Infrastructure Assets' Replacement Costs, taken from the 30 June 2024 valuation reports, are as shown in **Table 22** and **Figure 2-1**.

– **Table 2-2: Asset Value as at 30 June 2024**

Asset Group	Description	Replacement Value	% of Total
Transport	Roads (arterial, collectors, local), kerbs and channels, bridges, footpaths, retaining walls, streetlights, etc.	$479.3M	68%
Water Supply	Water extraction, treatment and distribution 10 schemes	$91.8M	13%
Wastewater	Wastewater collection, treatment and discharge	$79.9M	11%
Stormwater	Stormwater collection and discharge	$54.4M	8%
TOTAL*		**$705.5M**	**100%**

**30 June 2024 Valuations*



– **Figure 2-1: Asset Value as at 30 June 2024**

2.3.2 Council Activities Not Included

This strategy does not include solid waste, property and commercial infrastructure such as the airport and port facilities. Incorporating all Council infrastructure in future strategies will be considered once all relevant asset information and planning frameworks are consolidated and consistent.

2.3.3 Non-Council Infrastructure

Both central government and the private sector provide and maintain other infrastructure groups vital for the needs of the Community. These include the state highway network, the rail network, communications and electricity and gas networks. These services are not covered under this strategy.

2.4 Infrastructure Performance

Generally, the portfolio of assets owned and managed by Council is performing appropriately for the Levels of Service (LOS) agreed with the community.

There are small communities where reliability is key, and a limited service is acceptable. This is a challenge for Council to balance, particularly for water quality. Examples of this are the number of schemes where communities are hands-on operators.

There is currently a national focus on drinking water management, and this is an ongoing and important conversation for Council and the Buller community. With several schemes having no form of treatment or disinfection, with multiple schemes on permanent boil water notices, changes are imminent. Some schemes need more certainty over ownership before action is taken to improve the water treatment system.

Council remains committed to work with the Buller communities around safe drinking water requirements within community affordability constraints. Council will continue to work with Buller communities with regards to implementation of the required new service levels and water safety changes associated with the governments water reform programme.

Wastewater services are provided to three communities with satisfactory performance. There is an issue for Westport with high rainfall 'overloading' the system and requiring flow relief via the stormwater system. The Wastewater treatment plants have resource consent renewals falling due over the 30 year horizon of this Strategy and new National Discharge Standards are currently being developed. This is likely to impact of future wastewater treatment requirements.

Stormwater networks are limited and provide a satisfactory service most of the time. However, once rainfall exceeds moderate levels and outfalls are affected by floodwaters or tides, performance is hampered. In Westport, long term decisions around flood protection led by the West Coast Regional Council will override localised stormwater issues. Council is continuing to liaise with the West Coast Regional Council regarding Westport's flood protection from the Buller River, coastal protection, and any subsequent stormwater system installation Council may require. This integrated approach is currently in the investigation phase, with analysis reports being undertaken. Potential design directions have not been finalised and as such any costing of potential future work would be speculative. Dependant on design decisions a future Infrastructure Strategy may include additional stormwater capital expenditure for Westport.

The reticulation serving communities varies in age as development and replacements occurred within the townships. This information as well as condition is being gathered and recorded in the computer-based asset management system. The renewal programmes that have been developed in the asset management plans are taking into account the criticality of the pipe, as well as age, condition and material. Reticulation renewal is required in a timely manner to ensure pipes provide the level of service required.

It is noted that only small percentages of drinking water and wastewater pipe reticulation are asbestos cement pipe, and as a result asbestos cement pipe is not considered to be a material issue in the management of Councils pipe reticulation.

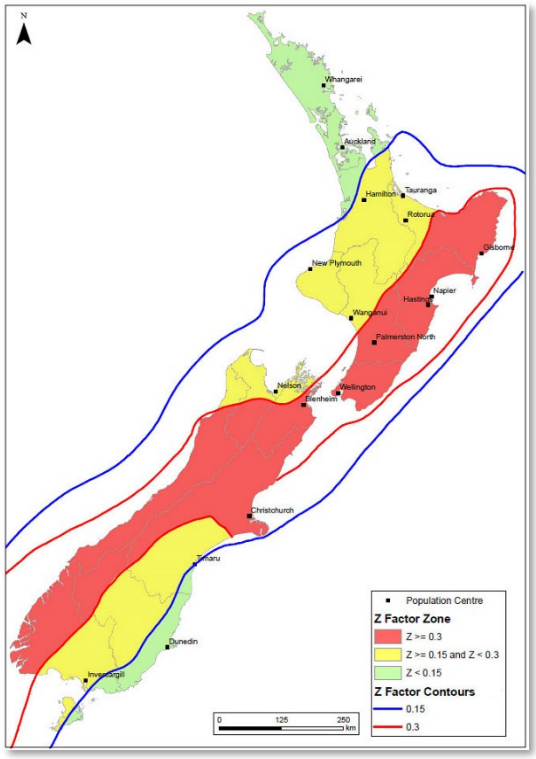
With the road and footpath network, resilience and consistent level of service is the primary focus. The local and state highway networks operate as one, supporting our economic, social and tourist activities.

Performance issues with the local network are not having a significant impact on the economy or the districts communities. The capability of the network including bridges is the main performance issue that requires consideration. Keeping up with maintenance and renewal work remains vital to preserve the asset and provide a satisfactory level of service.

2.5 Risks to Asset Performance

Seismic

New Zealand is a young country and has a dynamic geological environment. Like most of New Zealand, the greatest risks to asset integrity and performance are natural hazards. Examples include earthquakes, severe storms, flooding, storm surges, erosion, slips and landslides. New Zealand lies at the southwest of the so-called “Pacific Ring of Fire”, which makes it particularly vulnerable to natural disasters. The Alpine Fault is the major fault running the length of the South Island. The Southern Alps have been uplifted along the eastern side of the Alpine Fault. It is considered to be at high risk of producing a major earthquake in the next 50 years. Significant earthquakes can also occur on minor fault systems, of which there are many throughout New Zealand. The Canterbury and Christchurch earthquakes are a recent local example. The Buller region has experienced some of New Zealand's largest earthquakes in modern times, Murchison 1929 (M7.8) and Inangahua 1968 (M7.1) (refer www.gns.cri.nz). Therefore, Council needs to take earthquake risk into consideration in its planning and in its infrastructure strategy.



Council has completed a range of thorough analysis regarding the likelihood and consequences of a major alpine fault earthquake. Council has considered associated financial risks, has insured accordingly, and is comfortable with the insurance portfolio held.

Council is also involved with ongoing Alpine Fault M8 scenario analysis (AF) and planning for resilience.

The predominant wind direction along the West Coast is southwest to southeast. Because of the orientation of the Southern Alps air is forced to rise and cool, thus forming rainfall on the west of the Alps, and a rain shadow to the east of the Alps. This is called the ‘Orographic’ effect. That’s why the West Coast has high rainfall, and the East Coast has much lower rainfall. Buller has high annual rainfall (although less than our neighbours in the south). Significant falls occur in the mountains (several metres) and headwaters of the key rivers. This makes heavy rainfall and flooding an enduring risk to the whole Buller District and causes significant damage to infrastructure; roading in particular, to bridge structures and to surface water supply intakes.

Scientists believe that global climate change may result in more severe weather events and more often in the next 50 – 100 years, as well as higher sea levels so it’s important to factor this into planning and infrastructure strategy.

Climate Change

Climate Change trends pose a significant threat to core Council infrastructure and Council will continue to monitor the potential impacts of climate change on district assets and uses the Ministry for the Environment guidelines for estimating Sea Level Rise. Council consults and works closely with West Coast Regional Council in addressing climate change impacts.

Flexibility to adapt to change is a key design principle that is being incorporated into Council infrastructure management and design. More major climate change impacts are expected in the 50-100 year time period, and infrastructure work required to address this will be included in future revisions of this Infrastructure Strategy.

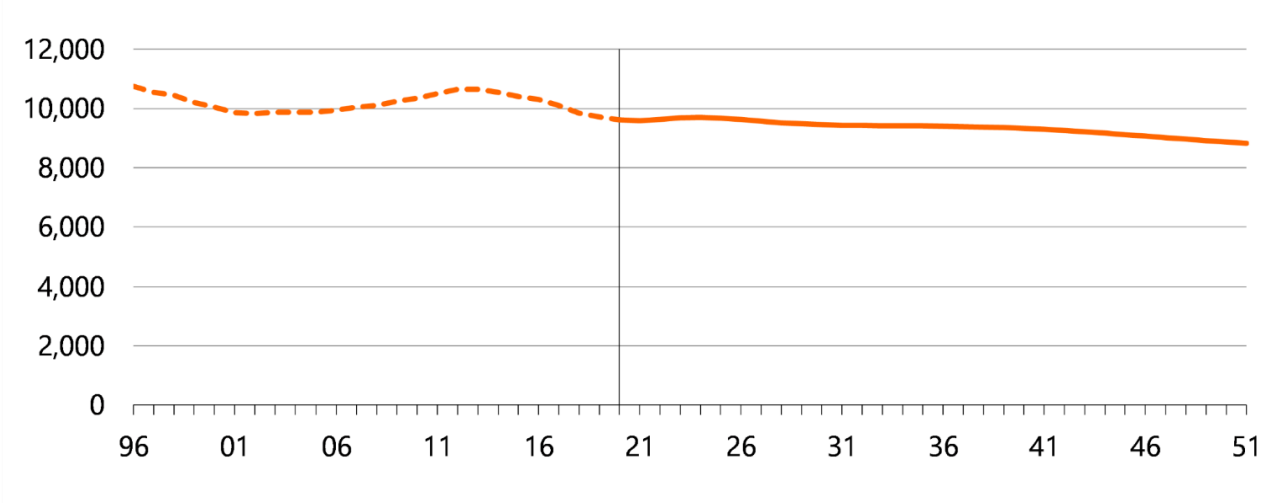
3 OVERVIEW OF OUR DISTRICT

The Buller District Council is the territorial authority for the northern West Coast, Buller and Inangahua. The LTP contains more information about our district.

3.1 The Buller District

The Buller District is a diverse and beautiful place. With an enviable climate, laid back lifestyle and close-knit community environment, the Buller District is a great place to live, work and visit.

Stretching from Punakaiki in the south to Karamea in the north, and inland as far as Springs Junction, the District is home to a population of 10,500 (June 2024 Census data). The District comprises 8,574 square kilometres with a rateable area of only 18% with most of the area being Conservation Estate. Refer to **Figure 3-1** Buller District's population actual and forecast population projections (1996-2051) (Source: Infometrics, January 2021)



– **Figure 3-1: Buller District population – actual and forecast projections**

Since 2014, (apart from a couple of years), Buller has seen a steady year on year decrease in population. This population decrease could harm the local economy, lead to an ageing population, and put a strain on social services. It may also impact housing, political representation, and community cohesion. Strategies to address this challenge include attracting new residents, supporting local businesses, and investing in essential services. The long-term forecast for the region is that of population decrease. With an average age of 55 and the expected number of births decreasing, there are challenges we face with this, but it could also be seen as an opportunity for the coming years.

Tourism, mining and agriculture are the industries of significance in the District in terms of GDP and opportunities for employment.

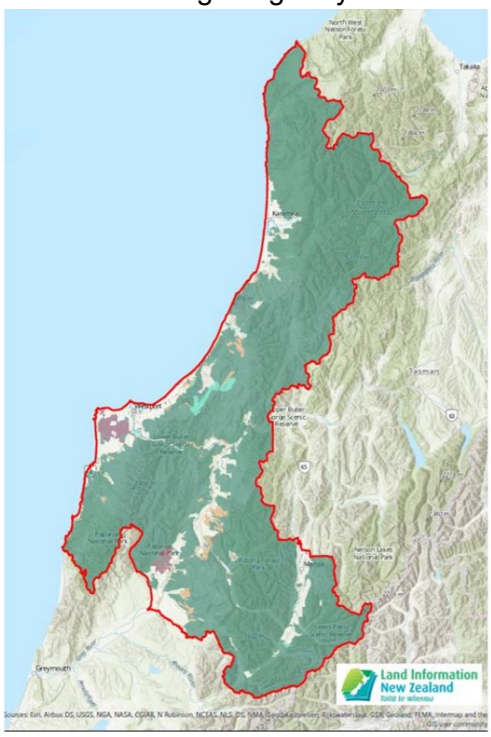
Like the whole of the West Coast, most of the Buller District is Public Conservation Land. As a result, Council works closely with the Department of Conservation to maximise the visitor experience and provide the infrastructure and services they need to stay safe and enjoy what the district has to offer. Visitors come to Buller to enjoy the natural resources and heritage areas, with walking, tramping, mountain biking, and other adventures pursuits being the main activities. When they come and stay in the District, they spend their money in our towns and communities, and this contributes to our local economy.

The West Coast is an area of extremes; wild country, wild weather and it is geologically active – all of which make this a unique environment. Ecosystems are unique, and biodiversity is rich and internationally recognised.

The area, because of its location adjacent to the Southern Alps, captures a high annual rainfall varying from about two metres on the coastal area, to around 5 metres on the Stockton and Denniston plateau and about 3 metres at Springs Junction in the Southern Alps.

Natural hazards are part of life here and the communities are resilient; and the Council factors this resilience into the way they manage infrastructure and its planning.

Climate change and its associated sea-level rise and changing weather patterns will increase natural hazard challenges for the District. Strategic consideration regarding the protection, upgrading and/or eventual abandonment following staged retreat, of Council's assets and infrastructure will be required over the coming decades.



Source: LINZ, Central Record of State Land (CRoSL).

– **Figure 3-2: Department of Conservation Land (dark green) within the Buller District**

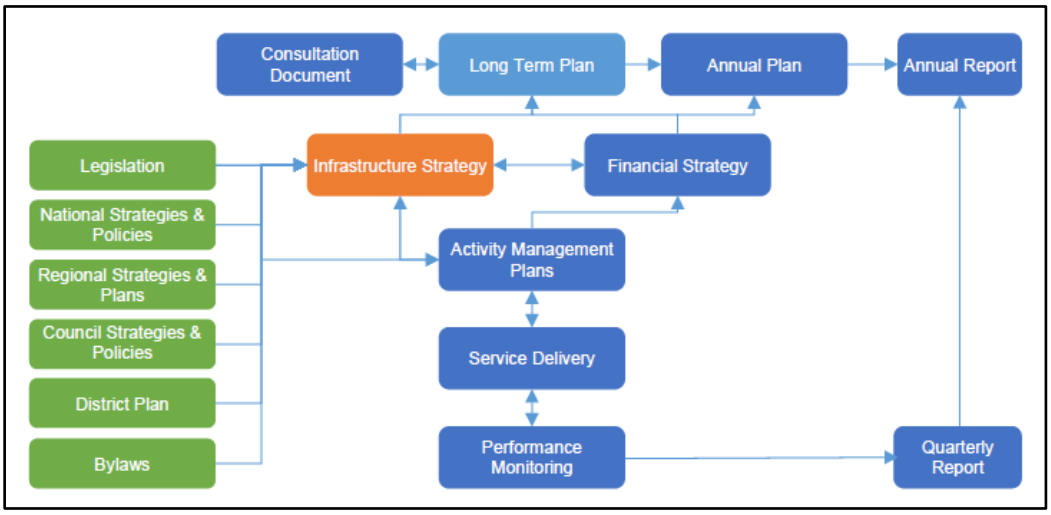
3.2 Linkage with Other Documents

Council's Significance and Engagement Policy, for the purpose of Section 76AA of the Local Government Act 2002, considers the following infrastructure related assets to be strategic assets and they have been included in this report:

- Transport and roading systems – includes carriageway, footpaths, bridges, streetlighting and off-street parking
- Drinking water reticulation, storage and treatment options – includes pipes, pump stations, reservoirs and treatment plants
- Wastewater reticulation and treatment systems – includes land, pipes, pump stations and sewage ponds and plants
- Stormwater reticulation systems and open drains

The Infrastructure Strategy and Financial Strategy underpin the Long Term Plan and form the pillars that support the Consultation document.

Figure 33 illustrates the Infrastructure Strategy linkages with other documents in the Asset Management and Strategic Planning Context.



[1]

– **Figure 3-3: Infrastructure Strategy- Linkages with other Documents**

3.2.1 Infrastructure Strategy and Financial Strategy

The Infrastructure Strategy works within the requirements of the Financial Strategy. The Financial Strategy provides a financial framework for making decisions and outlines how Council intends to manage its finances prudently. Council decided it was prudent to give priority to critical projects affecting drinking water in the last LTP. This philosophy has continued into the current LTP.

While the Infrastructure Strategy provides details of the level and timing of investment needed to operate, replace, renew and upgrade existing facilities, the Financial Strategy outlines the required rating and debt levels to fund these investments. Maintaining service levels and preserving assets is important because our communities expect a certain level of service and there is a cost in the long run of deferring maintenance and replacement of assets.

Together the two strategies outline how Council intends to balance investment in assets and services with affordability. There may be an impact of government legislation changes particularly around national water reforms for water supplies. Throughout this plan it is assumed that Council would retain the water supplies and that no transfer of these will occur. Council's infrastructure strategy has been developed in conjunction with the key aspects of this financial strategy.

Any major changes to the direction of the Financial Strategy of Council would require a review of this Infrastructure Strategy and vice versa.

3.2.2 Infrastructure Strategy and Asset/Activity Management Plans

The key documents underpinning the Infrastructure Strategy are the asset management plans. The delivery of many of the public services essential to our community relies upon asset management. The assets of council represent a significant investment by the community, built up over the last 100 years and more. Asset management plans are developed for the management of one or more infrastructure assets that combined technical, financial, engineering and other techniques over the

[1] *Tararua-District-Council-Long-Term-Plan-2021-2031-Volume-2-Infrastructure-Strategy, section 1.3, page 3*

life of the asset to provide an agreed level of service to the community at the lowest long-term cost to the community. This requires taking a life cycle approach to asset planning.

Asset data drives the requirement for depreciation funding and has a major impact on rating levels.

Poor data can lead to:

- Insufficient depreciation reserves and possible rating shocks from unplanned renewals of networks
- Rates funding being too high if assets on average are in better condition than thought and renewal cycles are longer than planned

The objectives of the Council's asset management plans are:

- To provide for a consistent approach to asset management planning within the council to ensure the plans reflect the strategic direction of the Council
- To demonstrate to the community that the Council recognises the critical importance of managing the district's assets in an effective and sustainable manner in order to deliver appropriate levels of service to current and future generations
- To confirm a coordinated process for each significant asset area that reflects Council's strategic direction and links their contribution to the Council Outcomes with specific levels of service, performance levels and desired improvement priorities and strategies

Principles of Council asset management planning:

- The Council will develop affordable and financially sustainable asset management plans that are to industry standard appropriate for the scale of assets and associated risks being managed
- Asset management plans will reflect the strategy and priorities of the Council and will be used to drive the day-to-day management of assets and the associated services
- The Council will manage the infrastructure assets in a planned, systematic and sustainable manner

4 ASSUMPTIONS, UNCERTAINTIES AND OPPORTUNITIES

4.1 Significant Assumptions

The significant LTP and IS assumptions are detailed in Appendix A.

The LTP is based on a number of significant forecasting assumptions. These assumptions include assessments of a number of factors that might impact on Council and the community, including consideration to how the population may change over the next 10 years, funding of Council services, and the financial environment.

The assumptions are the best reasonable assessment based on current information, but actual outcomes may differ, and these differences could be significant. Council has therefore, included an assessment of how likely the actual outcomes may vary from the assumptions and what impact the variances may have on Council and the community. These are the overarching assumptions relating to Council's activities. In addition to these assumptions, activity specific assumptions are contained within each of the activity sections.

4.2 Future Uncertainty and Risks

4.2.1 Sustainable Growth

Council has actively been preparing and consulting on master plans and economic initiatives to support sustainable economic growth and tourism growth in the district.

4.2.2 Climate Change and Natural Hazards Impacts

Council is continuing to monitor the potential impacts of climate change on district assets and uses the Ministry for the Environment guidelines for estimating Sea Level Rise. Council consults and works closely with West Coast Regional Council in addressing climate change impacts.

Flexibility to adapt to change is a key design principle that is being incorporated into Council infrastructure management and design. More major climate change impacts are expected in the 50-100 year time period, and infrastructure work required to address this will be included in future revisions of this Infrastructure Strategy.

4.2.3 Future Service Levels and Technology Changes

Buller District Council is focussing forward to a positive and prosperous future for the district communities. This Infrastructure Strategy currently presents a mainly business as usual approach to service levels and infrastructure maintenance and renewals.

Council recognises the changing nature of community expectations and service levels over time and continues to monitor changes such as the adoption of electric vehicles and the development of autonomous vehicles. Council is working with private providers to facilitate the build out of charging facilities for electric vehicles.

Cycleway build out, enhanced pedestrian access and holistic mobility planning have been commenced and will add to the local community and tourist transport modes, opportunities and enhanced service levels over time.

4.3 Regional Opportunities

Council has worked with Grey District Council, Westland District Council, West Coast Regional Council and local Iwis, on regional issues and shared services and will continue to do this going forward. Collaboration offers many benefits for all stakeholders and leads to better, more efficient and improved economical services outcomes.

Collaboration activities include:

- Combined Transport Activity Management Plan and the Regional Land Transport Plan for Waka Kotahi NZTA

Further collaboration efforts are anticipated in the future.

5 STRATEGIC ISSUES AND CHALLENGES

5.1 Strategic Issues

5.1.1 Managing Challenges and Emerging Trends

The task of planning, constructing, operating and maintaining Council's infrastructure assets in an affordable and sustainable manner is becoming increasingly difficult in view of a number of changes in government and external to council. The major ones of these changes will be discussed further in this section of the report as strategic considerations.

5.1.2 Infrastructure Resilience

Customers have a high expectation of continuing functionality and service delivery. While communities are resilient themselves, they are reliant on services provided to support their long term wellbeing. As the impact of risks such as coastal erosion, earthquakes and floods are better understood, there is an opportunity to identify better infrastructure management.

Resilience is based on a design philosophy which acknowledges that failure will occur at some point in time. Resilience requires early detection and recovery, but not necessarily through re- establishing the failed system through maintenance or capital works.

Buller District Council has undertaken an appropriate analysis of resilience issues relating to natural disasters and the managing and mitigating of the risks to, and the resilience of, our infrastructure assets from natural disasters.

Flooding is the most frequently experienced natural hazard in the District, and the likelihood of a major flood occurring in any year is high. Council will continue to engage with the Regional Council for future planning and mitigation efforts.

An earthquake could potentially cause devastation to both above- and below-ground infrastructure in developed areas through ground rupture, liquefaction or ground deformation. Council has insurance in place for such a likelihood.

We have to consider managing and mitigating the risks to, and the resilience of, our infrastructure assets from natural disasters.

Principal options and implications for building infrastructure resilience:

Option	10-years (2034)	30-years (2054)
Asset renewals mitigate some natural hazard risks.	Renewal of assets in high risk areas to modern seismic and other standards, and renewal of assets to cope to current events (e.g. drainage capacity) will reduce risks arising from natural hazards. Continue to fund projects to improve the resilience of the water supply and transport networks. Significant weather events will continue to pose a problem for some parts of the transport network, especially in coastal, low lying, and slip prone areas.	Renewal of assets in high risk areas to modern seismic and other standards will reduce risks arising from natural hazards. Significant weather events will continue to pose a problem for some parts of the transport network, especially in coastal, low lying, and slip prone areas.
Invest in new assets specifically to mitigate natural hazard risks.	As above, however investment is made in specific projects to minimise the risks from natural hazards, including climate change. We will undertake long-term planning to ensure our decisions are agile and can adapt to uncertainty and new scenarios.	New projects in areas where a known hazard requires mitigation.
Adapt infrastructure to mitigate or avoid natural hazard and climate change risks.	Long term planning to: • Understand natural hazard and climate change related risks. • Identify areas with intolerable risk or where mitigation is impractical and/or unaffordable. • Agree, with communities, how to plan for and manage the process of relocating people, assets, activities, and sites of cultural significance.	Managed retreat of infrastructure in areas with intolerable risk or where mitigation is impractical and/or unaffordable.

5.1.3 Ageing infrastructure

Areas of the District have been built over decades, and today there is both underground and above ground infrastructure that is well past its expected life. As ageing occurs reactive maintenance will increase. A key challenge for the District is the balance between reactive maintenance, programmed maintenance, and the inevitable rehabilitation or replacement of assets that have both physically and economically run past the point of repair.

There are risks of high running maintenance costs and loss of service through failure of old assets. A significant part of the proposed asset renewal programme aims to reduce these risks by replacing assets that have reached an age where ongoing performance is lost.

Council has historically fallen short in the level of renewals required to keep networks in appropriate condition and performance levels. Within each Activity, the renewals backlog has been identified, and we intend to bridge those backlogs in this planning period (within 30 years). If the existing assets are not maintained there is a risk of failing to meet the Levels of Service agreed with community, and the possibility of unexpected and unplanned capital expense to meet the Levels of Service, which could affect Council's financial performance.

Principal options and implications for addressing ageing infrastructure:

Option	10-years (2034)	30-years (2054)
Continue current rate of asset renewals delivery	Continue to prioritise asset renewals within 10-year budget with focus on worst condition/performing assets. Council has been unable to deliver the required level of renewals in the past 3-years due to substantially increased contract costs. This option is likely to continue this trend, ageing assets increasing risk to levels of service over the medium to long term.	Continue to meet forecast renewals requirements in the ADMS prioritising works on criticality and risk
Increase rate of asset renewals over time.	As above, but with gradually increasing asset renewals year on year to address the backlog and lift baseline annual renewals to meet whole-of-life asset management need. This option allows priority and strategic renewals to be undertaken and accounts for current and future anticipated new standards.	Continue to meet forecast renewals requirements in the ADMS prioritising works on criticality and risk
Immediate acceleration of short-term renewals delivery to address backlog of asset renewals.	As above but with significant expenditure in year 1-5 to fully address backlog of renewals and invest in priority/strategic renewals. This option reduces/eliminates deferred projects to reduce risk to levels of service delivery and whole-of-life asset management risk. It is almost certain this option is not affordable and highly likely the concentrated scale of works is not practical to deliver.	Continue to meet forecast renewals requirements in the ADMS prioritising works on criticality and risk

5.1.4 Meeting Regulatory and Compliance Requirements

Core infrastructure is facing increasing regulatory and compliance requirements. This places increasing demand on both operational and capital investment. Operational requirements include increasing monitoring and reporting, increasing operational systems and processes, increasing staff skills and training. Capital investment requirements include upgrading Water and Wastewater treatment processes and plants. These regulatory requirements and the associated investment requirements impacts places significant financial burden on council and their community.

Principal options and implications for meeting regulatory compliance requirements:

Option	10-years (2034)	30-years (2054)
Continue current rate infrastructure investment to meet regulatory requirements	Continue to prioritise infrastructure investment to meet regulatory requirements at a rate that council can afford. With this option it is likely that Council will have some regulatory noncompliance.	Continue to monitor regulatory requirements and invest as required.
Increase rate of infrastructure investment to meet regulatory requirements	Ongoing discussion with regulators about infrastructure investment requirements and timeframes to achieve compliance.	Continue to monitor regulatory requirements and invest as required.
Immediate acceleration of infrastructure investment to meet regulatory requirements	This option reduces/eliminates non-compliance risks, However, it is almost certain this option is not affordable and highly likely the concentrated scale of works is not practical to deliver.	Continue to monitor regulatory requirements and invest as required

5.1.5 Economic Change

With an underpinning economy of mining and developing agriculture and tourism sectors, Buller economy is very prone to external influences. New opportunities are developing and there is a positive outlook. Council is mindful that infrastructure investments must be 'in-tune' with the current economy and future opportunities unfolding. These issues are woven into the principal options outlined in Sections 5.1.2 -5.1.4 above.

5.1.6 Affordability

Affordability is one of the key challenges (and priorities) that Buller faces. In the past 3 years leading up to this plan Council has demonstrated that it has been prudent in the allocation of its expenditure and has come well within its predictions of expenditure and the resultant rates increases.

For this Infrastructure Strategy to be sustainable, Council will need to keep affordability as a priority, both in the short and long term. Council continually looks at ways that it can provide better services or provide the same service in a different way or at a lower cost to the ratepayer. These issues are woven into the principal options outlined in Sections 5.1.2 -5.1.4 above.

5.1.7 Karamea Highway Special Purpose Road

In northern Buller, the 49km section of road over the Karamea Bluff between Mokihinui and Karamea forms the majority of the Karamea Special Purpose Road (SPR). A 12km section from Karamea to Kohaihai completes the total 61km of SPR designation in our district. The SPR is historically known as the Karamea Highway, and was originally constructed, operated and funded by Waka Kotahi NZTA as part of State Highway 67. In the early 1990's, the designation was changed by Waka Kotahi NZTA to SPR as part of a wider review and state highway strategy. At that time, SPR's attracted 100% of funding from Waka Kotahi NZTA for maintenance and upgrading. In 2003, the legislative power to create SPR's was removed and Waka Kotahi NZTA commenced a transition process to transition SPR's to local roads under Council funding assistance rates (FAR). All affected Councils

and road controlling authorities have been developing responses to the transition process in terms of how these SPR's will be funded into the future.

There are many challenges related to managing the Karamea Highway, especially the Karamea Bluff section. This is due to the original corduroy construction, which included using organic materials such as trees, brush, and soil, to build its foundation. Decomposition over time has caused instability, which together with slips and washouts due to the natural terrain, leads to what has been described as an unquantifiable risk and significant safety concern, as well as attracting high repair and maintenance costs.

A strategic business case has been completed in collaboration with Waka Kotahi NZTA. The following are some of the key findings from that study:

- Karamea Highway is the only road access north of Mokihinui and services a population of approximately 700 people
- There is no commercial access to the region by sea and the airport at Karamea is limited to small charter flights with a maximum of 12 seats
- Approximately 252 vehicles use the highway daily, of which, approximately 60 people from Karamea Township stated that they commute in or out using Karamea Highway daily
- The Karamea Highway provides access to the Heaphy Track and Oparara Arches which are major tourist attractions for this area
- Costs of emergency works are highly variable and unpredictable
- Locations requiring emergency works in the past have been around the Karamea Bluff section, with little correlation between slips, slumps and locations of corduroy pavement
- The route from Little Wanganui to the Heaphy Track access is reasonably stable

For this LTP, the Karamea Highway will remain at 100% Waka Kotahi NZTA funding under SPR designation as resolved by their Board for the 2024-2027 triennial Regional Land Transport Plan (RLTP). Whilst a draft SPR transition plan remains to be considered beyond 2027, no agreement has been reached between Waka Kotahi NZTA and Council for the Karamea Highway changing to local road status, nor has there been Council acceptance of responsibility and funding following any such transition. Therefore, while the forward work programme and financial assessment have been mindful of a potential change beyond 30 June 2027, no final decision has been made by Council.

5.2 Infrastructure Strategy Challenges

5.2.1 Multiple internal and external factors

The infrastructure challenges for Buller are a result of multiple internal and external factors and influences occurring simultaneously, rather than a single root cause. The issues and effects are also different by infrastructure type and service level because of the respective ownerships, partnerships, and inter-generational approaches to asset management and delivery over the years.

For example, Transport receives significant and guaranteed financial support from central government through the Waka Kotahi NZTA Funding Assistance Rate (FAR). Three Waters, on the other hand (other than specific external funding agreements not guaranteed) is ratepayer funded, and historically (for drinking water supplies and wastewater schemes) has adopted a "user pays" model, where only those who benefit from the service pay for the service.

5.2.2 Ageing Infrastructure

With ageing infrastructure approaching or beyond useful life, increasing statutory duties, empowered regulators and small ratepayer bases in low socio-economic rural districts, the affordability versus compliance equation simply does not balance in many Buller communities.

5.2.3 Funding

The problem statement comes down to funding. Increased capital expenditure is needed to renew and upgrade our critical assets and networks, and an increase in operating expenditure to maintain and deliver these important community services in light of inflation and legislation pressures. Alternative funding will be required from sources other than rates in order to meet our infrastructure challenges. Central government will be a key partner in funding the significant investment programme required.

The work required is well identified and understood from a technical and priority perspective due to the diligent efforts of Council over many years. The challenge has never been not knowing what to do – it has been finding the budget to make it happen. Recent completion of major capital projects has proven that with external funding provided, Council does deliver successful infrastructure outcomes.

5.2.4 Affordability

The most significant challenge facing infrastructure is affordability. Without external funding or other revenue streams to pay for the investment programme required, the burden of costs falls entirely to ratepayers. This is particularly the case with “user pays” services under a targeted rate (closed account) shared only by those belonging to the scheme, rather than the entire district under a general rate. Drinking Water and Wastewater are examples where the service is paid by the beneficiaries, not by everyone. This puts extreme financial pressure on small rate bases to achieve mandatory service levels, as shown with several of our rural drinking water supplies.

Despite a concerted effort by Council over the past 3 years, including more than $20 million investment utilising both external and ratepayer funding, there remains a significant infrastructure backlog and non-compliance list to resolve for Three Waters. With the current uncertainty of central government’s Three Waters reform programme “Local Water Done Well”, Council must continue to do what it can within affordability limits to improve our services whilst we await the next steps.

Transport, on the other hand, retains significant financial support from the Waka Kotahi NZTA Funding Assistance Rate (FAR). The success of this central government partnership model over the years has positioned our roading networks well in terms of asset condition, and with continued external funding assistance and a minor uplift from ratepayers this LTP for our local road contribution, we are well placed to both reduce our transport infrastructure backlog and maintain our asset preservation strategy.

5.2.5 Sustainable asset management

The community outcomes are paramount and remain as our priority for this LTP. This means that in spite of the challenges, our focus remains on achieving our committed Levels of Service and looking after our infrastructure as best we can on behalf of the community for today and for future generations. Hence why the asset preservation strategy is so important to hold or maintain our position where possible and avoid slipping further behind on critical investments. Through a

sustainability lens, we believe we can improve inter-generational equity and infrastructure resilience for the future.

5.2.6 Meeting Regulatory Requirements

Our capacity to meet our statutory duties and obligations are proportional to our ability to pay and must stay within the affordability limits and be aligned with outcomes for our respective Buller communities. Notwithstanding, Council remains committed to our compliance and regulatory duties across all aspects including financial prudence, public health, environmental and resilience management, alongside iwi rights and interests. This considered approach of addressing challenges and significant strategic issues with a clear framework and prioritised investment methodology is what underpins our Infrastructure Strategy.

There are the following regulatory Three Waters challenges:

– Table 5-1: Three Waters Regulatory Challenges

Water Activity	Regulatory Challenges
Water Supply:	• A funded plan for the treatment of protozoa for the remaining unprotected Council-owned and operated public drinking water schemes • Installation of backflow preventers in industrial, commercial, residential and farming supply networks • Backlog/deferred maintenance
Wastewater:	• Making improvements to achieve compliance with consent is to discharge primary treated and untreated sewage during storm overflow events • Backlog/deferred maintenance
Stormwater:	• Ensuring adequate disposal systems in place for stormwater removed from the wastewater systems in Westport and Reefton. The issue is tied in with the West Coast Regional Council's approach to flood protection for Westport

5.2.7 Risk and Uncertainty

Internal and external factors and influences can introduce uncertainty and threaten the successful achievement of our LTP objectives. This uncertainty is known as "risk" and includes anything that may negatively affect our communities. Conversely, risk can also be positive and offer opportunities that should be identified and actively managed in order to achieve the best possible outcomes. Council has developed and adopted a Risk Management Framework based on the International Standard ISO 31000:2018 Risk Management – Guidelines, and the previous version AS/NZS ISO 31000:2009 Risk Management Standard, as well as benchmarking against select local government authorities' Risk Management Frameworks.

In applying this framework and using Council's Risk Management Manual, our Infrastructure Strategy has identified the key areas of risk and opportunity in formulating the most appropriate scenario to adopt for this LTP and the corresponding implications.

This includes objectives for Fit for Purpose infrastructure that optimises affordability, availability and performance. Resilience is considered in terms of adequate and reliable service levels, especially our community lifelines such as drinking water supplies and transport links in known hazardscape zones. Relevant legislation has also been assessed in terms of providing safe and compliant levels of service to ensure Council is meeting its statutory duties wherever possible and affordable.

The purpose of the risk framework is to mitigate our inherent risk (uncertainty existing in the absence of control measures) so that the residual risk (after control measures applied) fits within our risk tolerance and therefore Council is willing to accept. This is why external funding and additional revenue streams are so important for Council so that the appropriate resourcing and budgets can be available to effectively reduce risk for our communities. In basic terms, the more external funding that is available, the more critical risks that can be managed without burdening our ratepayers. Otherwise, affordability and the social welfare of our communities may become a greater risk.

5.2.8 Management Arrangements

Council's Infrastructure Services acts as the custodians of the Buller district community assets and operates, maintains and manages the plant, equipment and networks under the following core functions:

- Infrastructure Delivery (operations, maintenance, repairs)
- Infrastructure Planning (asset management, asset data/information)
- Capital Works (PMO, major projects)

The core functions are managed by two key portfolios as follows:

- Transport (roads, footpaths, bridges)
- Three Waters (drinking water, wastewater, stormwater)

The Infrastructure Strategy for this LTP operates within a triple-constraints framework to deliver appropriate levels of service (LOS), compliance, resilience and best practice within the governance approved boundaries of community outcomes, affordability limits and statutory duties as illustrated below. The significant infrastructure issues identified and considered in our LTP are assessed and prioritised via a risk management approach to ensure a sustainable future for our communities.

6 THIRTY YEAR INFRASTRUCTURE STRATEGY

In its role as Local Authority Buller District Council will comply with the relevant New Zealand legislation, while the following Strategic Statements will guide decision-making over the next 30 years.

These statements have been derived from Council's Community Outcome Statements and Draft Long Term Plan. Community Outcomes are the goals that Council wants to achieve for the Community. They reflect what the Community sees as important for its wellbeing, and they help to build up a picture of the collective vision for the district's future. The outcomes guide decision-making by Council. The Council links its activities and services back to the outcomes.

Table 6-1: Council Strategic Outcomes

#	Strategic Statements
1	**Social:** A vibrant, healthy, safe and inclusive community.
2	**Affordability:** Our communities are supported by quality infrastructure, facilities, and services that are efficient, fit-for-purpose, affordable, and meet our current and future needs
3	**Prosperity:** Our district is supported by quality technology and an innovative and diverse economy that creates opportunities for self-sufficiency, sustainable growth and employment.
4	**Culture:** Our lifestyle is treasured, our strong community spirit is nurtured, and our inclusive and caring communities understand our whakapapa and heritage and support lifelong learning.
5	**Environment:** Our distinctive environment and natural resources are healthy and valued.

6.1 Key Infrastructure Strategy Objective

The Infrastructure Strategy key objective is to provide core infrastructure to meet BDC's community objectives and regulatory requirements in a manner that is financially sustainable and affordable for the community.

6.2 Key Infrastructure Strategy Scenarios

Three IS Scenarios have been identified to address the district's core infrastructure requirements

Multiple LTP scenarios have been developed and evaluated in order to find the best strategy for delivering Infrastructure Services, now and into the future. Considerations have included the multiple challenges facing our district, the triple-constraint framework of community outcomes, affordability and statutory duties, and the level of risk (uncertainty) Council is willing to tolerate or accept. Ultimately, it comes down to developing a prioritised investment methodology that achieves the best balance possible for ratepayers and our communities.

In other words, the strategy must reflect a balanced scorecard, where all internal and external factors have been assessed, community outcomes, affordability and statutory duties weighted and scored according to their significance and acceptance of any residual risk in terms of likelihood and consequence. This process builds the Infrastructure Strategy and prioritised investment methodology driving funding requirements for operating and capital expenditure i.e. investment programme or forward works programme.

The shortlist of scenarios considered for this Infrastructure Strategy and corresponding investment programme is as follows:

Table 6-2: Infrastructure Strategy Scenarios

Scenario	Description
Scenario 1 – "Slip"	• Apply status quo budgets, without adjustment for legislation or inflation. • Under-invest in assets, condition deteriorates, and backlog gap widens. • Significant service level consequences and reduced community outcomes. • Insufficient budget to meet minimum expenditure and binding commercial contracts. • Higher risk for communities and Council.
Scenario 2 – "Hold"	• Apply considered budget uplifts where possible, based on absolute priorities and must-haves. • Maintain asset preservation principles but innovate and sweat where possible. • Selective resilience and compliance improvements based on risk and deliverability. • Selective community outcomes and objectives based on engagement and feedback. • Managed risk for communities and Council.
Scenario 3 – "Lift"	• Apply prioritised budget uplifts where possible, to deliver improved levels of service. • Improved asset management aligned to prioritised investment methodology. • Increased resilience and compliance improvements based on risk and deliverability. • Increased community outcomes and objectives based on engagement and feedback. • Lower risk for communities and Council.
Scenario 4 – "Unconstrained"	• Apply required budget to meet all community outcomes and statutory duties. • Not considered as not affordable, fails triple-constraint framework. • Lowest risk for communities and Council.

The scenario selected to take forward into this Infrastructure Strategy and corresponding investment programme is a slight hybrid between **Scenario 2 – "Hold" and Scenario 3 – ""Lift.** As shown in the diagram below:

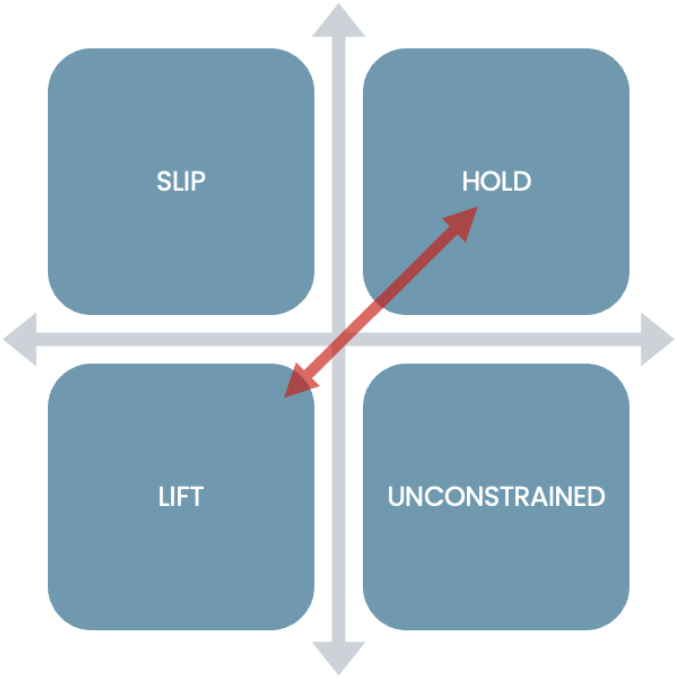


Figure 6-1: Infrastructure Strategy Scenarios Diagram

This is considered to be the most prudent approach and in terms of a balanced scorecard is the strategy that best aligns with the triple-constraint framework of community outcomes, affordability and statutory duties to which Infrastructure Services must operate within.

As well as managing risk to the level Council can tolerate (accept) and that the communities can afford, the “Hold”/”Lift” strategy aims to do as much as possible for this LTP in terms of meeting sustainability goals and inter-generational equity. Sustainability in this context means having the ability to hold our infrastructure asset condition at current levels (preserve without further deterioration) and maintaining levels of service as they currently are (no reduction or loss of service).

Our chosen "Hold"/’Lift” strategy aims to maintain current service levels and asset preservation priorities while preparing to meet Regulatory and Resilience high priority projects. The investment program reflects a careful evaluation across our key portfolios, with stability and consolidation as our foundation for strategic planning and decision-making in these uncertain times. We acknowledge the increasing regulatory requirements and have made provision for associated Capital investment mainly in the 1-10 year and 11-20 year horizons.

6.3 Infrastructure Strategy Investment Challenge…the balance beam scales

The Infrastructure Strategy is based on a prioritised investment methodology driving funding requirements for operating and capital expenditure. This creates the investment programme or forward works programme for service level delivery and asset management activities including:

- Operating – operational, repairs and maintenance costs to provide level of service.
- Capital – renewal, replacement and upgrade of assets including plant, equipment and networks.

The investment programme reflects the risk management and sustainability goals of the “Hold” strategy selected for this LTP and is expressed as total value of operating and capital expenditure and inclusive of ratepayer contributions and external funding where applicable. In this way, the investment programme shows our communities the budget required to hold our infrastructure asset

condition at current levels (preserve without further deterioration) and maintaining levels of service as they currently are (no reduction or loss of service).

The investment programme is developed and assessed across the following time intervals:

Year 1 –	to consider budget changes compared to the current financial year and corresponding impact to ratepayers.
Year 1 to 3 –	to consider budget changes of the LTP 3-year review period and triennial programmes such as the Waka Kotahi NZTA Regional Land Transport Plans (RLTP).
Year 1 to 10 –	to consider budget changes over the LTP 10-year planning cycle.
Year 1 to 30 –	to consider budget changes over the Infrastructure Strategy 30-year planning cycle.

In context of the key portfolios delivered by Infrastructure Services, the investment programme must also produce a balanced scorecard aligned with the selected strategy, based on the triple-constraint framework of community outcomes, affordability and statutory duties. In order to achieve this, the most prudent approach is to apply a prioritised investment methodology across the key portfolios. Each portfolio has a unique profile for both risk and sustainability.

This can be conceptualised as a balance-beam scale where at one end, the Transport portfolio presents significant opportunities for our district due to current favourable external funding assistance. However, at the other end the Three Waters carries a significant amount of risk (uncertainty) from a funding and investment perspective.

The balance-beam concept underpinning this strategy aims to minimise unnecessary change and hold our position until the identified risk and sustainability factors are better understood. A high-change agenda and over-ambitious investment programme is not considered appropriate for this LTP. Stability, consolidation, measured responses and making the most of our opportunities are integral to our strategic planning and investment decisions.

6.4 Key Infrastructure Strategy Management Considerations

6.4.1 Asset and Service Management

Council's asset and services management objective is to provide safe, affordable, sustainable core infrastructural services to the community and visitors that fully meet the environmental, social and economic needs of the district. Managing and maintaining these assets to ensure consistent and reliable service delivery to the community requires good asset management practices and strategic thinking. Buller District Council's approach will be a focus on maintaining its infrastructural assets to provide services in the most cost-effective manner by following a long term strategic view and making prudent decisions regarding the funding of any further development of networks, and maintenance and renewal of the existing assets.

This will be achieved through:

- Improving the maturity of asset information
- Systematic condition assessment to improve our evidence-based knowledge on the condition of buried piped networks
- Improving knowledge about network demand and risks
- Planning and managing using a prioritised approach (greatest risks and/or greatest benefits)
- Programming works based on priority and cost-effectiveness
- Improving targeted maintenance tactics
- Enhancing works management systems to maximise efficiencies
- Improving renewal modelling for future budgeting

Council's lifecycle management approach is relatively straightforward with a priority on security of service and resilience. Condition monitoring is undertaken to refine renewal programmes. Systems thinking is applied to maintenance works, to seek improved service delivery and reduce costs. As affordability will be an ongoing challenge, lifecycle management practice will be key to driving savings and works prioritisation.

The delivery of roading services relies heavily on the services of contractors. Outsourcing is bundled as regular maintenance work requiring a local presence, or project type work that can be undertaken by a range of contractors who can undertake more finite works.

Council's Professional Services Business Unit plays a key part in the delivery of services as representatives of the asset owner (Council) and supervisor of contracts. The systems, processes and personnel involved are responsible for ensuring the deliverables provided by contracts (inputs) and transferred into the outputs and outcomes sought by Council.

In summary, this approach aims to ensure continued service reliability, stable asset conditioning, prudent growth provisions, maximising operational efficiencies and the enhancement of asset management practices based on evidence.

6.4.2 Cost-Effective Delivery of Services

There is a clear requirement to meet the current and future needs of communities for good-quality local infrastructure in a way that is most cost-effective for households and businesses.

Efficient, effective and value for money service delivery in the maintenance and management of our public utility assets is paramount for our communities. Council is committed to ensuring maintenance contracts have clear outcome-based performance measures. Service Delivery Reviews (LGA 2002 section 17a) are being undertaken for council activities to assess their effectiveness and efficiency. Service delivery review for the key maintenance contracts have been undertaken to ensure assurance as to value for money, fit for purpose, inclusion of improved KPI measurement focusing on alignment between KPI and performance measures, and a clearly defined H&S accountability for both the contractor and Council.

Council is increasing its collaborative and shared services approach. This is generally with other West Coast Local authorities with initiatives such as the common District Plan, funding business cases for roading and Emergency Management. More integration of services should be expected, but without loss of local decision making and character.

6.4.3 Addressing Resilience

There is a need to increase the sophistication of how we think about resilience, shifting beyond a narrow focus on shock events or infrastructure failure and thinking more about interdependencies, levels of service and community preparedness. A longer-term view needs to be taken with increased focus on adapting to slower changes over time, including climate change. The graphic over the page shows key elements of resilience. Importantly, increased resilience is not necessarily about making things stronger or investing more and is quite often achieved by operational changes.

Council is aware that physical and system resilience is crucial.

Resilience takes account of:

- Design and construction standards (where cost effective) that ensure infrastructure is able to withstand natural hazards and long term changes in circumstances such as those resulting from climate change.
- Organisations and networks of organisations with the ability to identify hazards must share information, assess vulnerabilities, and plan for and respond to emergencies.

Acknowledging the value of adaptability and redundancy in the network to improve business confidence. Identification and management of inputs into our infrastructure such as power supply.

In order to improve resilience Council's approach will be to:

- Actively participate in CDEM planning and activities, at both regional and local levels.
- Consider and action recommendations in Lifelines Reports.
- Investigate options for alternative service provision and system redundancy.
- Identify critical assets and ensure mitigation methods are developed.
- Obtain insurance where this is deemed to be the most cost-effective approach.

6.4.4 Evidence Base

Council acknowledges that there are limitations with its asset data which may affect decision making. Council will continue to focus on data integrity, including collection, recording and analysis of the Three Waters asset registers contained currently in AssetFinda and for transport to update asset data in RAMM.

Council will continue to improve processes to better capture asset data, including operations and maintenance costs. We will update and refine the required renewal expenditure based on improved data. The renewal programmes will continue to be based on condition and performance monitoring including considerations around the criticality of assets and ensuring resilience in events of loss of service has been worked into the renewal programme. Asset renewal profiles and depreciation rates/calculations will be reviewed on a regular basis as improved information becomes available.

– **Table 6-3: Data Improvements**

Activity	Data to be collected	Data to be analysed	Value this data provides
Transport	RAMM data	All asset tables in RAMM	Complete and comprehensive asset inventory for all roading assets such as bridges, retaining walls, signs, etc.
	As per Waka Kotahi NZTA's Performance Report requirements	Traffic counts, road visual condition assessment	Heavy traffic counts will help identify key routes and align these with pavement management
Three Waters	AssetFinda data	Asset data such as extent, condition, material type demand/consumption readings water leaks	To understand pressures in the network, unaccountable water loss, leaks, renewals, capacity constraints, network capacities, etc.
All	Subdivision consents granted and building consents granted for new houses	Infill data Capacities	Confirm sufficient supply capacities in treatment plants and networks due to additional users

6.4.5 Significant Decisions Required

Taking a long term view to the management of infrastructural assets, Council needs to make key decisions in a timely manner. In addressing Community desires and priorities the following key decisions in Error! Reference source not found.have been identified. All of the significant decisions have been translated into projects in the determining of the budget requirements for this strategy.

– **Table 6-4: Significant Infrastructure Decisions**

Key Decision	Indicative Timeframe
Drinking Water Supplies – Local Water Done Well government plan, compliance, affordability and resilience.	2024-2027
Westport Wastewater Treatment Plant Consent 408/2 - discharge to river during storm overflow and investment responses	2024-2030
Stormwater improvements	1-10year and 11-20 Year horizons
Bridge renewals and upgrades	1-10 year horizon
Karamea Special Purpose Road	1-10 year horizon
Planning around current trends of development in the District: • Analysis of latest development areas in district (Westport and Reefton recorded increase in new houses being built) • Modelling of plants and network capacities • Understanding potential need to expand current networks • Improved processes in the Development Engineer space	1-5 year horizon and then possible investment responses ongoing over 30 year horizon
Separation of wastewater and stormwater networks	1-20 year horizon
Installation of backflow prevention valves throughout the district	1-15 year horizon

6.5 Council's Asset Data

6.5.1 Asset Data

Council's asset data is currently stored on two Assets Management Systems: "AssetFinda" (all non-transport assets) and "RAMM" (for transport assets). All historical asset data for Three Waters and Transport has been loaded into both systems with continual data updates from our service providers through interfaces into the systems. This system is managed by staff and all inputted data is checked against the service providers KPI's with any further information (financials) also added.

Infrastructure planning is working to improve data and information quality. This is needed to establish a more reliable basis for decision-making and proposed actions outlined in this strategy. Council has actively conducted CCTV and condition assessment of pipes to have better understanding of underground assets.

The assumptions related to asset data are that:

- Council staff will continue to improve processes to better capture asset data, including true operations and maintenance costs
- Council staff will update and refine the required renewal expenditure based on the improved data
- The renewals programmes will continue to be based on condition and performance monitoring
- Asset renewal profiles and depreciation rates/calculations will be reviewed on a regular basis as improved information becomes available.

A data confidence and integrity review was undertaken as part of Beca's 3 Waters 2024 Valuation, and in accordance with the confidence level table, a data confidence level of B was assigned (< ±5%). The report extract on data confidence and integrity follows:

– Table 6-5: Three Waters Asset Data Confidence Ratings

Level	Description	Accuracy	Quantity	Unit Cost	Base Life	Rem Life
A	Highly Reliable and Accurate	100%	✓			
B	Reliable with Minor Inaccuracies	+ - 5%		✓	✓	✓
C	50% estimated	+ - 20%				
D	Significant data estimated	+ - 30%				
E	All data estimated	+ - 40%				

Table 6-4 below shows the data confidence grading system (based on the International Infrastructure Maintenance Manual 2020) used in Beca's Roading 2024 Valuation. An assessment of confidence in the data underlying the current Asset Management Plans is shown in Table 6-5 below.

– Table 6-6: Roading Data Confidence Grading System

Confidence Grade	General Meaning
A Very High	**Highly Reliable <2% uncertainty** Data based on sound records, procedure, investigations and analysis which is properly documented and recognised as the best method of assessment
B High	**Reliable ± 2-10% uncertainty** Data based on sound records, procedure, investigations and analysis which is properly documented but has minor short comings; for example, the data is old, some documentation is missing, and reliance is placed on unconfirmed reports of some extrapolation
C Medium	**Reasonably Reliable ± 10-25% uncertainty** Data based on sound records, procedure, investigations and analysis which is properly documented but has shortcomings for example the data is old, some documentation is missing and reliance is placed on unconfirmed reports or significant extrapolation
D Low	**Uncertain ± 25-50% uncertainty** Data based on uncertain records, procedures, investigations, and analysis which is incomplete or unsupported, or extrapolation from a limited sample for which grade A or B is available.
E Very Low	**Very Uncertain >50% uncertainty** Data based on unconfirmed verbal reports and/or cursory inspection and analysis

– Table 6-7: Roading Asset Data Confidence Ratings

Asset Group	Confidence	Reason and Notes
Bridge and Major Culverts	A	Good data for bridge records.
Drainage	B	Data generally complete for drainage assets with only a few assets missing types and dimensions.
Footpaths	B	Data generally complete for footpaths assets, with some minor short comings including missing lengths/widths, etc. There also expected duplicates in the data.
Pavement Base	C	Assumed depths and pavement ages.
Pavement Formation	B	Data generally complete for formation records, but some assets with provided area are missing start/end, lengths and widths. These do, however, have recorded area.
Pavement Surface	A	Generally good data for pavement surface records, but some assets with provided area are missing start/end, lengths and widths.
Retaining Walls	D	Some records have assumed dimensions. There is a total of 32 assets, but none were constructed prior to 2021, and so the inventory register is expected to be incomplete.

Asset Group	Confidence	Reason and Notes
Street Lights	B	Data generally populated; However, many streetlight assets have assumed installation dates. There also are some streetlight assets with an owner of "Amenity and Accessway" or "LA Parks & Reserves".
Surface Water Channels	B	Data mostly complete for surface water channel assets, with some minor short comings including missing start/end displacements. There is possibility for some duplicate data as no disposals were recorded since the previous valuation.
Traffic Facilities	D	Data has some short comings. Expected duplication and omissions in the data. Many traffic facility assets missing installation dates and an assumed age used.

The expected life of each asset type in each Activity is also set in the Asset Management Plans and the Asset Valuation to help determine how long the assets are expected to last for.

A data confidence grading system is used for describing the confidence Council has in the accuracy of the asset data, i.e. if the data was taken from "as-built" drawings, the data would have a high confidence rating but if most of the data is based on estimate, the confidence would be low.

6.5.2 Asset Renewal and Condition

Asset conditions are updated by Council's contractors into the asset management systems. This data is used to generate planned/preventative maintenance and asset renewal projects.

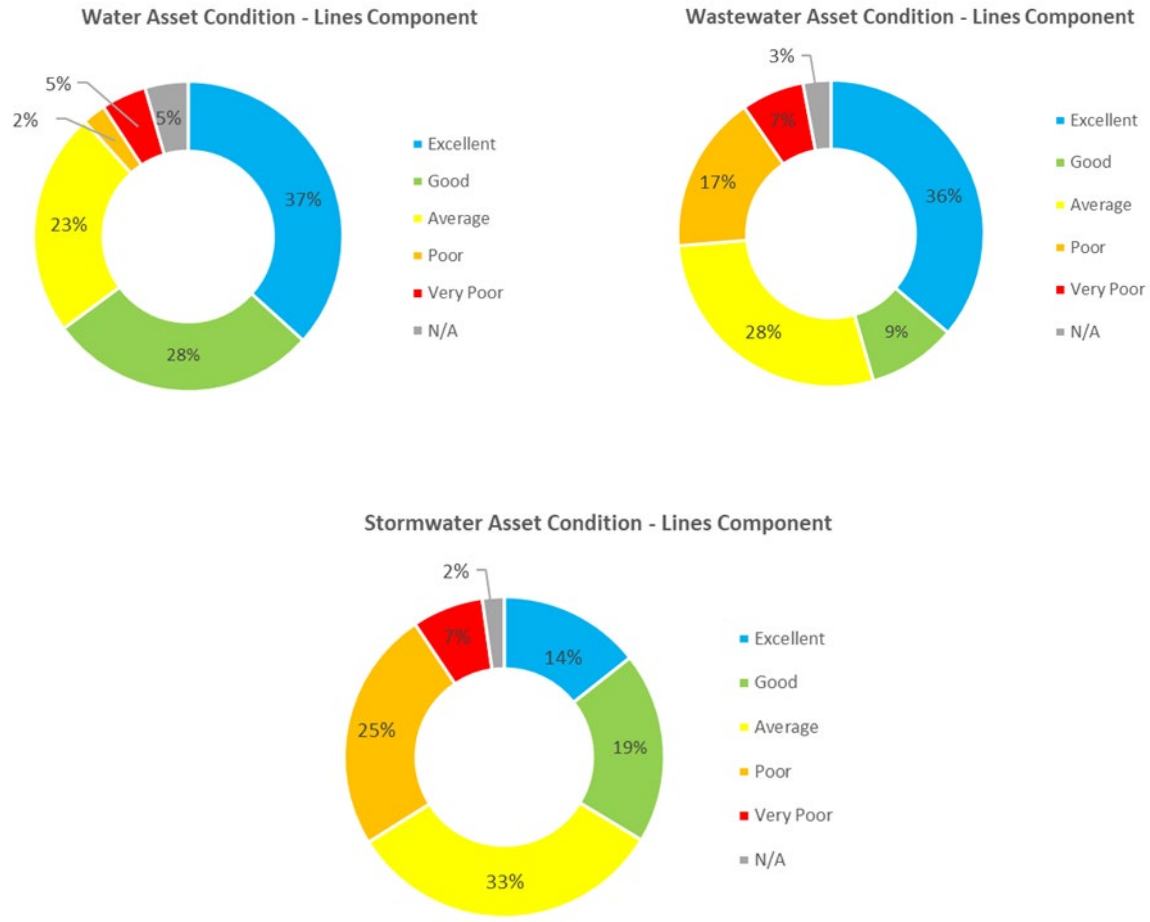
A large amount of the District's infrastructure was built in the 1960s and 1970s. With an average age of 60 years, many of these assets are now reaching, or have already passed, the end of their expected life. Maintaining these ageing assets becomes more difficult as their age increases. The District is now facing the challenge of balancing the increasing maintenance and renewal costs.

The key issue for Council's infrastructure assets is not what needs to be provided, but how to maintain existing assets funded over time. Managing infrastructure assets well is the foundation for Council's ability to provide new facilities for the community in the future.

Developing partnerships with other Councils or service providers can be complex and has risks. However, there are local government financial constraints that can make it difficult to ensure infrastructure continues to meet the needs of the community. Council has an operations and maintenance contract to operate and maintain Council's Three Waters network and treatment plants.

Another key risk is around Council's knowledge of its assets and financially planning for renewals. As the asset database is updated, asset condition may get adjusted and new assets can be found. This affects rate valuations, which in turn affects annual depreciation and renewal needs. This ongoing improvement process affects Council's annual operating expense and is currently causing an increase in the expected funding of renewals.

The following graphs reflect the condition of Three Waters line assets in the district at the time of writing this Strategy.



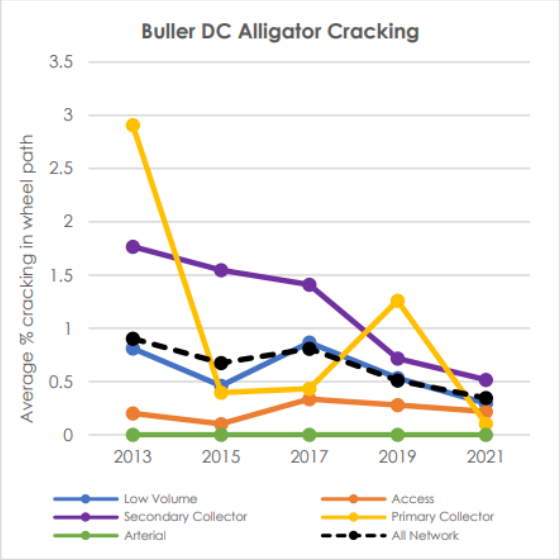
– **Figure 6-2: Three Waters Asset Condition**

Source: AssetFinda 17/02/25 (excludes service lines)

The following information reflects the current condition of Transport assets as described in our Activity Management Plan and Programme Business Case.

Alligator cracking: measured as the average % of cracking in the wheel path.

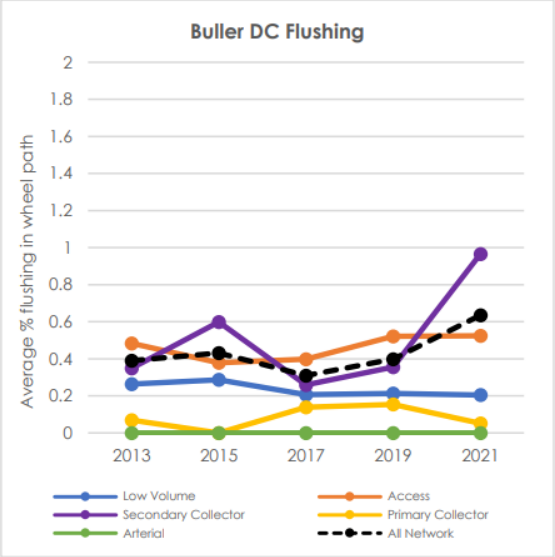
Alligator (fatigue) cracking is a series of interconnecting cracks which are initiated in the wheel paths and progress along the surface under repeated traffic loading. Cracking allows for infiltration of water into the underlying pavement layers, accelerating the rate of deterioration.



Flushing: measured as average % flushing in the wheel path.

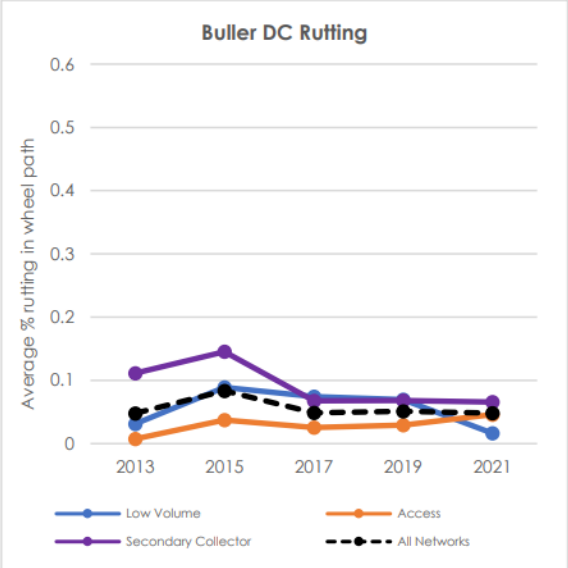
Flushing occurs when the bitumen has risen to where the surface aggregate is just protruding, or where the binder has risen to be level with or over the top of the surface aggregate.

Flushed areas are characterised by a generally shiny or slick appearance and a lack of surface texture.



Rutting: measured as average % rutting in the wheel path.

Rutting is a pavement distress mechanism that can significantly affect ride quality, pavement integrity, and safety – a common cause of surface water. Rutting is also followed by surface failure.



Surface condition: an index summarising surface condition based on visually measured condition defects (out of 100% where a higher number is better condition) has remained relatively stable for 2018-22. All three Councils are tracking above the peer group average.

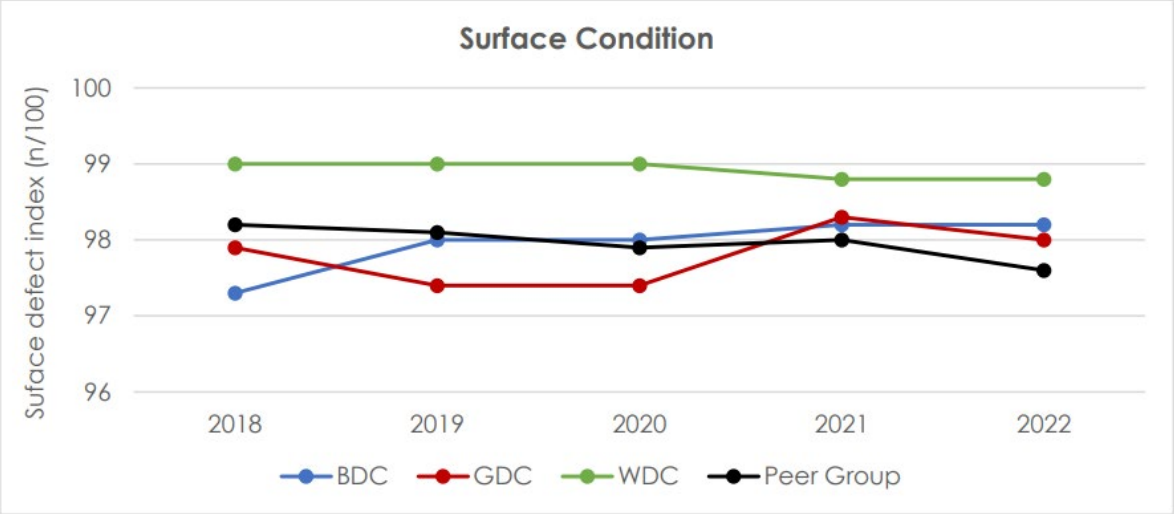


Figure 19: Sealed pavement surface condition 2018-22

Pavement condition: an index summarising pavement faults in the sealed road surface defects (out of 100% where a higher number is better condition) has sharply declined in Buller (-9%) and Westland from 2022 (-7%) for 2018-22, while Grey has had an overall increase (3%) with variability between years. All three Councils are tracking below the national peer group average, which has also declined by 2% over the period.

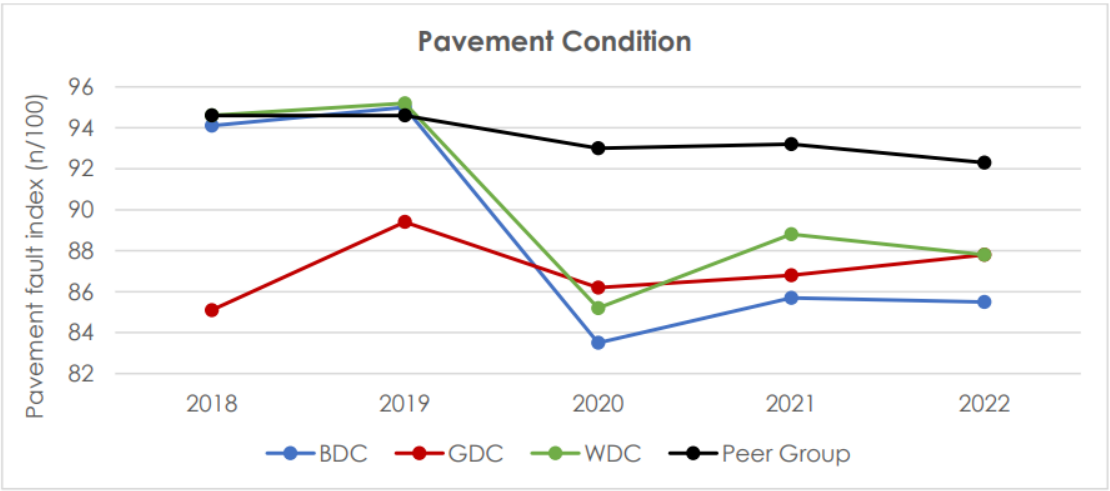


Figure 20: Sealed pavement condition 2018-22

ASSET PERFORMANCE AND CONDITION

Currently there are no performance measures or a formal condition monitoring programme for unsealed roads, so the following information has been sourced from Council staff and contractors:

- Unsealed road network condition is deteriorating, exacerbated by increasing maintenance and remetalling costs which are reducing the quantity of work that can be carried out within existing budgets.
- Weather events and poor drainage condition are causing water damage to unsealed pavement basecourse and subbase layers, this will require pavement strengthening to address.
- Buller especially has experienced poor unsealed road condition with 90% of their current three-year maintenance budget spent in years one and two.

ASSET PERFORMANCE AND CONDITION

There is no formal condition monitoring programme for drainage assets and there are currently no performance measures, so the following information has been sourced from Council staff and contractors:

- Asset condition is deteriorating on parts of the network, particularly in rural areas where issues such as high shoulders are contributing to water damage of pavement base and subbase layers. Prolonged deterioration will require costly rehabilitation / strengthening of some sections that could otherwise be avoided through proactive maintenance.
- Some drainage assets are no longer fit-for-purpose, having been designed for lower flows than are already being experienced, or are expected from future weather events. Other parts of the network require drainage assets where there are currently none.
- Current maintenance budgets are insufficient to ensure both proactive and reactive maintenance is undertaken. With increasing weather impacts due to climate change the need for proactive maintenance to ensure drainage assets protect and prolong the life of road pavement is essential.
- Renewal budgets are insufficient given increasing replacement cost of drainage assets, and the need for asset improvements as part of the renewals programme to upsize drainage assets to cope with current and future needs.

ASSET PERFORMANCE AND CONDITION

Condition monitoring of footpath assets varies between the Councils, as shown in the level of service framework each Council has a different set of targets and outcomes:

Council	2022/23 Performance
Buller DC	Condition target not achieved: 64% of footpaths ranked as grade 1 and 2, target is 75%.

ASSET PERFORMANCE AND CONDITION

The successful performance of the network services and maintenance is particularly reliant on maintenance inspections to identify any deficiencies.

For traffic services maintenance, it is undertaken through the road maintenance contracts which specify maintenance methods and performance criteria including cyclic inspection requirements. The traffic services inventory is used as a reference document when undertaking inspections, to identify where signs have been removed / damaged etc.

Rating	Description of Condition
1	Excellent Condition: Only cyclic maintenance required
2	Very Good: Minor maintenance required plus cyclic maintenance
3	Good: Significant maintenance required
4	Average: Significant renewal/upgrade required
5	Poor: Unserviceable

Table 3: Condition rating table

Based on the weighting factors outlined in section 1.4 Condition and Performance, a summary of the overall condition of bridges in 2023 are:

	Bridges	Culverts
Buller	2.23	2.00
Grey	2.80	2.67
Westland	1.46	1.33

Table 12: Overall condition rating for bridges and culverts

6.6 Levels of Service

This Infrastructure Strategy provides a guide to Council's long term service provision over a 30- year period based on the current service levels provided by Council and known and agreed changes in Councils service levels. The assumption is that Council's Levels of Service targets won't change and due to the uncertainty around regulatory changes the levels of service has been kept the same. This will be reviewed once there is more certainty around the regulatory implications for Council in terms of the levels of service they need to provide to be compliant with the then proposed changes.

Councils Long Term Plan provides detail on annual service levels, performance measures and achievements. For full disclosure of required information, this Infrastructure Strategy shall be read in conjunction with the other documents comprising the Long Term Plan, including Council Activities which define levels of service.

6.7 Capital Works Programme

Council has established a dedicated Capital Works function to deliver major programmes and projects across all portfolios. Reporting through Infrastructure Services, Council has the capacity to expand according to the level of investment, including any externally funded projects together with our LTP business as usual commitments. One of the primary objectives of the Capital Works function is to be the preferred service provider for asset owners and key stakeholders to deliver successful projects.

This is achieved by applying best practice planning and implementation principles to achieve value-for money objectives in terms of scope, budget, schedule, quality, risk and safety management through the following practices:

- Set and maintain the highest standards in managing successful project outcomes using proven knowledge areas and methodologies, including PMBoK and PRINCE2 for predictable and consistent results.
- Establish effective and transparent procurement processes which achieve value for money in the interest of asset owners and key stakeholders.
- Ensure comprehensive asset owner and stakeholder representation, quality monitoring and ongoing maintenance considerations for all capital projects.

- Develop and refine a scalable framework of systems, processes and procedures consistent with Council's major project delivery model.
- Drive effective project lifecycle principles and quality control reviews to maximise benefits and opportunities, reduce impact of change and manage risk.
- Ensure all purchasing is in accordance with probity principles and in a competitive environment conducive to Council achieving best outcome and certainty in the awarding of orders and contracts.
- Enable appropriate inputs via collaboration and advice from asset owners, key stakeholders and subject matter experts.
- Coordinate and control programme/project reporting deliverables including implementation plans, status reports, Council or Committee papers, communications, stakeholder engagement, public messaging including media releases and community updates. Ensure compliance with local government rules, Council's Procurement Policy and consideration to legislation, regulations and best practice.

Considering deliverability challenges around resources, supply chains and market forces (including material supply, freight and labour availability), Council has successfully adopted additional project control measures. These include establishing specific steering committees, terms of reference with appropriate delegated authorities and effective procurement models such as Early Contractor Involvement (ECI). This has enabled speed to market engagement, integration of the contractor's constructability assessments and skills that in turn allows parties to manage and procure key lead critical items to minimise schedule and construction risk.

Council will remain flexible in its approach to align with delivery processes which are fit for purpose and attain best value for money outcomes for our community. All capital projects for this LTP will be fully resourced with dedicated programme management teams and governance oversight provided by steering groups and Council as appropriate. The methodology adopted by our Capitals Works function is described in our Major Project Delivery Model Guideline.

Further information regarding Infrastructure Services approach to capital works delivery can be found in our Major Project Delivery Model guideline G01.

7 SIGNIFICANT INFRASTRUCTURE STRATEGY DECISIONS AND OPTIONS

The Local Government Act 2002 Section 101B – Infrastructure Strategy states:

(2) The purpose of the infrastructure strategy is to—
"(a) identify significant infrastructure issues for the local authority over the period covered by the strategy; and
"(b) identify the principal options for managing those issues and the implications of those options.

The scenario selected to take forward into this LTP and corresponding investment programme is "Hold". This is considered to be the most prudent approach for the current scenario and is the strategy that best aligns with the triple-constraint framework of community outcomes, affordability and statutory duties.

As well as managing risk to the level Council can tolerate (accept) and that the communities can afford, the "Hold" strategy aims to do as much as possible for this LTP in terms of meeting sustainability goals and inter-generational equity. Sustainability in this context means having the ability to hold our infrastructure asset condition at current levels (preserve without further deterioration) and maintaining levels of service as they currently are (no reduction or loss of service).

In this way, the broader definition and objectives of sustainability are best aligned to the selected "Hold" strategy, where Council is meeting the needs of the present generation without compromising the ability of future generations to meet their own needs.

The overall 30-year strategic position remains one of **"affordable asset preservation and compliance"**, mindful of known infrastructure condition, remaining useful life and mandatory priorities; constrained only by district ratepayers' ability to afford the costs.

Council has identified and continues to address the following challenges with our infrastructure:

- Is the district's infrastructure sized correctly, fit-for-purpose, reliable and affordable?
- What are the climate change implications and resilience for the district's infrastructure?
- What savings can be made whilst still maintaining assets in a sustainable manner?
- What are we doing about central government's Three Waters plan?
- What are we doing about the future of the Karamea Highway Special Purpose Road?

The Infrastructure Strategy and corresponding Asset Management Plans will aim to address these key questions and expand on the following principles:

- Addressing infrastructure backlog i.e. the deficit of renewal works required to meet Level of Service outcomes
- Applying new strategies (e.g. "bring to satisfactory", satisfying expectations and needs) i.e. cost to bring assets from "poor/adequate" to "fair/good", and not necessarily excellent
- Introducing new Key Performance Indicators (KPIs) to measure and communicate strategic performance i.e. Infrastructure Backlog Ratio, Asset Maintenance Ratio and Asset Renewal Ratio

Since improving the affordability of the services provided to the community and addressing legislative reform (e.g. compliance requirements) are typically competing tensions, the above three principles will provide the necessary basis to develop an appropriate position for the LTP.

– Table 7-1: Key Infrastructure Strategy Issues, Considerations and Strategies

Key Item	Description
The key areas to be addressed by this Infrastructure Strategy are:	• Levels of service (Regulatory and Resilience improvement) • Asset preservation and renewal (Ageing infrastructure)
The key considerations include:	• Community outcomes in relation to infrastructure needs • Statutory duties, including compliance and regulatory legislation • Environmental assessments and impacts • Climate change and climate adaptation • Waka Kotahi NZTA Funding Assistance • Pandemic readiness and response plans
The key strategies are:	• Government reform risks and opportunities, including external funding • Addressing the infrastructure backlog by accelerating renewals • Addressing Regulatory requirements • Developing infrastructure resilience • Define success targets and “bring to satisfactory” concepts • Introduce measurement tools and metrics to track performance • Improve asset data, in particular for transport

The key activities for Infrastructure in the next three years are:

– Table 7-2: Key Infrastructure Strategy Activities

Core Infrastructure	Key Activities
Transport:	• Increased investment for bridge renewal and replacement • Continued investment in footpaths, walkways and cycleways • Ongoing improvement in asset management capability and capacity • Uplift in sealed road surfacing
Drinking Water Supply:	• Compliance upgrades to meet legislation and regulator requirements • Trunkmain renewals • Backflow prevention • Condition assessment/modelling • Compliance monitoring/reporting
Wastewater:	• Treatment plant consenting and compliance • Network separation of wastewater and stormwater • Pipeline renewals • Condition assessment/modelling • Compliance monitoring/reporting
Stormwater:	• Flooding mitigation works • Pipeline renewals • Condition assessment/modelling • Compliance monitoring/reporting

Special Note on Transport & Roading:

The Land Transport Combined Activity Management Plan and Programme Business Case (PBC) were prepared and submitted to Waka Kotahi NZTA.

7.1 Drinking Water Supplies

Council's strategic goal for the water supply activity is:

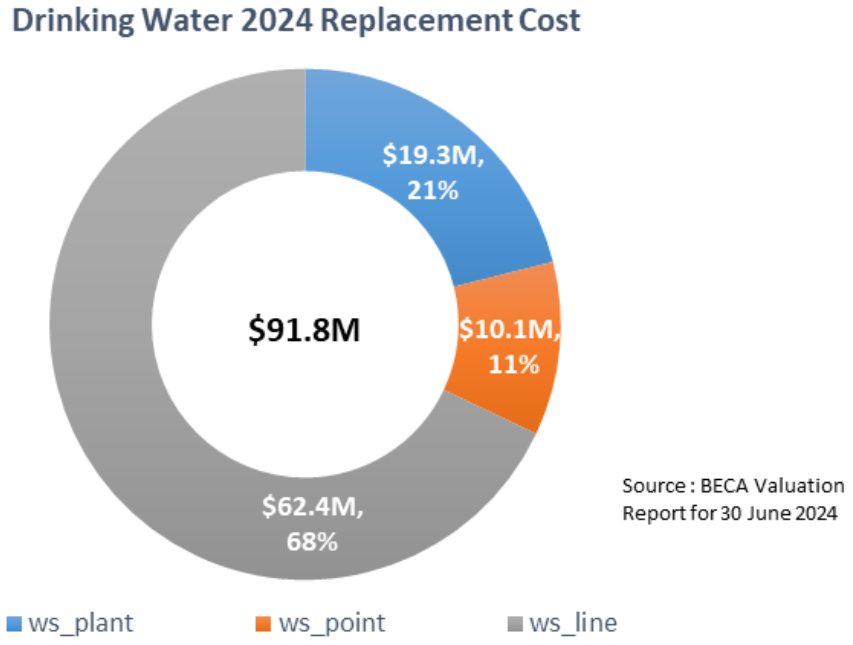
"to provide an adequate supply of water that is of sufficient quality for household, agricultural, commercial and industrial use, which meets the current and future needs of the community, in a cost effective manner."

7.1.1 Value of Drinking Water Supply Infrastructure Assets

Buller District Council manages **$91.8million** of Drinking Water Supply infrastructure assets. The Infrastructure Assets' Replacement Costs, taken from the 30 June 2024 valuation reports are shown in **Table 7** and **Figure 7-1**.

– **Table 7-3: Drinking Water Supplies Asset Value as at 30 June 2024**

Water Asset Group	Replacement Cost ($)	Depreciated Replacement Cost ($)	Annual Depreciation ($)
ws_line	62,399,384	39,222,314	737,793
ws_plant	19,339,916	11,581,804	538,681
ws_point	10,071,670	5,773,907	208,597
Grand Total	**91,810,970**	**56,578,025**	**1,485,071**



– **Figure 7-1: Drinking Water Supplies Asset Value as at 30 June 2024**

7.1.2 Strategies

The following are our strategies for Drinking Water Supplies:


Intake Gate and Screen

- Risks and opportunities - Improving water and compliance to meet the new regulator's water standards and become compliant with regulations, including applying for external funding to support the upgrades required for water schemes that cannot afford the costs to become compliant.
- Water Safety Plans that meet the regulator requirements and ensure safe water to the community.
- Installation of backflow preventers to ensure safe drinking water supply
- Firefighting capability in network.
- Resource consent conditions to enable a network that is compliant with regulatory and councils' standards.
- Addressing the infrastructure backlog by accelerating expenditure on renewal programmes through improved planning techniques. Develop and implement programme of condition assessments to ensure failing or deteriorated assets are replaced. The focus in this LTP will be to replace all galvanised steel and asbestos cement pipes.
- Define success targets and "bring to satisfactory" concepts at planning and maintenance level to ensure improved service delivery and asset management.


Punakaiki WTP Overview

- Introduce measurement tools and metrics to track performance.
- Improve our asset register data, asset management practices and asset maintenance management.
- Prepare for natural disasters by ensuring an alternative source of supply, be it a separate supply pipe or a dedicated storage reservoir to ensure water is available at selected points in each town.

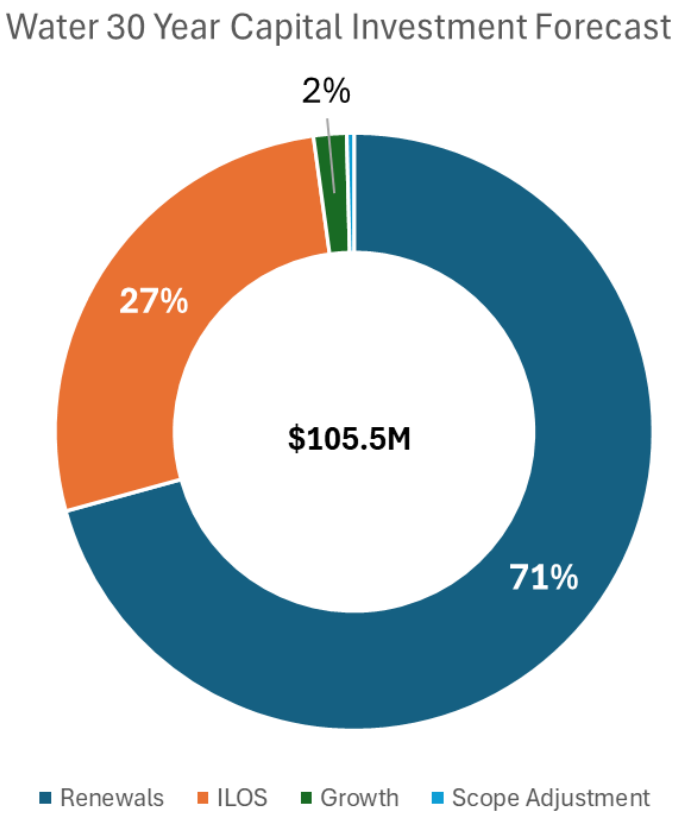
7.1.3 Issues and Options

The main Water Supply issues are detailed below:

– Table 7-4: Water Supply – Issues and Options

Issue	Options	Discussion
Water supply schemes including looking at private schemes needs to be improved to meet the new Regulator standards.	New or upgrading of water treatment plants to meet the new water regulator standards and be compliant.	Nationally, safe drinking water is a priority and delaying necessary upgrades without sound reasoning should be avoided. Current indications are that drinking water standards will increase and there will be a requirement to include additional interventions to provide safe water. Operating more complex schemes is likely to be beyond the capability of (pro-bono) community members
Installation of backflow preventers in industrial, commercial, residential and farming supply networks.	Programme of implementation to first focus on critical locations where contamination could occur posing a threat to the community.	Providing a safe water supply to people is of utmost importance to council. The prevention of any contaminant getting into council's water pipes should be one of the highest priorities.
Backlog/deferred maintenance.	Replacement of galvanised steel pipes and asbestos cement pipes as first priority. Increased pipe condition assessment via sampling and testing.	Asset renewal has not occurred as dictated by asset age and performance. To ensure a reliable supply, pipes need to be replaced when they have reached the end of their useful life or as determined from maintenance records. Loss of supply to the community will have a negative reputational implication for council.

7.1.4 Investment Proposal



– **Figure 7-2: Water Supply 30Year Capital Investment Summary**

These issues and options and significant investment requirements are expanded upon in the table below:

– **Table 7-5: Drinking Water Supply Proposals (to be finalised post consultation)**

	Significant Issue linkage	Key Decision	Description	Options	Preferred Option Timing	Preferred Option Estimated Cost
Water Treatment Plant Upgrades						
Most likely Scenario	Regulatory and Compliance Requirements	Decision to continue to invest in upgrading Water treatment plants to meet DWQAR and NZ Drinking Water Standards Decision processes: • 2025 LTP • 11-30 Year Horizon, future LTPs	This project aims to upgrade WTPs to meet DWQAR and NZ Drinking Water Standards Funding drivers: ILOS	**Option 1:** Upgrade WTPs in current LTP **Option 2: (Preferred)** Defer investment and continue to discuss WTP treatment options with regulators **Option 3:** Upgrade all WPS over the 30 year horizon	2025/26-2033/34 11-30 Year	$5.95M $6.0M
Water Supply Renewals						
Most likely Scenario	Ageing Infrastructure	Decision to invest in water supply system renewals Decision process: 2024 LTP Decision processes: • 2025 LTP • 11-30 Year Horizon, future LTPs	This project aims to renew ageing water supply assets to ensure that the required levels of service are achieved. Funding drivers: Renewals	**Option 1: (Preferred)** Retain current level of water supply renewals based on a combination of asset data (theoretical renewals) and asset condition information. **Option 2:** Defer investment and undertake a reactive renewals programme (run to fail). This is likely to affect service levels	2025/26-2033/34 11-30 year	$27.99M $42.65M

	Significant Issue linkage	Key Decision	Description	Options	Preferred Option Timing	Preferred Option Estimated Cost
Backflow Protection Installation						
Most likely Scenario	Regulation and compliance	Decision to invest in the installation of backflow devices Decision process: 2024 LTP Decision processes: • 2025 LTP • 11-30 Year Horizon, future LTPs	This project aims to ensure water safety though the installation of backflow devices at property connections, to ensure the public supply is protected. Funding drivers: ILOS	**Option 1: (Preferred)** Continue with the installation of backflow devices as per current Council programme and funding . **Option 2:** Increase the level of funding to fast track the programme (i.e. bring forward approx. $4M from the 11-30 year horizon)	2025/26-2033/34 11-30 year	$3.05M $7.36M

For the water supply service, meeting legislation and regulator requirements and replacing deteriorated pipes (galvanised steel and asbestos) continue to be a priority, while over the long term further pipe renewals and renewals at the water treatment plants make up the largest portion of the budget.

7.2 Wastewater Services

Council's strategic goal for wastewater over the next ten years is:

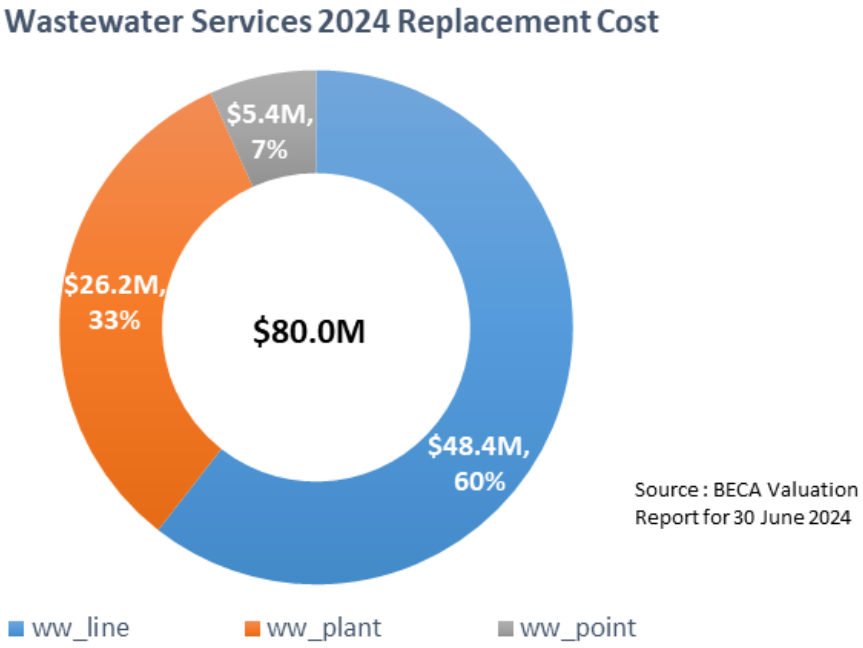
"to provide cost effective sewerage services for townships, as required by the community, and to continue investigations into minimising any adverse impact of effluent discharges into the environment."

7.2.1 Value of Wastewater Infrastructure Assets

Buller District Council manages **$80.0 million** of wastewater infrastructure assets. The Infrastructure Assets' Replacement Costs, taken from the 30 June 2024 valuation reports are shown in **Table** 7 and **Figure 7**.

– **Table 7-6: Wastewater Services Asset Value as at 30 June 2024**

Wastewater Asset Class	Replacement Cost ($)	Depreciated Replacement Cost ($)	Annual Depreciation ($)
ww_line	48,421,492	21,882,471	559,827
ww_plant	26,160,044	13,764,785	684,034
ww_point	5,389,973	2,836,509	73,970
Grand Total	**79,971,509**	**38,483,765**	**1,317,831**



– **Figure 7-3: Wastewater Services Asset Value as at 30 June 2024**

7.2.2 Strategies

The following are our strategies for Wastewater Services:


Westport WWTP Bioreactor

- Risks and opportunities - Improving quality of Wastewater infrastructure and compliance to meet the new regulations, including applying for external funding to support the upgrades required to meet the new regulations.
- Renew resource consents.
- Addressing the infrastructure backlog by accelerating expenditure on renewal programmes through improved planning techniques. Develop and implement programme of condition assessments to ensure failing or deteriorated assets are replaced.


Reefton WWTP Aeration Pond

- Define success targets and “bring to satisfactory” concepts at planning and maintenance level to ensure improved service delivery and asset management.
- Introduce measurement tools and metrics to track performance.
- Improve our asset register data, asset management practices and asset maintenance management.
- Wastewater and Stormwater network separation.

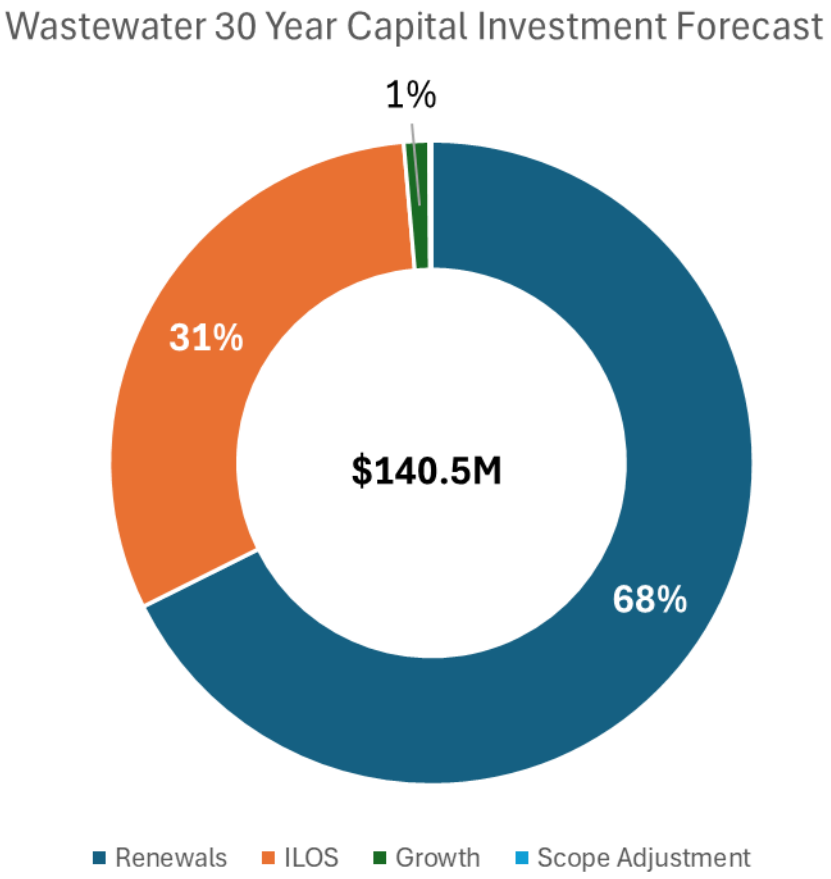
7.2.3 Issues and Options

The following key issues informed the Infrastructure Strategy budget considerations.

– Table 7-7: Wastewater – Issues and Options

Issue	Options	Discussion
Consent is to discharge primary treated and untreated sewage during storm overflow events	Continue discharge as is	With a higher frequency of intense storms, catering for all rainfall events is unrealistic This issue should be worked through with the regional council to identify a satisfactory approach. This is expected to be a compromise for all stakeholders.
	Reduce untreated discharge	
	Optimise separation of networks	
Backlog/deferred maintenance (includes Stormwater and Wastewater separation)	Replacement of pipes that have reached the end of their expected useful lives. Increased pipe condition assessment via CCTV and smoke testing.	Asset renewal has not occurred as dictated by asset age and performance. To ensure a reliable service, pipes need to be replaced when they have reached the end of their useful life or as determined from maintenance records. Spillage from broken pipes or pump stations will not be acceptable to the community or regional council.

7.2.4 Investment Proposal



– **Figure 7-4: Wastewater 30 Year Capital Investment Summary**

Note: The Westport and Reefton Stormwater/ Wastewater Separation projects has been reallocated to ILOS

These issues and options and significant investment requirements are expanded upon in the table below:

– **Table 7-8: Wastewater Services Proposals (to be finalised post consultation)**

	Significant Issue linkage	Key Decision	Description	Options	Preferred Option Timing	Preferred Option Estimated Cost
Wastewater Treatment Plant Upgrades						
Most likely Scenario	Regulatory and Compliance Requirements	Decision to invest in upgrading the Wastewater treatment plants to meet resource consent requirements and future National Wastewater Discharge Standards Decision processes: • 2025 LTP • 11-30 Year Horizon, future LTPs	This project aims to ensure council WWTPs remain compliant with regulatory requirements i.e. RMA resource consent requirements and future National Wastewater Discharge Standards Funding drivers: ILOS/Renewals	**Option 1:** (**Preferred)** Upgrade WTPs in current LTP **Option 2:** Defer investment and continue to discuss WTP treatment options with regulators **Option 3:** Upgrade all WPS over the 30 year horizon	2025/26-2033/34 11-30 Year (Westport, Little Wanganui)	Reefton $35.5M
Wastewater Renewals						
Most likely Scenario	Ageing Infrastructure	Decision to invest in Wastewater renewals Decision process: 2024 LTP Decision processes: • 2025 LTP • 11-30 Year Horizon, future LTPs	This project aims to renew ageing Wastewater assets to ensure that the required levels of service are maintained Funding drivers: Renewals	**Option 1: (Preferred)** Retain current level of wastewater renewals based on a combination of asset data (theoretical renewals) and asset condition information. **Option 2:** Defer investment and undertake a reactive renewals programme (run to fail). This is likely to affect service levels	2025/26-2033/34 11-30 year	$21.97M $64.44M

	Significant Issue linkage	Key Decision	Description	Options	Preferred Option Timing	Preferred Option Estimated Cost
Reefton Stormwater/Wastewater Separation						
	Regulatory and compliance	Decision to invest in works to separate Stormwater from the Wastewater network Decision processes: • 2025 LTP • 11-30 Year Horizon, future LTPs	Currently Reefton has a combined Wastewater/Stormwater network. There is the need to separate the system to create a standalone Stormwater network; this will reduce overflows during severe wet weather events Funding driver: ILOS	**Option 1:** Maintain the status quo, with the risk of future Wastewater network overflows and resource consent non-compliance **Option 2:** (**Preferred)** Plan and implement a separation programme over the LTP period (stage 1) **Option 3:** Following stage 1 continue to establish a Stormwater piped network and environmental engineered solutions (see related Stormwater project)	2025/26-2033/34 11-30 year	$7.6M See Stormwater project
Westport Stormwater/Wastewater Separation						

	Significant Issue linkage	Key Decision	Description	Options	Preferred Option Timing	Preferred Option Estimated Cost
	Regulatory and compliance	Decision to invest in works to separate Stormwater from the Wastewater network Decision processes: • 2025 LTP	Currently Westport has elements of a combined Wastewater/ Stormwater network. There is the need to separate the system to create a standalone Stormwater network; this will reduce overflows and no compliances during severe wet weather events Funding driver: ILOS	**Option 1:** Maintain the status quo, with the risk of future Wastewater network overflows and resource consent non-compliance **Option 2:** (**Preferred)** Plan and implement a separation programme over the LTP period	2025/26-2033/34	$4.1M

7.3 Stormwater Services

Council's strategic goal for the stormwater activity is:

"to provide for the collection and disposal of stormwater to acceptable environmental standards."

7.3.1 Value of Stormwater Infrastructure Assets

Buller District Council manages **$54.4 million** of Stormwater infrastructure assets. The Infrastructure Assets' Replacement Costs, taken from the 30 June 2024 valuation reports are shown in **Table** 7 and **Figure 7**.

Table 7-9: Stormwater Services Asset Value as at 30 June 2024

Stormwater Asset Class	Replacement Cost ($M)	Depreciated Replacement Cost ($M)	Annual Depreciation ($M)
sw_line	46,457,260	19,915,162	537,850
sw_plant	905,647	877,728	17,691
sw_point	7,008,377	4,137,173	87,417
Grand Total	**54,371,284**	**24,930,063**	**642,958**

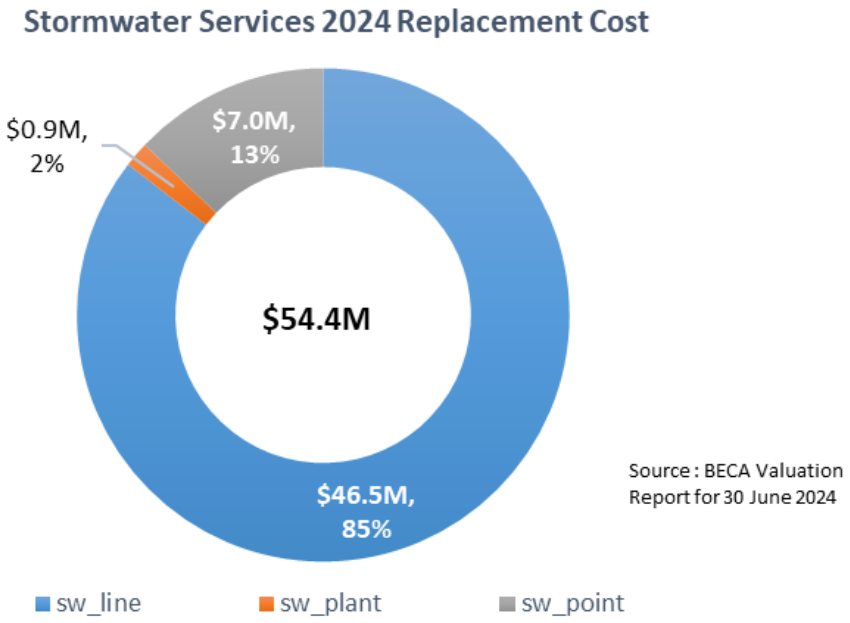


Figure 7-5: Stormwater Services Asset Value as at 30 June 2024

7.3.2 Strategies

Stormwater services are provided for our district communities, draining roads and/or private property.

The following are our strategies for Stormwater:

- Risks and opportunities - Improving stormwater discharge and compliance to meet the new regulator's standards and become compliant with regulations, including applying for external funding to support the upgrades required to become compliant.
- Addressing the infrastructure backlog by accelerating expenditure on renewal programmes through improved planning techniques. Develop and implement programme of condition assessments using CCTV and smoke testing to ensure broken pipes are replaced and wastewater and stormwater is separated.
- Define success targets and "bring to satisfactory" concepts at planning and maintenance level to ensure improved service delivery and asset management.
- Introduce measurement tools and metrics to track performance.
- Improve our asset register data, asset management practices and asset maintenance management.
- Further studies around flooding mitigation work.

7.3.3 Issues and Options

Issues with our stormwater system are complex, with more intense rainfall and weather events predicted for our district. In particular the urban stormwater networks for Westport and Reefton are challenging with respect to wastewater separation, inflow and infiltration and climate change.

Reducing the volume of stormwater entering the wastewater network is key to reducing the number of wet weather overflows and improving existing infrastructure capacity and performance. The separation of stormwater (rainwater) means that in wet weather, rainwater from roofs, streets etc will flow directly to the river or sea, rather than going into the wastewater network, combining with the wastewater flows and creating network capacity issues.

There are three critical parts to network separation:

- Improving the current stormwater system, so that rainwater is carried away safely, which has benefits in terms of flood mitigation as well as improving network capacity.
- Changing connections of Council assets; predominantly stormwater sumps that currently lead to the wastewater network.
- Changing connections on private properties. Smoke-testing conducted by Council has shown approximately 24%, or 615 dwellings, within urban Westport have cross connections where dwelling stormwater downpipes are connected into the wastewater network.

Council will progress the data analysis and modelling work already underway in order to inform the optimised network separation redesign for Westport and the corresponding investment programme for capital expenditure going forward.

Inflow and infiltration (I&I) is another key network improvement initiative which Council are working on. I&I is when stormwater (rainwater), surface water or groundwater enters the wastewater network (sewer) through a variety of causes either on public or private property.

Inflow is the direct discharge of stormwater entering the sewerage system, often from low lying gully traps, yard drains, roof downpipes and cross-connections from stormwater drains that are networked directly to the sewerage system. Infiltration occurs when stormwater that seeps into the ground, or rising groundwater enters the wastewater network through defects, cracks, and joints in the sewer pipe.

A gully trap collects wastewater from the kitchen, bathroom and laundry. Gully traps that are not installed correctly can allow stormwater runoff to enter the wastewater network causing increased volumetric flow. Gully traps must be installed to minimum heights above ground surfaces. All downpipes from dwelling drainage surfaces including building roofs must be connected to the stormwater system and not directly to the sewerage system to avoid breaching the capacity of the network and causing overflows of untreated wastewater.

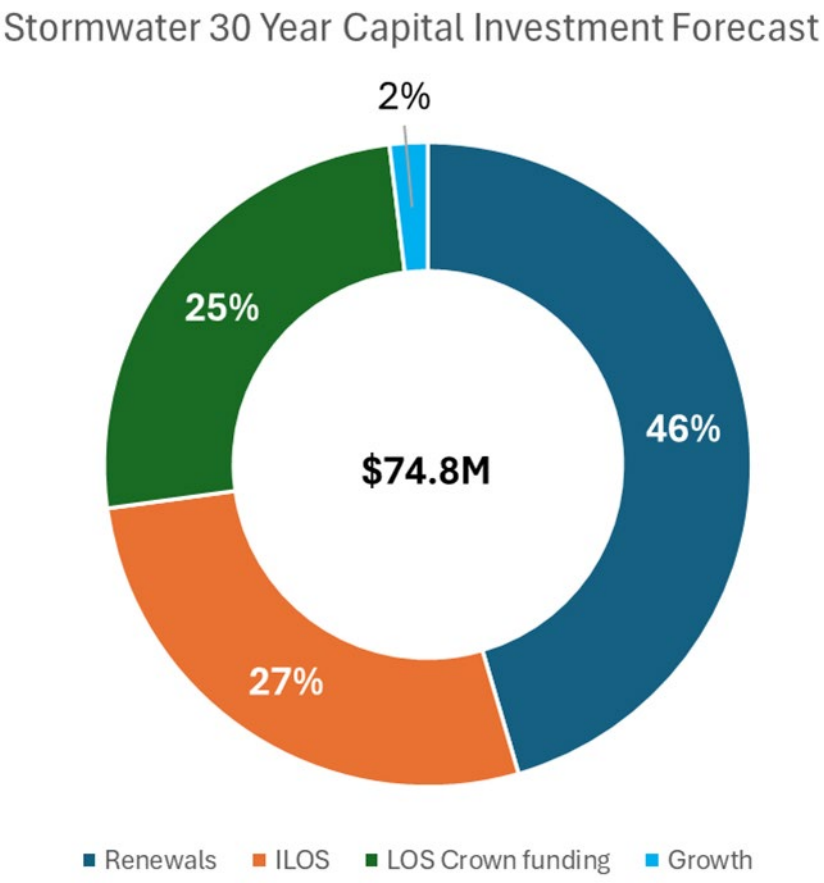
Due to affordability constraints, accelerated completion of I&I improvements and other remedial strategies or physical works including network separation, secondary (overland) flow path and stormwater storage capacity (detention and retention) has not been considered for this LTP. However, Council will advocate for external funding assistance to bring this timeline forward due to the significant benefits this work will provide for our communities and the environment.

Westport is faced with the high likelihood of future severe weather events including flooding similar to July 2021 and February 2022 due to its low-lying position and its location adjacent to both the sea and major rivers. The impact of these severe weather events has worsened with the increased frequency and severity attributed to climate change. A Westport Flood Protection project with government funding is currently being led by the West Coast Regional Council. Part of the proposed solution includes a flood wall around the perimeter of Westport.

Council has expressed its strong view that a suitable pumpout system must be included to remove accumulated stormwater and rising groundwater from within the flood walls, and avoid a significant new risk being introduced. We will continue to advocate to the Westport Flood Protection project for a complete solution including an appropriate pumpout system to ensure stormwater (pluvial) flooding from high intensity rainfall events and river (fluvial) flooding including rising groundwater can be captured and discharged.

Costs for the associated pumpout infrastructure including central interceptor or gravity mains, rising mains, inlet structures, storage reservoirs, pumpstations, flood wall penetrations or crossings have not been included in this LTP as such assets are currently regarded as belonging to the Westport Flood Protection project and not part of the Council stormwater network.

7.3.4 Investment Proposal



– **Figure 7-6 Stormwater 30 Year Capital Investment Summary**

These issues and options and significant investment requirements are expanded upon in the table below:

– **Table 7-10: Stormwater Services Proposals (to be finalised post consultation)**

	Significant Issue linkage	Key Decision	Description	Options	Preferred Option Timing	Preferred Option Estimated Cost
Westport Stormwater Resilience						
Most likely Scenario	Resilient infrastructure	Decision to invest in upgrading the Westport Stormwater networks Decision processes: • 2025 LTP • 11-30 Year Horizon, future LTPs	This project aims to build Stormwater infrastructure resilience and help reduce stormwater impacts on people and property Funding drivers: ILOS/Renewals	**Option 1:** (**Preferred)** Upgrade the Westport Stormwater network over the approx. six year horizon- (with Crown funding) **Option 2:** Defer investment and investigate alternative resilience upgrades **Option 3:** Undertake Upgrades as part of the Resilient Westport Project	2025/26-2033/34 11-30 Year	$18.9M (crown funding) Budget TBC
Reefton Stormwater Network Development						
Most likely Scenario	Resilient infrastructure	Decision to invest the development of a Reefton Stormwater network Decision process: 2024 LTP Decision processes: • Future 11-30 Year Horizon LTPs	This project aims to continue with the Separation programme (phase 1 under Wastewater). Phase 2 focusses on the establishment of the stormwater network Funding drivers: ILOS	**Option 1: (Preferred)** Phase 2 establishment of the Reefton Stormwater network. **Option 2:** Defer and or spread investment over a longer time period. This is likely to affect service levels and may lead to non-compliance issues	11-30 year	$9.0M (ROC budget to be updated based on detailed planning)
Stormwater Renewals						

	Significant Issue linkage	Key Decision	Description	Options	Preferred Option Timing	Preferred Option Estimated Cost
Most likely Scenario	Ageing Infrastructure	Decision to invest in Stormwater renewals Decision process: 2024 LTP Decision processes: • 2025 LTP • 11-30 Year Horizon, future LTPs	This project aims to renew ageing stormwater assets to ensure that the required levels of service are maintained Funding drivers: Renewals	**Option 1: (Preferred)** Retain current level of storm water renewals based on a combination of asset data (theoretical renewals) and asset condition information. **Option 2:** Defer investment and undertake a reactive renewals programme (run to fail). This is likely to affect service levels	2025/26-2033/34 11-30 year	$6.99M $16.75M

7.4 Transport

Council's strategic goal for the roads and footpaths activity is:

"to provide and maintain a network of roads for the movement of vehicles, goods and people in a safe and efficient manner throughout the District in accordance with Council and Waka Kotahi NZTA standards."

"to provide a safe, affordable, sustainable land transport system that fully meets the environmental, economic and social needs of the district.

7.4.1 Value of Transport Infrastructure Assets

Buller District Council manages **$479.3 million** of transport infrastructure assets. The Infrastructure Assets' Replacement Costs, taken from the 30 June 2024 valuation reports are shown in **Table 7** and **Figure** 7-7.

– **Table 7-11: Transport Asset Value as at 30 June 2024**

Asset	Unit	Quantity	ORC ($)	ODRC ($)	ADR ($)
Bridges & Major Culverts	m^2	12,715	$80,692,573	$34,405,269	$852,207
Drainage	each/ m^2	-	$27,536,919	$10,215,385	$349,325
Footpaths	m^2	223,727	$20,179,451	$13,348,923	$355,966
Pavement Base	m^2	3,795,904	$159,320,302	$118,033,813	$852,007
Pavement Formation	m^2	4,404,433	$130,236,027	$130,236,027	$0
Pavement Surface	m^2	3,432,641	$36,985,127	$13,243,648	$2,027,349
Retaining Walls	m^2	3,679	$5,911,891	$5,878,736	$103,284
Street Lights	each	966	$2,075,749	$1,309,834	$68,792
Surface Water Channels	m	612,781	$14,185,861	$5,810,415	$164,255
Traffic Facilities	each	12,082	$2,192,149	$1,208,530	$103,946
Total			**$479,316,048**	**$333,690,580**	**$4,877,130**
Impairment				**$1,596,776**	
Total 2024 Valuation			**$479,316,048**	**$332,093,804**	**$4,877,130**

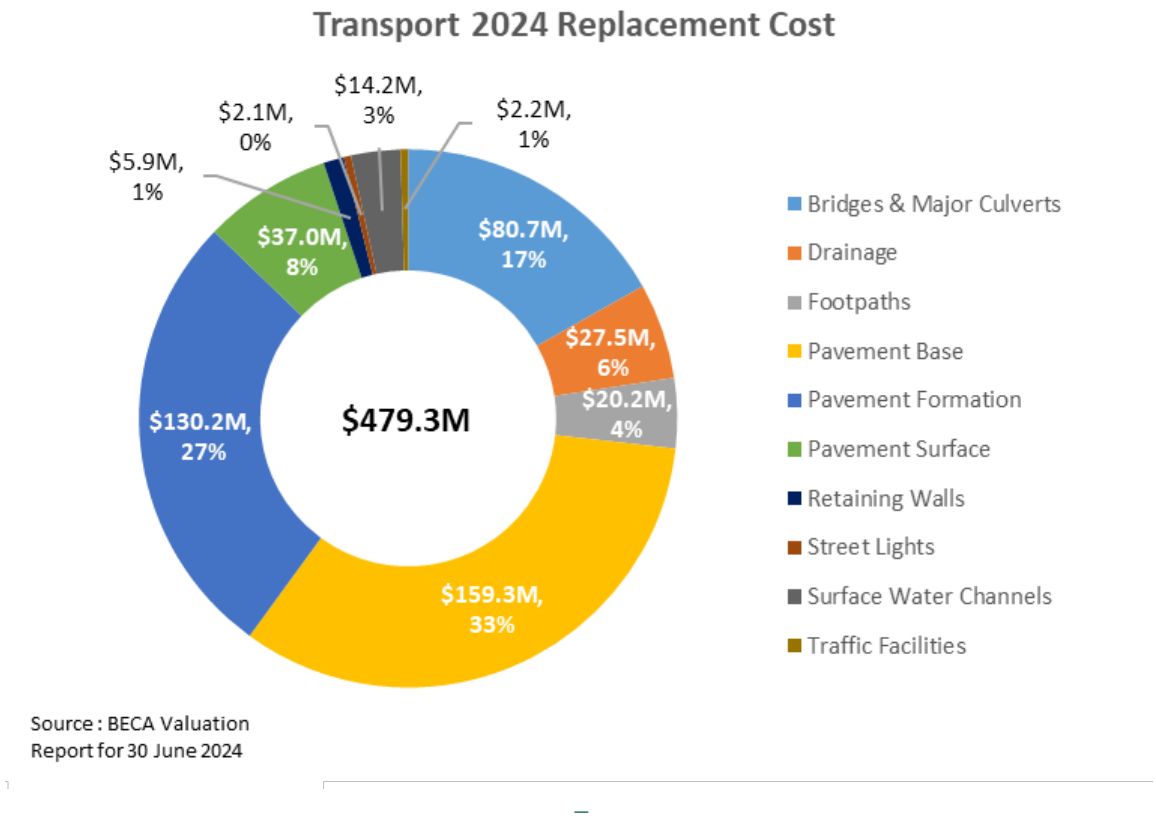


Figure 7-7: Transport Asset Value as at 30 June 2024

7.4.2 Transport Strategy and Options

In December 2023 Buller District Council, jointly with Westland and Grey District Councils, submitted the West Coast Transport Programme Business Case 2024-27 and Activity Management Plan 2024-34 to New Zealand Transport Agency (NZTA) and their respective Councils for inclusion in the National Land Transport Programme (NLTP) and Long Term Plans (LTP).

Subsequently:

The change of central government set a new direction for transportation, released in the final Government Policy Statement on Land Transport (GPS) in June 2024. This was a significant change of strategic direction and national funding priorities.

Local government was provided the opportunity to defer their 2024 LTPs, opting instead for an Enhanced Annual Plan for 2024/25 followed by a 9-year 2025-34 LTP. All three West Coast Councils opted to defer.

As a result, each Council's 3-year NLTP programme which would usually be adopted via their LTPs is out of sync, and the Councils are now in the process of developing their 9-year LTP which will include two years of approved NLTP funding:

– **Table 7-12: 3 Year NLTP Programme**

	2024/25	2025/26	2026/27	2027/28
NZTA	NLTP Year 1	NLTP Year 2	NLTP Year 3	NLTP Year 1
Local Authorities	Enhanced Annual Plan	LTP Year 1	LTP Year 2	LTP Year 1

A key change implemented via the GPS is the introduction of new NLTP Activity Classes[2] and regrouping of individual work categories within these, key changes are:

- Pothole Prevention Activity Class: all maintenance and renewal categories for sealed and unsealed roads and drainage have been grouped here with the purpose of investment in resealing, rehabilitating, and drainage maintenance on the local road network.
- Walking and Cycling Activity Class: all work categories relating to walking and cycling are now included under this class; previously maintenance and renewals were part of the wider local road network programme.
- Local Road Operations Activity Class: all remaining maintenance, operation, and renewal work categories are included here.
- Bridge and Structures Renewals: WC216 was previously considered a renewal activity but is now included in the Local Road Improvements Activity Class, potentially increasing the threshold for securing funding via the NLTP for these works.

Along with these changes the most significant impact has been the ringfencing of approved NLTP allocations within each Activity Class. This means that Road Controlling Authorities (RCAs) will be unable to move funding between categories to optimise their spend as the 3-year programme develops.

The immediate impact for Buller is if they wish to do any additional works on Walking and Cycling or Low-Cost, Low-Risk projects this will need to be 100% funded by Council, with no NLTP contribution.

An addendum to the 2024-27 AMP and PBC provides details on the outcomes of NZTA areas of funding change between the requested amount and allocated amount. The following potential risks and disadvantages of investing below the recommended levels include:

- Reduced levels of service
- Risks to asset condition and asset failure
- Potential safety and resilience risks
- Growing backlog of works and higher future costs
- Loss of economic productivity

[2] https://www.nzta.govt.nz/planning-and-investment/planning-and-investment-knowledge-base/202427-nltp-investment-requirements/202427-nltp-activity-classes-and-work-categories/

The original programme, as outlined in the previous AMP, remains the preferred approach from an asset management perspective. However, this programme is not considered affordable by NZTA or local politicians. Consequently, the Roading team must work to deliver the best possible programme within the available funds.

As a result, there may be less than optimal investment in some areas, directly affecting asset condition and/or levels of service.

7.4.3 Karamea Highway (Special Purpose Road SPR)

In northern Buller, the 49km section of road over the Karamea Bluff between Mokihinui and Karamea forms the majority of the Karamea Special Purpose Road (SPR). A 12km section from Karamea to Kohaihai completes the total 61km of SPR designation in our district. The SPR is historically known as the Karamea Highway, and was originally constructed, operated and funded by Waka Kotahi NZTA as part of State Highway 67. In the early 1990's, the designation was changed by Waka Kotahi NZTA to SPR as part of a wider review and state highway strategy. At that time, SPR's attracted 100% of funding from Waka Kotahi NZTA for maintenance and upgrading. In 2003, the legislative power to create SPR's was removed and Waka Kotahi NZTA commenced a transition process to transition SPR's to local roads under Council funding assistance rates (FAR). All affected Councils and road controlling authorities have been developing responses to the transition process in terms of how these SPR's will be funded into the future.

There are many challenges related to managing the Karamea Highway, especially the Karamea Bluff section. This is due to the original corduroy construction, which included using organic materials such as trees, brush, and soil, to build its foundation. Decomposition over time has caused instability, which together with slips and washouts due to the natural terrain, leads to what has been described as an unquantifiable risk and significant safety concern, as well as attracting high repair and maintenance costs.

A strategic business case has been completed in collaboration with Waka Kotahi NZTA. The following are some of the key findings from that study:

- Karamea Highway is the only road access north of Mokihinui and services a population of approximately 700 people
- There is no commercial access to the region by sea and the airport at Karamea is limited to small charter flights with a maximum of 12 seats
- Approximately 252 vehicles use the highway daily, of which, approximately 60 people from Karamea Township stated that they commute in or out using Karamea Highway daily
- The Karamea Highway provides access to the Heaphy Track and Oparara Arches which are major tourist attractions for this area
- Costs of emergency works are highly variable and unpredictable
- Locations requiring emergency works in the past have been around the Karamea Bluff section, with little correlation between slips, slumps and locations of corduroy pavement
- The route from Little Wanganui to the Heaphy Track access is reasonably stable

For this LTP, the Karamea Highway will remain at 100% Waka Kotahi NZTA funding under SPR designation as resolved by their Board for the 2024-2027 triennial Regional Land Transport Plan (RLTP). Whilst a draft SPR transition plan remains to be considered beyond 2027, no agreement

has been reached between Waka Kotahi NZTA and Council for the Karamea Highway changing to local road status, nor has there been Council acceptance of responsibility and funding following any such transition. Therefore, while the forward work programme and financial assessment have been mindful of a potential change beyond 30 June 2027, no final decision has been made by Council.

7.4.4 Low Cost Low Risk

Low cost, low risk improvements proposed are:

- Karamea Highway improving corners and resilience improvements – increasing and installing additional culverts
- Omau Road intersection upgrade
- Charleston, Reefton and Carters Beach - new footpaths and improvements to existing footpaths
- Westport Township enhancements
- Okari Road resilience works
- Bridge and bridge component renewals

7.4.5 Problems and opportunities

This information was used to identify problems and opportunities, and shape the transport investment objectives for 2024-2027; these are:

- Reducing asset failure risk, as assets are maintained and renewed appropriately
- Improving network resilience
- Increasing freight task optimisation through appropriate network investment
- Visitors continue to travel widely and are more dispersed, as more attractions are accessible having appropriate facilities

7.4.6 Investment Proposal

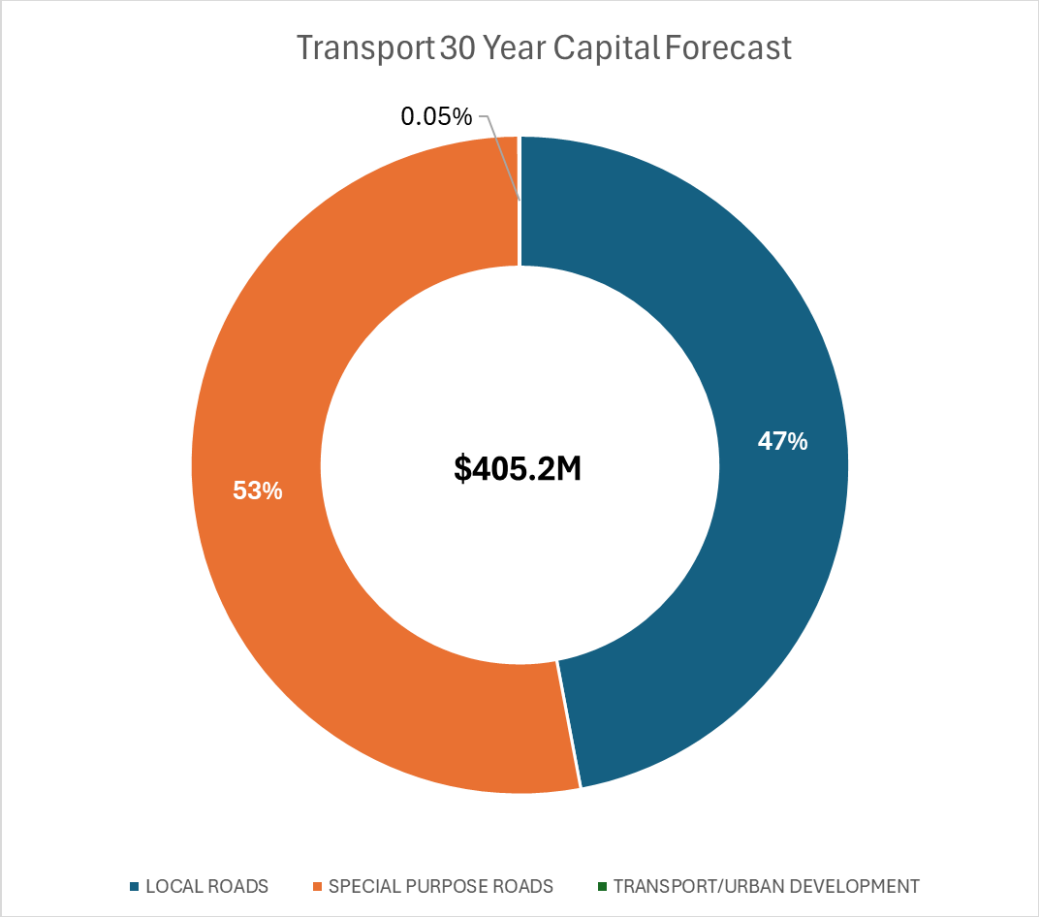


Figure 7-8: 30 Year Transport Capital Investment Forecast (Inflated)

These issues and options and significant investment requirements are expanded upon in the table below:

– **Table 7-13: Transport Proposals (to be finalised post consultation)**

	Significant Issue linkage	Key Decision	Description	Options	Preferred Option Timing	Preferred Option Estimated Cost
Karamea Highway						
Most likely Scenario	Resilient infrastructure	Decision to continue to motivate for the Karamea Highway to remain 100% funded by Waka Kotahi NZTA in perpetuality. Decision processes: • NZTA negotiations	The long term status of the Karamea Highway still needs to be determined by NZTA Funding drivers: NZTA funded	**Option 1:** (**Preferred)** The Karamea Highway reverts to NZTA State Highway management. **Option 2:** (Acceptable) The Karamea Highway remains a SPR and NZTA resolve to provide long term funding for the road. **Option 3:** Council maintains the Karamea Highway with reduced NZTA funding that will see a deterioration in service standard (not preferred)	2025/26-2033/34	
Local Road Renewals						
Most likely Scenario	Resilient infrastructure Ageing Infrastructure	Decision to invest renewal of local roads Decision process: 2025 LTP/NZTA funding process	The scope of this programme of work includes sealed road resurfacing, drainage renewals, footpath renewals, pavement rehabilitation, etc. in order to maintain service standards Funding drivers: Renewal and ILOS (99% Renewals)	**Option 1: (Preferred)** Fund and implement works based on BDC AMP and funding assessment. **Option 2:** Reduced funding based on NZTA's funding allocation, this may lead to reduced service standards and risks.	2025/26-2033/34 11-30 Year	$47.5M $98.1M

8 FINANCIAL ESTIMATES

The Local Government Act 2002 Section 101B – Infrastructure Strategy states:

(4) The infrastructure strategy must outline the most likely scenario for the management of the local authority's infrastructure assets over the period of the strategy and, in that context, must—

"(a) show indicative estimates of the projected capital and operating expenditure associated with the management of those assets—

"(i) in each of the first 10 years covered by the strategy; and

"(ii) in each subsequent period of 5 years covered by the strategy

The key message for this LTP is that for the next three years, infrastructure expenditure is not driving significant rates increases, these are detailed in the LTP. There never has been a better time to be undertaking the essential work in the land transport sector than now as only 25% ratepayer contribution is required for the local roads and SPR is fully NZTA funded in the work programmed in the Land Transport Programme Business Case.

A keynote to stem out of this round of LTP is that due to the affordability constraints Three Waters carries a high-risk profile until deferred LOS has been completed and the non-compliant Northern Buller drinking water supplies have been upgraded. Infrastructure Services has made aspirational provisions to enable the WMMP objectives to be met.

8.1 Financial Expenditure Estimates Overview

Core infrastructure key projects have been identified for the 2025 9-Year Long Term Plan (LTP), with an estimated expenditure of $148.42 million over the next 9 years (or $164.18M over 10 years including 2024/25 AP). The total capital and operational expenditure across all activity groups for the 30-year period 2024 – 2054 for Transport and Three Waters (Drinking Water Supplies, Wastewater and Stormwater) is outlined in the figures below:

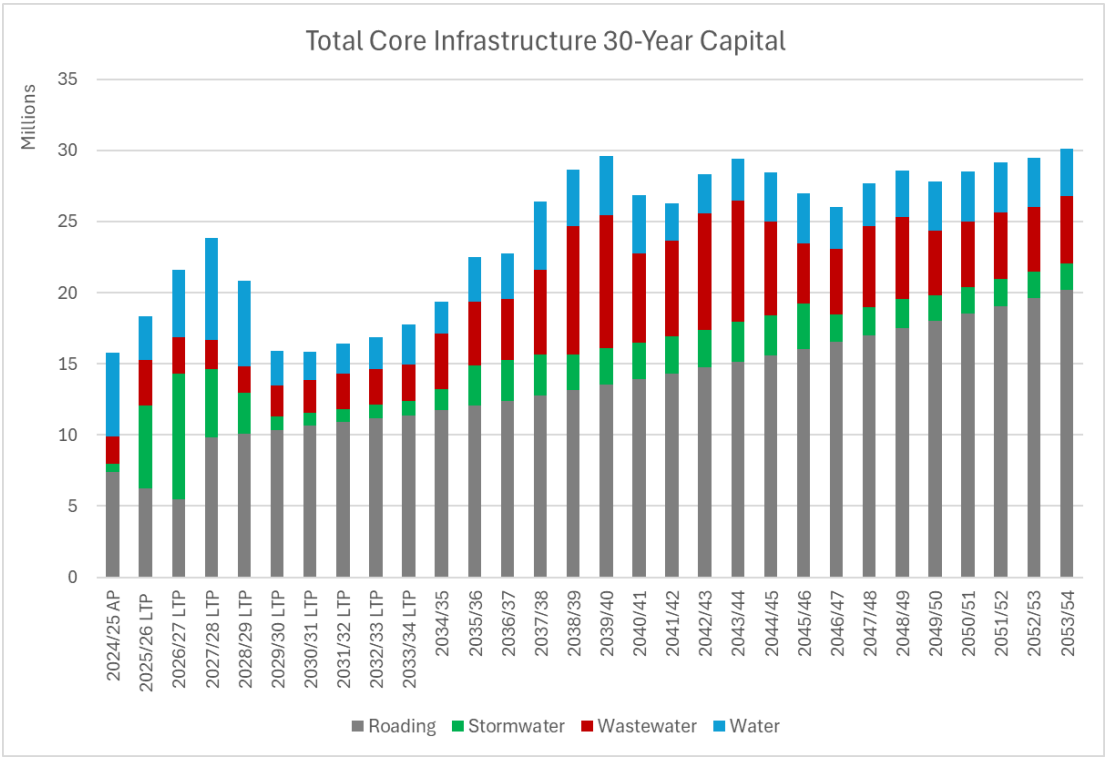


Figure 8-1: 30 Year Core Infrastructure Capital Forecast (Inflated)

Note: The chart above includes the Stormwater Westport Resilience project (Crown funded).

30-Year Core Infrastructure Capital Forecast = $726.0M

30 year capital investment forecasts are detailed in Appendix B.

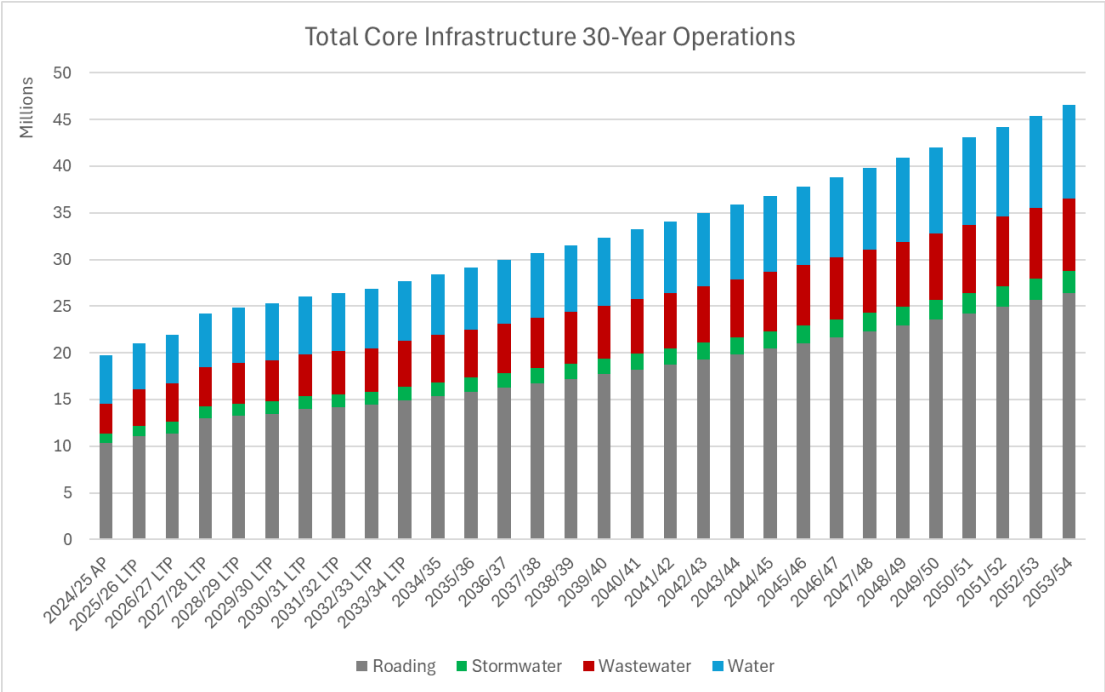


Figure 8-2: 30 Year Core Infrastructure Operations Forecast (Inflated)

30-Year Core Infrastructure Operations Forecast = $979.78M

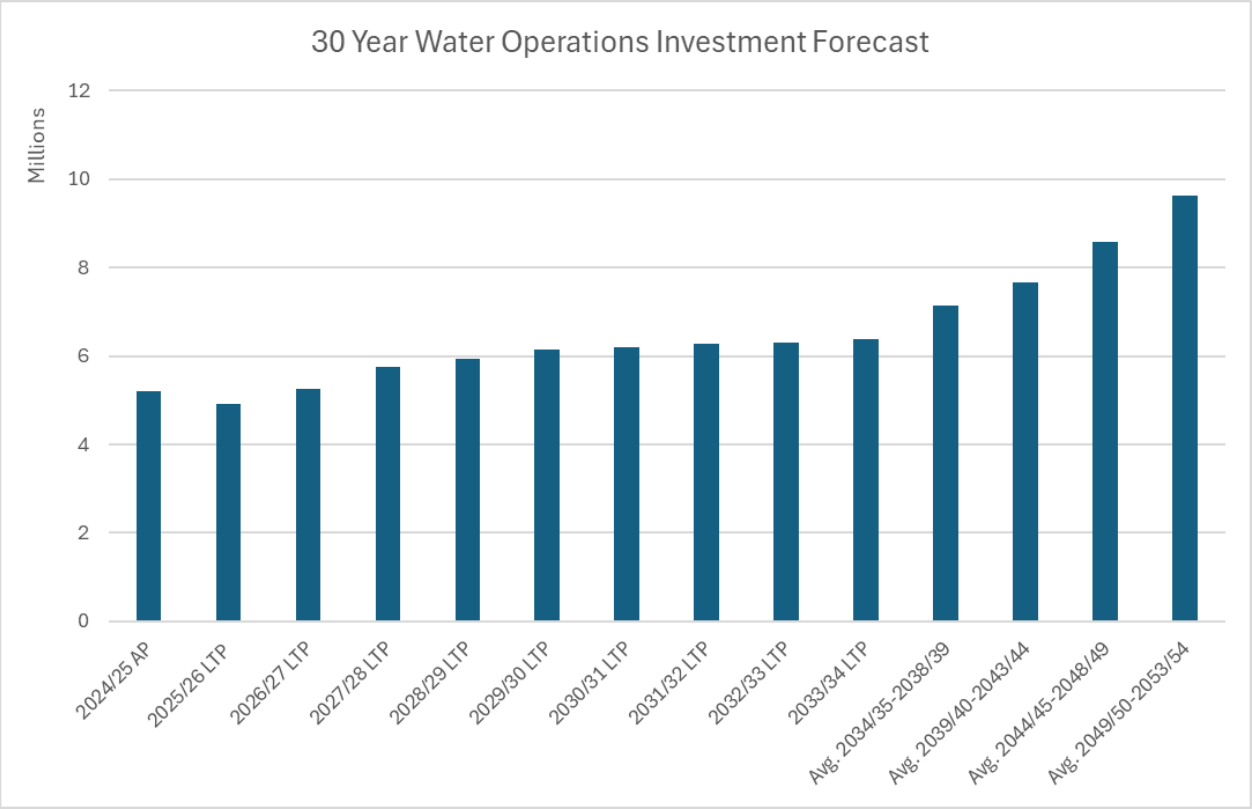
30 year operational investment forecasts are detailed in Appendix C.

The 30-Year Infrastructure Strategy is to be adopted as part of Council's 2025 (9-Year) Long-Term Plan and needs to be considered in context and in conjunction with other Council policies and processes including the Financial Strategy and Asset Management Plans.

8.2 Drinking Water Supplies

8.2.1 Drinking Water Supplies Operation and Maintenance Expenditure Estimates

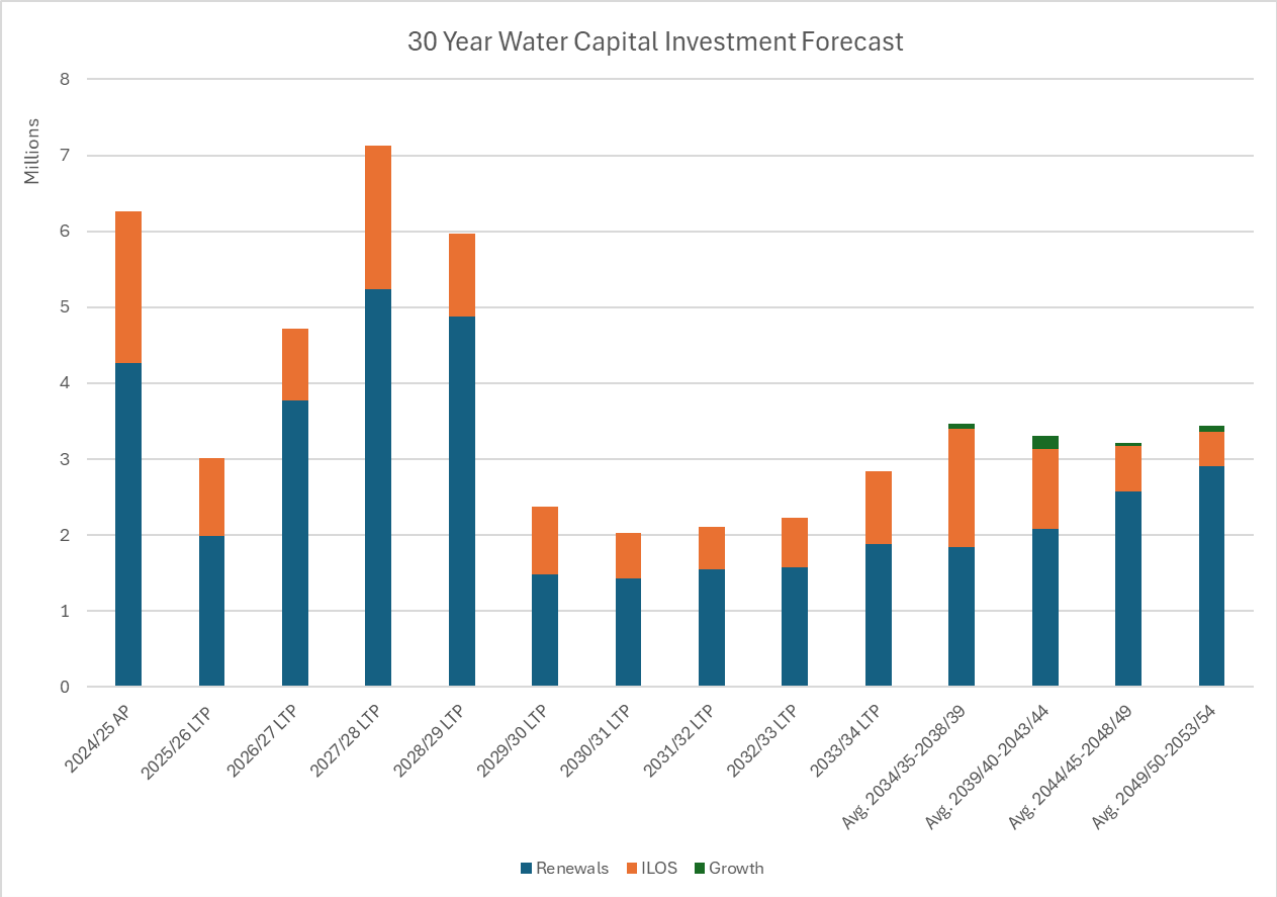
The projected operation and maintenance expenditure for water supplies is expected to be about $221.87M for the District. It includes direct costs relating to the physical operating and maintenance of the networks, and indirect costs such as interest on loans and depreciation. The costs have been adjusted to reflect anticipated increases or decreases in maintenance activities resulting from asset additions or renewals.



– **Figure 8-3: Projected Drinking Water Operation and Maintenance Expenditure (Inflated)**

8.2.2 Drinking Water Supplies Capital Expenditure Estimates

The total projected capital expenditure for Drinking Water Supplies is expected to be about $105.5M for the District. The major expenditure in the planning period is largely renewals and level of service.

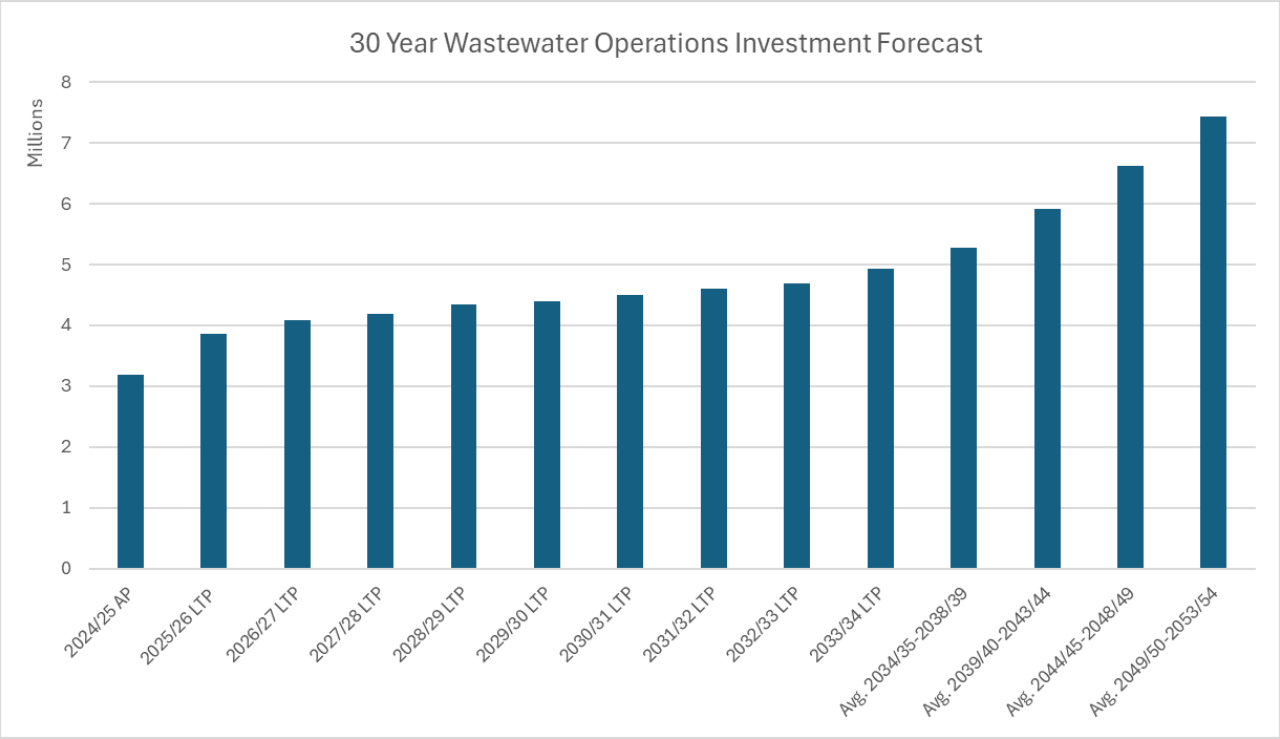


– **Figure 8-4: Projected Drinking Water Supplies Capital Expenditure (Inflated)**

8.3 Wastewater

8.3.1 Wastewater Operation and Maintenance Expenditure Estimates

The projected operation and maintenance expenditure for Wastewater is expected to be about $140.48M for the District. It includes direct costs relating to the physical operating and maintenance of the networks, and indirect costs such as interest on loans and depreciation. The costs have been adjusted to reflect anticipated increases or decreases in maintenance activities resulting from asset additions or renewals.

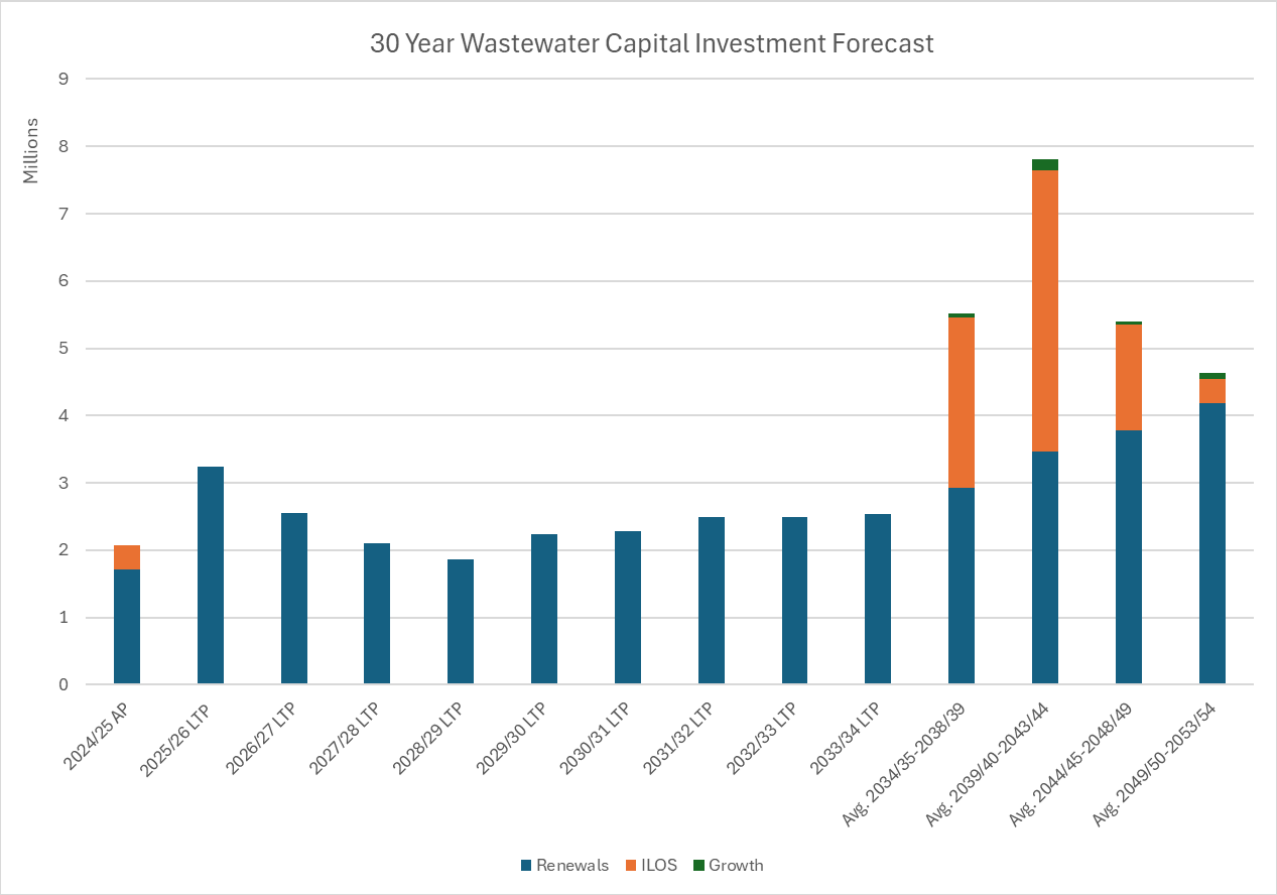


– **Figure 8-5: Projected Wastewater Operation and Maintenance Expenditure (Inflated)**

8.3.2 Wastewater Capital Expenditure Estimates

The total projected capital expenditure for Wastewater is expected to be about $140.48M for the District. The major expenditure in the planning period is largely renewals and level of service.

Each year also includes programmed pipeline and pump station renewals. Pipeline renewals are based firstly on CCTV inspection and secondly on the expired lives of the pipelines. The existing backlog of renewals is proposed to be adjusted in the current planning period. It is expected that as the renewals progress over this period, levels of infiltration will progressively reduce and result in lower volumes of peak flow effluent needing treatment.

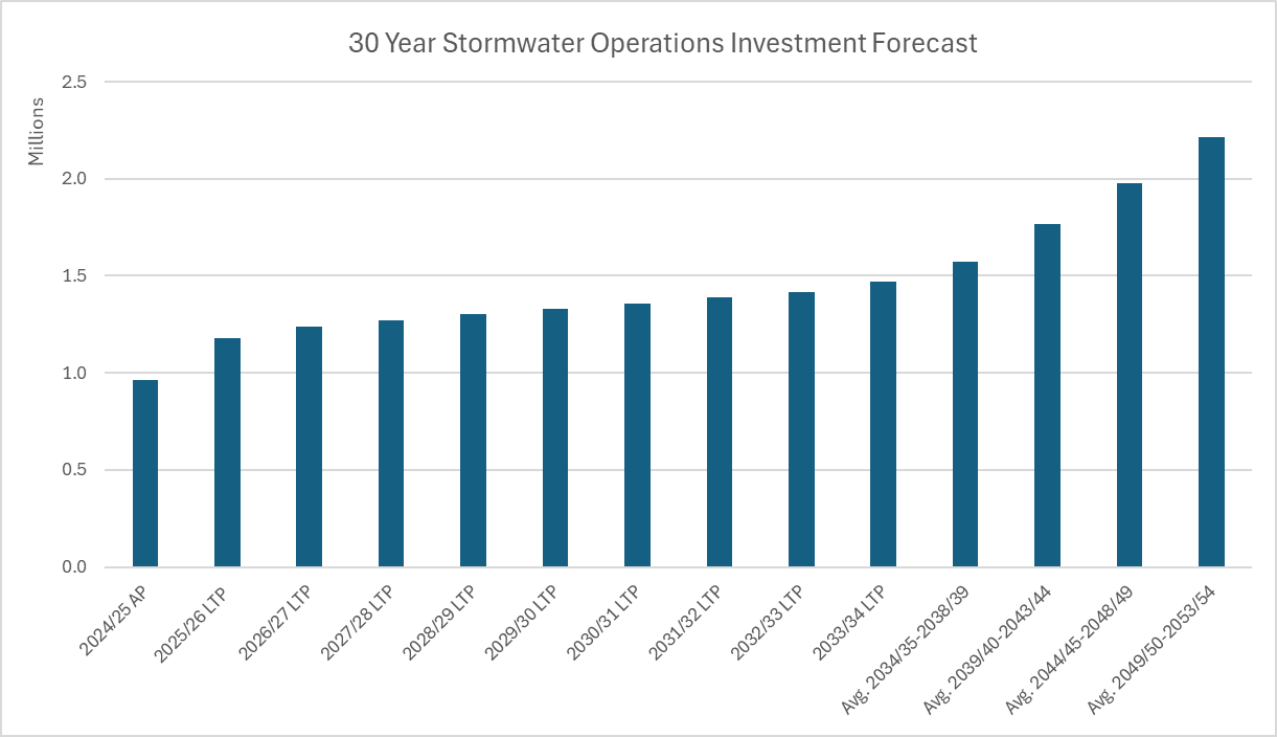


– **Figure 8-6: Projected Wastewater Capital Expenditure (Inflated)**

8.4 Stormwater

8.4.1 Stormwater Operation and Maintenance Expenditure Estimates

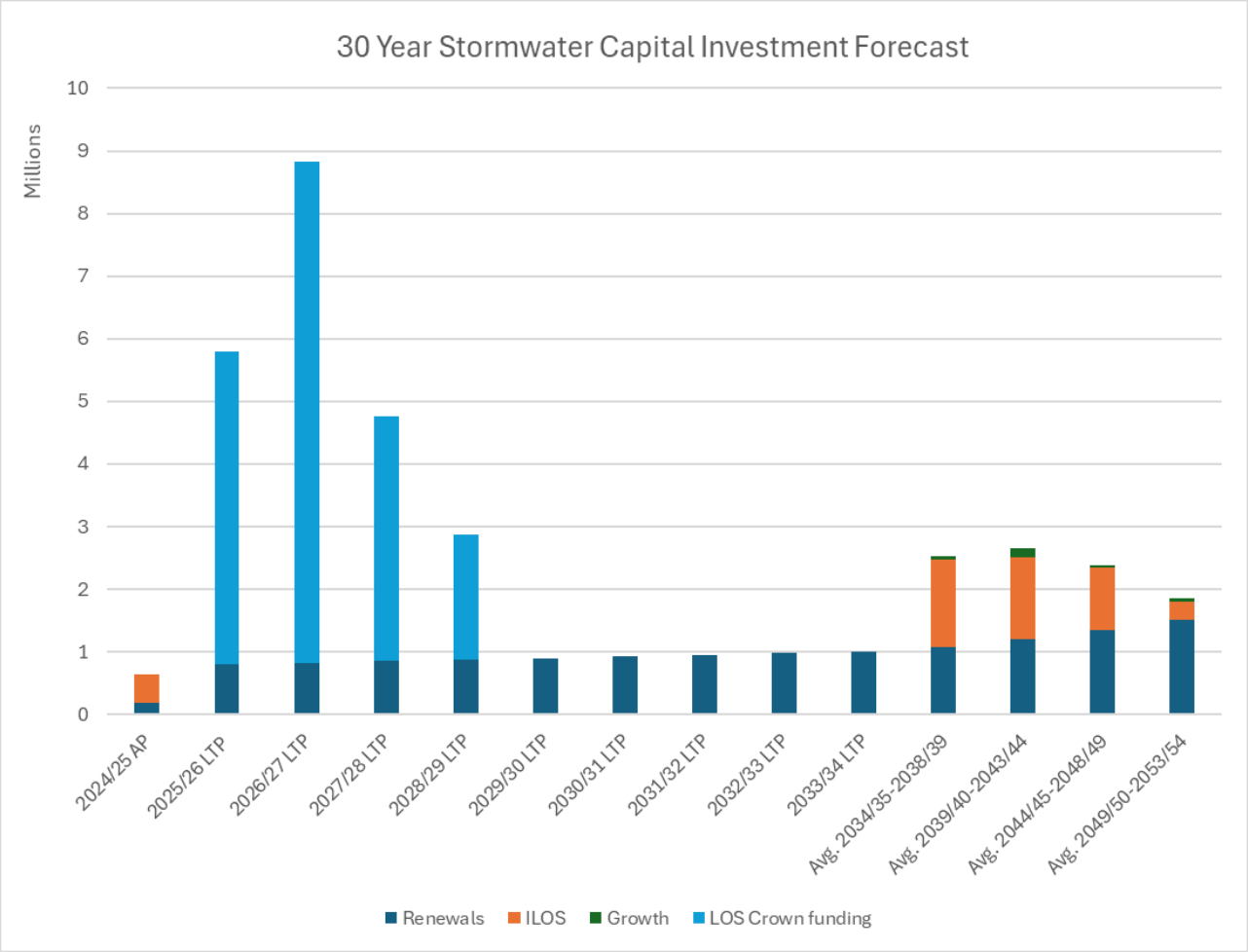
The projected operation and maintenance expenditure for Stormwater is expected to be about $50.58M for the District. It includes direct costs relating to the physical operating and maintenance of the networks, and indirect costs such as interest on loans and depreciation. The costs have been adjusted to reflect anticipated increases or decreases in maintenance activities resulting from asset additions or renewals.



– **Figure 8-7: Projected Stormwater Operation and Maintenance Expenditure (Inflated)**

8.4.2 Stormwater Capital Expenditure Estimates

The total projected capital expenditure for Stormwater is expected to be about $74.77M for the District. The major expenditure in the planning period is largely ILOS for Crown Funded Westport Stormwater Resilience (yet to be approved) and renewals across the District.



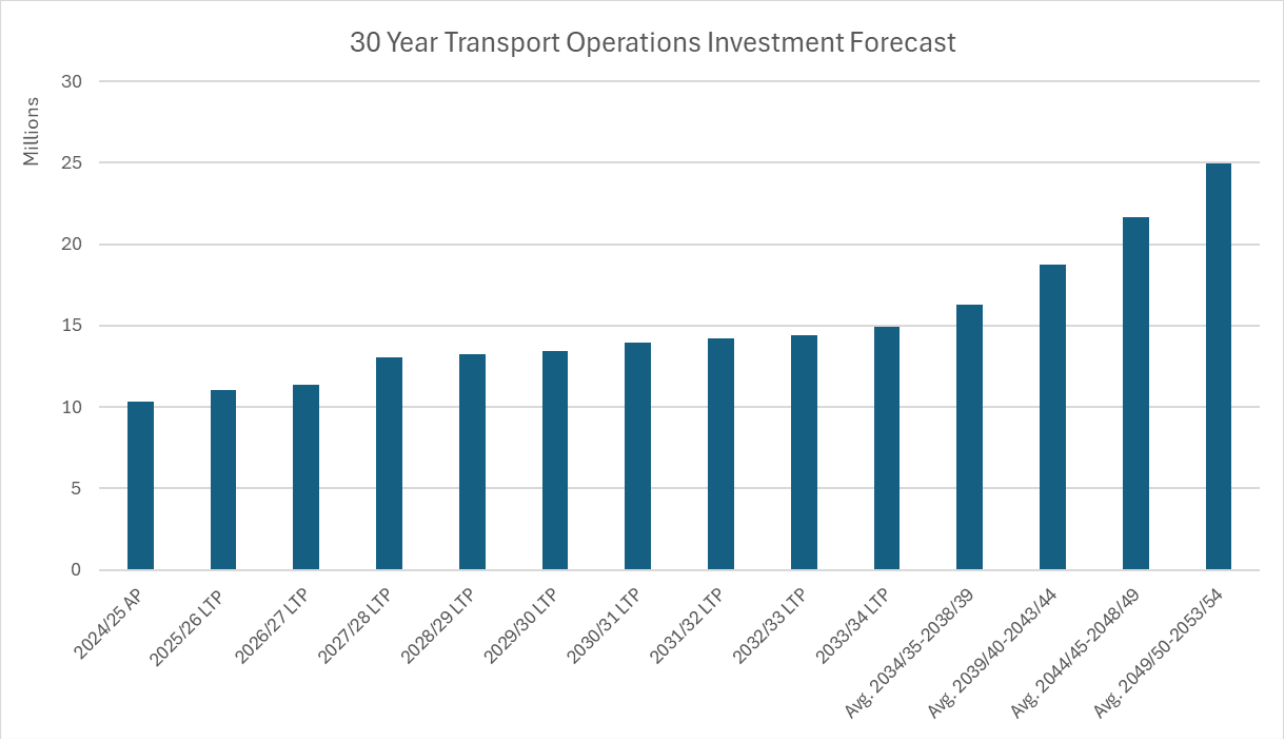
– **Figure 8-8: Projected Stormwater Capital Expenditure (Inflated)**

Note: The light blue capital investment highlighted in the figure above represents Crown Funded Resilience projects, that are awaiting approval at the time of preparing this IS.

8.5 Transport

8.5.1 Transport Operation and Maintenance Expenditure Estimates

The projected operation and maintenance expenditure for Transport is expected to be about $538.35M for the District. The largest portion of projected operation and maintenance costs for land transport relates to traffic services such as street light maintenance and electricity and road corridor maintenance like vegetation control, minor slip repairs and roadside mowing.

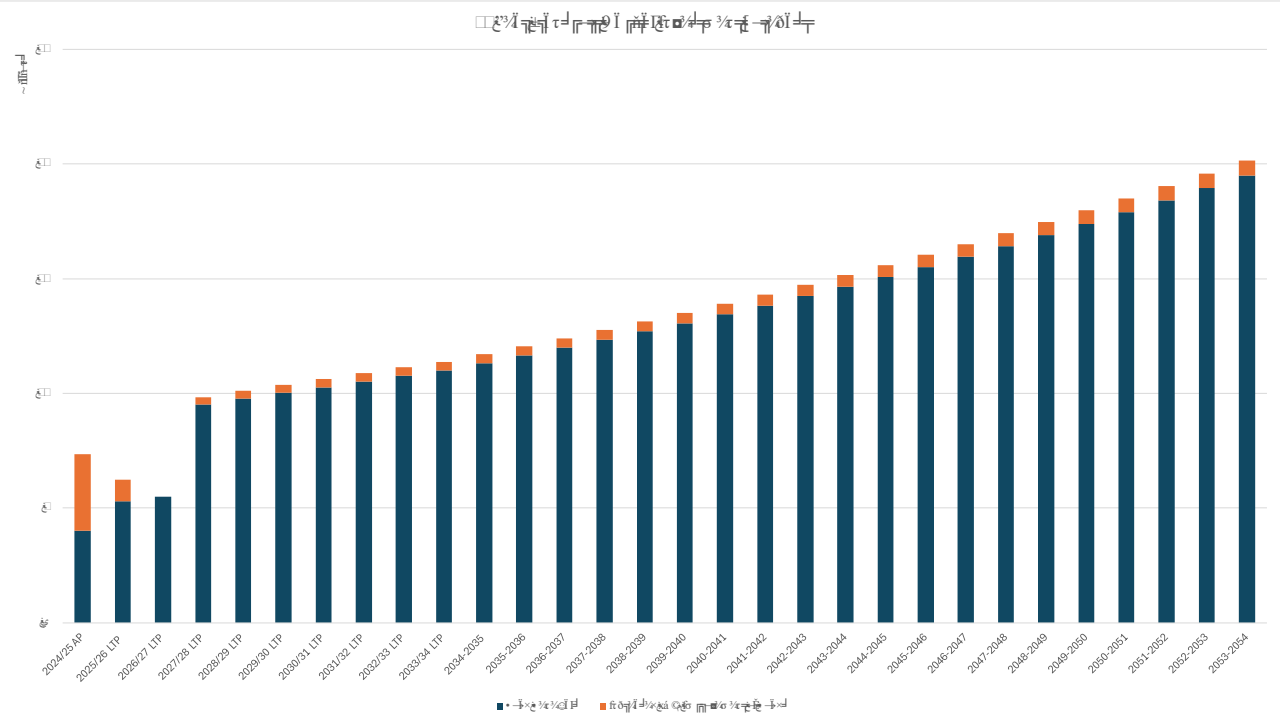


– **Figure 8-9: Projected Transport Operation and Maintenance Expenditure (Inflated)**

8.5.2 Transport Capital Expenditure Estimates

The total projected capital expenditure for Transport is expected to be about $405.25M for the District. Most of the projected capital expenditure will be spent on resealing road surfaces and rehabilitation of existing roads.

The extent of the work needed on the network's bridges is understood and recommendations were made on the replacement, repair and inspections required. There is an allowance for bridge renewals and continued inspections and repairs of bridges in Years 2024 to 2027.



– **Figure 8-10: Projected Transport Capital Expenditure (Inflated)**

APPENDIX A: LTP AND IS ASSUMPTIONS

2025 LTP ASSUMPTIONS

The LTP is based on a number of significant forecasting assumptions. These assumptions include assessments of factors that may impact Council and the community, such as consideration of how the population is expected to change over the next 10 years, funding of Council services, and the financial environment.

The assumptions are the best reasonable assessment based on current information, but actual outcomes may differ, and these differences could be significant. Therefore, Council has included an assessment of how likely the actual outcomes may vary from the assumptions and what impact the variances may have on Council and the community. These are the overarching assumptions relating to Council's activities. In addition to these assumptions, activity-specific assumptions are contained within each of the activity sections.

Assumption	Description of Risk	Level of Uncertainty	Financial Impact	Impact
1. Population growth/decline: The Statistics NZ June 2023 census recorded 10,466 persons as being normally resident in the district. Without intervention (i.e., economic growth through core industries), we anticipate that population growth will continue at a slow pace. Resilient Westport is promoting a growth strategy, but it is dependent on key stakeholder support, i.e., central government.	Low population growth may impact the affordability and scale of Council projects and operations.	Medium	Low	If the Resilient Westport strategy is implemented, then demand for resources and pressure on infrastructure will require council oversight. Any new developments will require serious modelling to determine the council's infrastructure requirements.

2. Inflation/price changes: In preparing, the LTP Council has utilised the inflation factors as provided by Business and Economic Research Limited (BERL) to be the inflation factors used to escalate expenses. Council has used impact inflation factors from BERL, in this plan.	That inflation is higher or lower than predicted.	Medium to low	High	There is likely to be some variation in the actual rates of inflation from the forecast rates used as the inflation factors. If the variances are significant, Council may need to consider increasing or decreasing rates and charges or the levels of services for activities. This would be considered through the Annual Plan process. Council plans to spend $441 million in operating expenditure and $175 million in capital over the 9 years of the plan. A 1% movement in inflation could increase or decrease costs by an average of approximately $685k per Annum.
3. Waka Kotahi NZTA Funding The Waka Kotahi NZTA financial assistance rate (FAR) provided for Council will be 75% for Local Roads and 100% for the Karamea Highway, which is a Special Purpose Road (SPR) for this LTP. We also assume that Council will continue to receive financial assistance for emergency work.	That Waka Kotahi NZTA will reduce the subsidy available to Councils.	Medium	High	Any decrease in NZTA funding will require Council to decide whether to increase funding from rates, reduce service levels, remove projects from the LTP, or apply a combination of these options. The most likely response would be a reduction in roading expenditure. A 1% drop in the FAR rate would require a reduction of $150,000 in subsidised expenditure.

				This would require reducing service levels in roading, which may be evident in higher road roughness levels, maintenance levels of low-volume rural roads, and a reduction in vegetation control, including mowing.
4. Useful lives of significant assets Council has made several assumptions about the useful life of its assets. These assumptions impact the depreciation charge included in the LTP. The details for each asset category are reflected in the Statement of Accounting Policies.	That the lives of assets are materially different from those contained within the Plan.	Low	High	If the life of the assets is materially different from those contained within the LTP, the asset values stated in the prospective balance sheet and the profit contained in the prospective statement of financial performance would be affected. If the life was shorter than expected, then Council may need to replace the asset sooner than planned, which would need to be funded.
5. Significant asset condition Council's understanding of the condition of its assets underpins the renewal forecasts in the LTP (and the significant lives of assets discussed above). Council has sufficient information about the condition of most of its assets to forecast their probable replacement periods. However, we have limited affordability to fund full asset assessments. Renewals can be challenging if the actual condition varies from the assumed condition.	That condition information is not a sufficiently accurate representation of the actual condition of assets.	Low	High	If the asset condition is substantially worse than expected, there is an increased risk of unexpected asset failure, and the increased costs of repairing assets would need to be funded. These costs are not included in the LTP, and Council would need to consider how they should be funded—options include higher rates, use of cash reserves, or debt.
6. Vested assets Council will receive vested assets escalated with BERL inflation indices. Vested assets are assets such as roads, wastewater, stormwater and drinking water infrastructure paid for by developers and vested to Council on completion of a subdivision.	That actual vested assets may vary from budget.	Medium	Low	Vested assets must be maintained by Council, so if growth is higher than forecast Council will need to increase its budget to maintain those assets. The impact of higher or lower growth is not considered significant.

7. Return on investments It is assumed that the return on investments, including dividends from Council Controlled Organisations and retained earnings on subsidiaries will continue at Current agreed levels.	That return on investment decreases.	Medium	Medium	Lower returns will impact on rates as investment income is used to subsidise rates. Lower returns will require either higher rates, reduced expenditure, increased debt or a combination of the three
8. Interest rates - external borrowings Council has assumed an interest rate of 2.5 – 4.6% across the 9 years of this LTP.	Actual interest rates may differ significantly from those estimated.	Medium	High	Increases in interest rates flow through to higher debt servicing costs and higher rates of funding requirements. Council has mitigated these risks with a prudent fixed-interest swaps programme developed within the limits of the Council's Treasury Policy
9. External borrowings - renewability It has been assumed that Council will be able to renew existing external loan facility.	Higher interest rates or delay of capital projects.	Low	High	If a loan facility cannot be renegotiated with the current debt provider, a change in provider could increase finance costs.
10. Interest rates - term deposits Council has assumed an interest rate range of 4.25 - 4.50% across the 9 years of this LTP.	Actual interest rates may differ significantly from those estimated.	High	High	Decreases in term deposit interest rates would lower investment income, which could lead to increased rates.
11. Rates and rate increases Limits on rates and rate increases, as required by the Local Government Act 2002, are set out in the Financial Strategy.This LTP assumes that Council will remain within these limits.	That rates increases are above the limits set by Council.	Low	High	If planned rate increases are too high, this may have a negative impact on rate affordability within communities.

12. Natural disasters It is assumed that there will be limited events during the term of this LTP, and that these events will not be significant. It is assumed that the West Coast Regional Council will complete their Resilience Westport package of work, which includes significant protection works for the township of Westport. It is assumed that central Government will continue to support Resilience Westport program of work via additional funding. It is assumed that any impacts to local roads will continue to be supported by funding from NZTA via their emergency works funding. Council will continue to receive financial assistance for emergency work via NEMA and/or other central Government agencies.	That there is a significant natural disaster in the district, such as flooding, earthquake or fire.	High	High	Council has insurance in place to cover natural disasters. In the event of a significant event, Council may need to re-evaluate its work programmes and implement disaster recovery plans. Council also may need to assess the financial impact of funding the local share for events.
13. Climate change Through the work undertaken by the TTPP, the Future Buller Project and Resilient Westport, there is an increased clarity of areas and zones affected by Climate Change and Natural Hazards in general. Coastal hazards (coastal erosion and inundation) in the proposed TTPP were mapped using the most accurate data and modelling available in the form of highly accurate Light Detection and Ranging (Lidar) data.	The potential impacts of climate change might lead to increased costs for Council in both responding to events and building greater resilience into infrastructure.	High	High	Climate change is likely to increase the magnitude of some natural hazards in the medium to long term. Therefore, it is important to incorporate risk management in the design of infrastructure supporting new developments to maintain the same level of service throughout the design lifetime. The design of infrastructure for land development and subdivision needs to provide for the potential impact of sea level rise and the increased frequency of extreme weather events. The TTPP will assist Council in ensure new resource consent applications minimises

The criteria for analysis is based on the Ministry for the Environment (MFE) guidelines set out in 'Coastal Hazards and Climate Change 2017' for estimating Sea Level Rise (SLR).				future exposure to natural hazards based on the latest scientific data. All LIMs issued have all the natural hazards information shared with the applicant as they pertain to their property request. The work completed by the Future Buller Project also highlights the requirement to plan for future adaptation for those communities that are under duress by climate change. The Resilient Westport Project has provided a Master Plan as a possible solution for an intergenerational adaptation model; however, spatial plans still need to be developed for other communities exposed to natural hazards.
14. Resource consents It is assumed that resource consents held by Infrastructure Services will not be significantly altered, and any due for renewal during the life of this LTP can be renewed accordingly.	That conditions of resource consents are significantly altered, and there are accordingly significant new compliance costs or consents cannot be renewed or introduce significant financial burden	Medium	High	Budgets are in place for the renewal of resource consents. Any increased compliance costs will be managed through the Annual Plan process and asset investment needs. If resource consents are not renewed, Council will need to consider how it delivers these services. These costs could be significant, for example, if water extraction rights are not approved.

15. Potential impact of societal changes The age composition of an area's population has implications for the demand for services and facilities, as well as decisions regarding changes to property rates. For example, as population ages, the demand for certain types of services and new facilities, such as schools, will decrease. Meanwhile, as a greater proportion of the population retires from work, sources of income change, and there is likely to be an increase in demand for leisure and care-based facilities. In 2024, 59% of Buller District's population was of working age (15-64). This proportion was lower than in New Zealand (64.7%). The proportion of young people (0-14) was 14.7% in Buller District. This proportion was lower than in New Zealand (18.7%). The proportion of people 65 years and older was 26.3% in Buller District. This proportion was higher than in New Zealand (16.6%).	An increase in the age of the population may increase demand for some services and housing and place pressure on rates affordability.	Medium	Low	The plan assumed that the demand for housing for the elderly is adequate and can be met through supply. Council may need to adjust its level of service in some areas to meet expectations. Rates affordability is managed by keeping rates within financial prudence benchmarks, from the planned rates review and by carefully managing rates debt.
16. Future population growth on developments Buller District's total population was 10,446 in 2023, up 0.5% from a year earlier. Total population grew by 1.8% in New Zealand over the same period. Council assumes resident population will initially continue to grow at a slow rate in line with statistical predictions. With the Resilient Westport programme of work we expect this growth rate to increase in second quarter of this LTP period and that additional pressure will come onto infrastructure.	Allowance needs to be factored into the growth requirements as an outcome of the Resilient Westport Master Planning.	Medium	Medium	The Resilient Westport program highlight future developments areas that require new infrastructure. Council expects that the developments will occur based on demand, but additional spatial planning work is required to determine actual physical requirements.

17. External assumptions - Government Legislation The October 2023 election has cast a significant uncertainty over the future of some legislation that will have a significant impact on Buller District Council. **Water Reform Legislation** Council assumes that many of the outcomes of the Local Water Done Well legislation will not be known at the commencement of this LTP. Therefore, Council has assumed that the water assets will remain under its control in this plan and that a status quo is foreseen for the next couple of years at least. A separate piece of work is being undertaken to provide options for our communities and governance on how BDC may best respond to this legislation. All advised legislative changes indicate a significant increase in capital expenditure will be required, but until the funding options are fully understood, this LTP document assumes a limited response based largely on ratepayer affordability. Council are working with other Territorial Authorities to understand if a Regional CCO would work for them.	LWDW directs BDC to accelerate capital investment is infrastructure. BDC is unable to negotiate a CCO agreement with other Councils or this option is rejected by governance	High High	High High	Ratepayers face significant rate rises, and BDC exceeds its borrowing limits to accommodate the levels of investment required. BDC is forced to establish a 3 Waters CCO, increasing administrative, compliance, and capital costs without being able to substantially increase affordable borrowing.
19. Water upgrades	Inability to meet minimum safe drinking water	Medium	High	Potential for penalties and enforcement orders to be issued by the water regulator.

The drinking water upgrades for untreated drinking water supplies are based on assumption materials and labour required to complete the work are available, and the cost for fully compliant treatment plants will not be affordable for some of our communities in the timeframe set out in this Long Term Plan. The key concern is that the regulations have changed in terms of untreated supplies. This has been exacerbated by the recent cryptosporidium outbreak in Queenstown, which has prompted the regulator to issue compliance notices to Councils around the country. For this LTP, it has been assumed that the Water Authority will allow our untreated supplies to become Raw Water suppliers, with turbidity control and settling tanks installed to improve raw water quality. Property owners would then become responsible for installing and maintaining their own filters and UV treatment equipment to provide safer water inside the property.	standards for our smaller supplies. Becoming a supplier of raw water and relying on the property owners to self-treat may not be acceptable to the Water Regulator. Property Owners may reject self-treatment and refuse to install necessary equipment.	Medium Medium	High High	Ratepayers connected to smaller schemes may opt out, increasing costs for those remaining, or simply be unable to pay for the required treatment standards. Council may be forced to install end-of-line treatment systems, increasing costs.
20. Capital projects Capital projects are based on the assumption that they will occur when identified in the LTP and for the costs that have been allocated. However, this assumption has a high level of uncertainty as projects may cost more or less due to more or less work needing to be done and/or a project may need to be delayed.	There is a risk of deferral of projects to later years of the LTP.	High	Medium	This will lower capital expenditure, loans and finance costs. Depreciation would be lower than rated for.

21. Te Tai o Poutini Plan It is assumed that the Operative TTPP will be notified by October 2025. Once the operative TTPP is notified, submitter appeals are expected. Mediation and possible Environment Court proceedings will be undertaken during the latter part of 2026. There is likely to be ongoing mediation and Court proceedings through 2027-2028. Ongoing administration, plan changes and governance will be a permanent feature of TTPP. A rolling review of the Plan may also be initiated. Once the TTPP is operative, plan changes will be undertaken by the TTPP Committee rather than the individual district councils. Council planning and consenting staff will still be part of the process, but TTPP staff will administer the process and TTPP Committee will be the decision makers.	Potential loss of local control over key decisions relating to district planning. Potential legal challenge to plan.	Medium	Low	Once the TTPP is operative, plan changes will be undertaken by the TTPP Committee rather than the individual district councils. Council planning and consenting staff will still be part of the process, but TTPP staff will administer the process, and TTPP Committee will be the decision-makers on any plan change requests.
22. Westport harbour All harbour activities, including the port and dredging activities, will be ring-fenced as a separate activity over the term of the plan. This means that all funding, expenditure, surpluses, and deficits for the Westport Harbour activity will accumulate in a separate reserve, which is not ratepayer-funded.	Westport Harbour does not perform as expected, creating greater cash losses or surpluses than predicted.	Medium	High	There may be greater than predicted cash surpluses or losses, impacting the level of cash held by Council. If losses are greater than predicted Council may be required to consider loan funding or rate funding the activity in the future.
23. Dredge Following upgrades and the installation of new equipment, Kawatiri is now in a position to earn a regular income dredging	Dredging in Westport and other ports does not eventuate with	Medium	High	The Kawatiri's improved condition means that she will have reduced down time due to mechanical issues and if the council had to sell her, she is more likely to be sold with the

out of port allowing the funding of operating and renewal costs with more certainty.	associated loss of income.			sale proceeds, which would pay off any outstanding debt at the time of her sale.
24. Landfill aftercare provision/Legacy Landfill Remediation Council has budgeted to monitor its closed landfills. Across the Long-Term Plan, it will also undertake a detailed study of the remedial work required on the closed landfill to ensure they remain compliant with the resource consent conditions. It is assumed that some significant restoration work is required on the closed landfills beyond what has been budgeted and provided for in the LTP. In respect of the Karamea and Maruia landfills, which have resource consents (and estimated closing dates) until 2034 and 2038 respectively. Council is undertaking detailed assessments of future closing cost liabilities for these active landfills.	Landfill restoration work is required earlier than planned or the costs are found to be higher than budgeted.	Low	Low	Council has a provision fund to call on if restoration work is required to be done earlier. Council will work with central government to look at opportunities to co-share costs or seek direct financially support for the remediation of these closed landfill contaminated sites.
26. Stormwater management improvements Council will continue to seek external funding for improving the stormwater management in Westport township	If external funding is not received, the project will be unable to be completed.	High	High	There will continue to be stormwater management issues in the Westport township.
27. Wastewater improvement programme Council will continue to seek external funding for improving the wastewater management in Westport township.	Additional costs to ratepayers. Existing	High	High	There will continue to be resource consent compliance issues with Wastewater in the Westport township, with the potential for

	supply not fit for purpose.			penalties to be enforced under the Resource Management Act.
29. Resource Management Act (RMA) Reform There are a number of proposed changes occurring within the Central Government in regard to the RMA. The coalition Government has introduced a one-stop shop fast-track consenting regime for regionally and nationally significant projects. Whilst this has limited impact on the Buller district, there may be projects identified over the life of the LTP that are approved via the Fast Track process. Note that Council is not proposing to pursue this option for any of its future resource consent requirements. The other proposed changes via the RMA Amendment Bill are a precursor to full replacement of the RMA and will make important changes in the short-term to make it quicker and simpler to consent to renewable energy, boost the housing supply, and reduce red tape for the primary sector.	Continual change to the RMA **provides a lack of clarity** for the end user and additional challenges for staff interpreting the rules aligned with the changes. It may require additional District Plan changes dependant on the scope of the reform	Medium to low	Low	The proposed changes introduce new regulation-making powers to support emergency responses and recovery efforts. It will enable councils to decline land-use consents, or apply conditions on consents, where the natural hazard risk is significant. The Bill also provides that new natural hazards rules will have immediate legal effect. The proposed changes introduces a series of system changes, including higher penalties for non-compliance, changes to how resource consent applications are dealt with to increase certainty for applicants, the prohibiting of insurance that indemnifies a person against financial penalties for RMA offences, and increases to the term of excessive noise directions from 72 hours to 8 days.
30. Wastewater Resource Consent Renewals for Westport and Reefton Westport's Resource Consent for wastewater discharges is currently being renewed. There are strong indications that the consent conditions will require this LTP to demonstrate a commitment to substantially reduce stormwater ingress into the Wastewater	BDC risks non-renewal of consents or penalties for non-compliance if a programme of works is not undertaken to separate wastewater	Medium	High	If this work is not undertaken, BDC will likely breach consent conditions and be subject to penalties being imposed by WCRC.

network over an expected 9-year period. The renewal of Reefton's wastewater consent will also commence inside the term of this LTP.	and stormwater substantially.			
For the purposes of this LTP, the assumption has been made that both communities will be rated for this separation work as Council considers all residents will substantially benefit from this process.	Westport and Reefton wastewater networks are overwhelmed in medium rainfall events with stormwater ingress. A strategy has been identified and budgeted in this LTP for Westport. However, Reefton does not have a separate stormwater network. We have budgeted $200k in 2026-27 to scope a design solution that will inform our next LTP what likely costs and impacts will be, prior to start of the required Resource Consent renewal process.			

Price adjustments for inflation

The Council is required to provide a 10-year plan adjusted for inflation. The figures within the plan have been adjusted for price movements. The price adjustors used have been derived from those recommended to local government from Business and Economic Research Limited (BERL). The following adjustors have been applied at an activity level based on the nature of the input costs for that activity:

BERL Adjustors: % Per Annum Change										
Year ending	**Jun-25**	**Jun-26**	**Jun-27**	**Jun-28**	**Jun-29**	**Jun-30**	**Jun-31**	**Jun-32**	**Jun-33**	**Jun-34**
Roading	1.030	1.03	1.031	1.030	1.027	1.026	1.025	1.024	1.024	1.022
Community Activities	1.035	1.03	1.029	1.027	1.025	1.024	1.023	1.022	1.021	1.020
Water	1.028	1.025	1.028	1.025	1.021	1.020	1.020	1.020	1.020	1.020
Staff	1.040	1.035	1.032	1.028	1.026	1.024	1.022	1.021	1.020	1.019
Other (Local Govt Admin)	1.026	1.025	1.025	1.024	1.021	1.020	1.019	1.019	1.019	1.018
Earthmoving	1.032	1.034	1.036	1.035	1.033	1.032	1.030	1.029	1.028	1.026
Pipelines	1.035	1.035	1.036	1.033	1.031	1.029	1.028	1.026	1.025	1.024
Average	1.032	1.029	1.029	1.027	1.024	1.023	1.022	1.021	1.021	1.020
Year ending	**Jun-25**	**Jun-26**	**Jun-27**	**Jun-28**	**Jun-29**	**Jun-30**	**Jun-31**	**Jun-32**	**Jun-33**	**Jun-34**
Roading NZTA	1.000	1.000	1.000	1.062	1.091	1.119	1.147	1.174	1.203	1.229
Roading Transport	1.000	1.000	1.031	1.062	1.091	1.119	1.147	1.174	1.203	1.229
Community Activities	1.000	1.000	1.029	1.057	1.083	1.109	1.135	1.160	1.184	1.208
Water	1.000	1.000	1.028	1.054	1.076	1.097	1.119	1.142	1.165	1.188
Staff	1.000	1.000	1.032	1.061	1.088	1.115	1.139	1.163	1.186	1.209
Other (Local Govt Admin)	1.000	1.000	1.025	1.050	1.072	1.093	1.114	1.135	1.157	1.177
Earthmoving	1.000	1.000	1.036	1.072	1.108	1.143	1.177	1.212	1.245	1.278
Pipelines	1.000	1.000	1.036	1.072	1.108	1.143	1.177	1.212	1.245	1.278

For years 11-20 od the Infrastructure Strategy an annual inflation adjustment of 2.3% has been applied.

Statement of Accounting Policies

Statement of responsibility and a cautionary note

The purpose of this LTP is to consult with the community on the planned activities and expenditure of Council over the next 9 years from 1 July 2025 to 30 June 2034. The use of this information for other purposes other than for which it was prepared may not be appropriate.

The Council is responsible for the prospective financial statements presented, including the appropriateness of the underlying assumptions and related disclosures. Actual financial results achieved for the period covered may vary from the information presented, and the variations may be material. There are no actual financial results incorporated into these prospective financial statements.

The prospective financial statements comply with Tier 1 Public Benefit Entity (PBE) Accounting Standards (including PBE FRS 42 – Prospective Financial Statements). The prospective financial statements have been prepared using the best available information at the time of their preparation.

Reporting entity

The Buller District Council is a territorial local authority governed by the Local Government Act 2002 and the Local Government (Rating) Act 2002.

The Buller District Council provides local infrastructure and local public services and provides regulatory functions to the community. The Council does not operate to make a financial return. Accordingly, Buller District Council has designated itself as a Public Benefit Entity (PBE) for financial reporting purposes.

The prospective financial statements of Buller District Council cover the 9-year period from 1 July 2025 to 30 June 2034.

Basis of preparation

The prospective financial statements have been prepared on a going concern basis, and the accounting policies have been applied consistently throughout the period. There have been no changes in accounting policies during the financial year. The prospective financial statements have been prepared on a historical cost basis, modified by the revaluation of certain infrastructural assets, investment property and financial instruments.

Statement of compliance

The prospective financial statements of Buller District Council have been prepared in accordance with the requirements of the Local Government Act 2002: Part 6, Section 98, and Part 3 of Schedule 10, which includes the requirement to comply with New Zealand Generally Accepted Accounting Practice (NZ GAAP). The prospective financial statements have been prepared in accordance with Tier 1 PBE accounting standards.

The prospective financial statements comply with PBE Standards and Council has complied with PBE FRS 42 in the preparation of these prospective financial statements.

Presentation currency and rounding

The prospective financial statements are presented in New Zealand dollars and all values are rounded to the nearest thousand dollars ($1,000) unless stated. The functional currency of Buller District Council is New Zealand dollars.

Standards issued and not yet effective and not early adopted

The following new standards, interpretations and amendments have been issued but are not yet effective as at 30 June 2025. Buller District Council has not early adopted these standards and interpretations.

Insurance Contracts in the Public Sector – In June 2023, the XRB issued the amending Standard to PBE IFRS 17 Insurance Contracts. Key public sector modifications include:

- information on how to identify arrangements to which PBE IFRS 17 should apply
- specific exemptions relating to sub-grouping contracts

an amendment to the initial recognition requirements
guidance on coverage periods
an accounting policy choice on liability measurement when applying the premium allocation approach
a specific grandfathering transition requirement.

not expected to have a significant impact on Buller District Council

2024 Omnibus Amendments to PBE Standards - In Oct 2024, the XRB issued an amending Standard that updates PBE IPSAS 1 and PBE IAS 12. Amendments for PBE IPSAS 1 are required to be adopted in the accounting period ending 30 June 2027, and the amendment to PBE IAS 12 is required to be adopted in the accounting period ending 30 June 2026. The main changes are:

The amendments to PBE IPSAS 1 clarify the principles for classifying a liability as current or non-current.

The amendments to PBE IAS 12 provide temporary relief from accounting for deferred taxes arising from the Organisation for Economic Co-operation and Development's (OECD's) international tax reform (Pillar Two Model Rules).

2024 PBE Conceptual Framework – In Aug 2024, the XRB issued a PBE Conceptual Framework Update for the accounting period ended 30 June 2026. This is not a standard; however, it may need to be referred to when preparing financial reports – for example, when determining how to account for a transaction not specifically covered by a Standard.

Subsidiaries

Subsidiaries are entities where Buller District Council has the capacity to control their financing and operating policies so as to obtain benefits from the activities of the entity. This power exists where Buller District Council controls the majority voting power of the governing body or where such policies have been irreversibly predetermined by Buller District Council.

The subsidiaries of Buller District Council are Buller Holdings Limited, WestReef Services Limited, Buller Recreation Limited and Buller Health Trust.

Associates

An associate is an entity over which Buller District Council has significant influence, and that is neither a subsidiary nor an interest in a joint operation.

The Council has two associates: Tourism West Coast and Denniston Heritage Trust. There are no entries in the prospective financial statements for Denniston Heritage Trust because Council has no equity investment in this organisation.

Joint operation

A joint operation is a contractual arrangement whereby two or more parties undertake an economic activity that is subject to joint control.

Buller District Council has a 50/50 joint operation interest in the Westport Airport Authority with Ministry of Transport.

Buller District Council recognises in its prospective financial statements the investment in this joint venture.

Revenue

Revenue is measured at the fair value of consideration received. Revenue from the rendering of services is recognised by the reference to the stage of completion of the transaction at balance date based on the actual service provided as a percentage of the total services to be provided.

Rates revenue

The following policies for rates have been applied:

General rates, targeted rates (excluding water-by-meter), and uniform annual general charges are recognised at the start of the financial year to which the rates resolution relates. They are recognised at the amounts due. The Council considers that the effect of paying rates by instalments is insufficient to require the discounting of rate receivables and the subsequent recognition of interest revenue.

Rates arising from late payment penalties are recognised as revenue when rates become overdue.

Revenue from water-by-meter rates is recognised on an accrual basis based on usage. Unbilled usage, resulting from unread meters at year-end, is accrued on an average usage basis.

Rates remissions are recognised as a reduction of rates revenue when the Council has received an application that satisfies its rates remission policy.

Rates collected on behalf of the West Coast Regional Council (WCRC) are not recognised in the prospective financial statements, as the Council is acting as an agent for the WCRC.

Other revenue

Buller District Council receives government grants from the New Zealand Transport Authority, which subsidises part of Council's costs in maintaining the local roading infrastructure. Grants are also received from the Ministry of Health for eligible schemes. The subsidies are recognised as revenue upon entitlement as conditions pertaining to eligible expenditure are fulfilled.

Sales of goods are recognised when a product is sold to a customer. Sales are usually in cash. The recorded revenue is the gross amount of the sale.

Where a physical asset is acquired for nil or nominal consideration, the fair value of the asset received is recognised as revenue. Assets vested in Council are recognised as revenue when control over the asset is obtained.

Rental revenue is recognised on a straight-line basis.

Interest revenue is recognised using the effective interest method.

Dividends are recognised when the right to receive the payment has been established.

Borrowing costs

Borrowing costs are recognised as an expense in the period in which they are incurred.

Grant expenditure

Non-discretionary grants are those grants that are awarded if the grant application meets the specified criteria and are recognised as expenditures at the time when such application has been received.

Discretionary grants are those grants that Council has no obligation to award and are recognised as expenditure when a successful applicant has been notified of the Council's decision.

Income tax

Income tax expense in relation to the surplus or deficit for the period comprises current tax and deferred tax.

Current tax is the amount of income tax payable based on the taxable profit for the current year, plus any adjustments to income tax payable in respect of prior years. Current tax is calculated using rates that have been enacted or substantively enacted by balance date.

Deferred tax is the amount of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses. Temporary differences are differences between the carrying amount of assets and liabilities in the prospective financial statements and the corresponding tax bases used in the computation of taxable profit.

Deferred tax liabilities are generally recognised for all taxable temporary differences. Deferred tax assets are recognised to the extent that it is probable that taxable profits will be available against which the deductible temporary differences or tax losses can be utilised.

Deferred tax is not recognised if the temporary difference arises from the initial recognition of goodwill or from the initial recognition of an asset and liability in a transaction that is not a business combination and, at the time of the transaction, affects neither accounting profit nor taxable profit.

Deferred tax is recognised on taxable temporary differences arising from investments in subsidiaries and associates and interests in joint operations, except where the Council can control the reversal of the temporary difference, and it is probable that the temporary difference will not reverse in the foreseeable future.

Deferred tax is calculated at the tax rates that are expected to apply in the period when the liability is settled or the asset is realised, using tax rates that have been enacted or substantively enacted by balance date.

Current tax and deferred tax are charged or credited against the surplus or deficit for the period, except when it relates to items charged or credited directly to equity, in which case the tax is dealt with in equity.

Leases

Finance Leases

A finance lease is a lease that transfers to the lessee substantially all the risks and rewards incidental to ownership of an asset, whether or not title is eventually transferred.

At the commencement of the lease term, Council recognises finance leases as assets and liabilities in the Prospective Statement of Financial Position at the lower of the fair value of the leased item or the present value of the minimum lease payments.

The amount recognised as an asset is depreciated over its useful life. If there is no certainty as to whether Council will obtain ownership at the end of the lease term, the asset is fully depreciated over the lease term or useful life, whichever is the shortest.

Operating leases

An operating lease is a lease that does not transfer substantially all the risks and rewards incidental to ownership of the asset. Lease payments under an operating lease are recognised as an expense on a straight line basis over the lease term. Cash and cash equivalents Cash and cash equivalents include cash on hand, deposits held on call with banks, other short-term highly liquid investments with original maturities of three months or less, and bank overdrafts.

Bank overdrafts are shown as current liabilities in the Prospective Statement of Financial Position.

Trade and other receivables

Trade and other receivables are initially measured at fair value and subsequently measured at amortised cost using the effective interest rate method, less any provision for impairment.

Loans, including loans to community organisations made by Council at nil or below-market interest rates, are initially recognised at the present value of their expected future cash flows, discounted at the current market rate of return for a similar asset/investment. They are subsequently measured at amortised cost using the effective interest method. The difference between the face value and the present value of the expected future cash flows of the loan is recognised in the surplus or deficit.

A provision for impairment of receivables is established when there is objective evidence that Council will not be able to collect all the amounts due according to the original terms of receivables. Significant financial difficulties of the debtor, probability that the debtor will enter into bankruptcy, receivership or liquidation and default in payments are indicators that the asset is impaired.

The amount of the provision is the difference between the carrying amount of the assets and the present value of the estimated future cash flows, discounted using the effective interest method.

Inventories

Inventories held for distribution or consumption in the provision of services that are not supplied on a commercial basis are measured at the lower of cost and current replacement cost.

Inventories held for use in the production of goods and services on a commercial basis are valued at the lower of cost and net realisable value. The cost of purchased inventory is determined using the FIFO method.

The write down from cost to current replacement cost or net realisable value is recognised in the surplus or deficit.

Non-current assets held for sale

Non-current assets held for sale are classified as held for sale if their carrying amount will be recovered principally through the sale transaction rather than through continuing use. Non-current assets held for sale are measured at the lower of their carrying amount and fair value less costs to sell.

Any impairment losses for write-downs of non-current assets held for sale are recognised in the surplus or deficit.

Any increases in fair value (less costs to sell) are recognised up to the level of any impairment losses that have previously been recognised.

Non-current assets (including those that are part of a disposal group) are not depreciated or amortised while they are classified as held for sale.

Financial assets

Buller District Council classifies its financial assets into the following four categories:

Financial assets at fair value through surplus or deficit;
Held-to-maturity investments;
Loans and receivables; and
Fair value through other comprehensive revenue.

The classification depends on the purpose for which the investments were acquired. Management determines the classification of its investments at initial recognition and re-evaluates this designation at every reporting date.

Financial assets and liabilities are initially measured at fair value plus transaction costs unless they are carried at fair value through surplus or deficit in which case the transaction costs are recognised in surplus or deficit.

Purchases and sales of investments are recognised on trade date, the date on which Council commits to purchase or sell the asset. Financial assets are derecognised when the rights to receive cash flows from the financial assets have expired or have been transferred, Council having transferred substantially all the risks and rewards of ownership.

The fair value of financial instruments traded in active markets is based on quoted market prices at the balance sheet date. The quoted market price used is the current bid price.

The fair value of financial instruments that are not traded in an active market is determined using valuation techniques. Council uses a variety of methods and makes assumptions that are based on market conditions existing at balance date. Quoted market prices or dealer quotes for similar instruments are used for long-term debt instruments held. Other techniques, such as estimated discounted cash flows, are used to determine fair value for the remaining financial instruments.

Financial assets at fair value through surplus or deficit

This category has two sub-categories:

Financial assets held for trading.
Those designated at fair value through surplus or deficit at inception.

A financial asset is classified in this category if acquired principally for the purpose of selling in the short term or if so designated by management.

Derivatives are also categorised as held for trading unless they are designated as hedges. Assets in this category are classified as current assets if they are either held for trading or are expected to be realised within 12 months of the balance sheet date.

After initial recognition, they are measured at their fair values. Gains or losses on remeasurement are recognised in the surplus or deficit.

Currently, Council recognises derivative financial instruments in this category.

Held-to-maturity investments

Held-to-maturity investments are assets with fixed or determinable payments and fixed maturities that Council has the positive intention and ability to hold to maturity.

After initial recognition, they are measured at amortised cost using the effective interest method. Gains and losses when the asset is impaired or de-recognised are recognised in the surplus or deficit.

Currently, Council does not hold any financial assets in this category.

Loans and receivables

These are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market.

After initial recognition, they are measured at amortised cost using the effective interest method. Gains and losses when the asset is impaired or de-recognised are recognised in the surplus or deficit. Loans and receivables are classified as ‘trade and receivables’ and short and long term investments in the Prospective Statement of Financial Position.

Investments in this category include loans to subsidiaries and other companies and term deposits.

Fair value through other comprehensive revenue and expenses

Financial assets at fair value through other comprehensive revenue and expenses are those that are designated into this category at initial recognition or are not classified in any of the other categories above.

This category encompasses:

Investments that Council intends to hold long-term but which may be realised before maturity.

Shareholdings that Council holds for strategic purposes. Council’s investments in its subsidiary and associate companies are not included in this category, as they are held at cost, whereas this category is to be measured at fair value.

After initial recognition, these investments are measured at their fair value.

Gains and losses are recognised directly in other comprehensive revenue and expenses except for impairment losses, which are recognised in the surplus or deficit.

Investments in this category include shares in other companies.

Impairment of financial assets

At each balance sheet date, Council assesses whether there is any objective evidence that a financial asset or group of financial assets is impaired. Any impairment losses are recognised in the surplus or deficit.

Any cumulative losses previously recognised in equity will be removed from equity and shown in the surplus or deficit.

Term deposits, loans to subsidiaries and associates, and community loans (loans and receivables)

Impairment is established when there is evidence that the Council will not be able to collect amounts due according to the original terms of the receivable. Significant financial difficulties of the debtor, probability that the debtor will enter into bankruptcy, receivership or liquidation and default in payments are indicators that the asset is impaired.

Listed and unlisted shares, listed bonds (fair value through other comprehensive revenue and expense)

For shares, a significant or prolonged decline in the fair value of the shares below its cost is considered to be objective evidence of impairment. For listed bonds, significant financial difficulties of the debtor, the probability that the debtor will enter into bankruptcy, receivership, or liquidation, and default in payment are considered objective evidence of impairment.

Derivative financial instruments

The council utilises derivative financial instruments to hedge its exposure to interest rate risks arising from financing activities. In accordance with its treasury policy, Council does not hold or issue derivative financial instruments for trading purposes. However, derivatives that do not qualify for hedge accounting are accounted for as trading instruments.

Derivatives are initially recognised at fair value on the date a derivative contract is entered into and are subsequently re-measured at their fair value at each balance date.

The gain or loss on re-measurement to fair value is recognised immediately in surplus or deficit. However, where derivatives qualify for hedge accounting, recognition of any resultant gain or loss depends on the nature of the item being hedged.

The fair value of interest rate swaps is the estimated amount that Council would receive or pay to terminate the swap at the balance sheet date, taking into account current interest rates and the current creditworthiness of the swap counterparts. The fair value of forward contracts is their quoted market price at the balance sheet date, being the present value of the quoted forward price.

Council has not adopted hedge accounting to account for its derivative financial instruments.

Property, plant and equipment

Property, plant and equipment consist of: Council assets – These include land, buildings, plant and machinery, motor vehicles, office equipment, library books and the Airport runway.

Infrastructure assets – These include roads, footpaths, traffic facilities, street lights, bridges, culverts, water reticulation, stormwater reticulation, sewerage reticulation and landfill.

Harbour assets – These include land, buildings, wharves, plant and machinery, office equipment, motor vehicles and harbour vessels.

WestReef assets – These include leasehold improvements, plant and equipment, office equipment, office furniture, fittings and computer equipment.

Buller Health Trust assets – These include plant, equipment, furniture, and fittings. Property, plant and equipment are shown at cost or revaluation, less accumulated depreciation and impairment losses.

Additions

The cost of an item of property, plant and equipment is recognised as an asset if, and only if, it is probable that future economic benefits or service potential associated with the item will flow to Council and the cost of the item can be reliably measured.

In most instances, an item of property, plant and equipment is recognised at its cost. Where an asset is acquired at no cost or for a nominal cost, it is recognised at fair value as at the date of acquisition.

Work in progress is recognised at costless impairment and is not depreciated. The cost of day-to-day servicing of property, plant, and equipment is recognised in the surplus or loss as it is incurred.

Disposals

Gains and losses on disposal are determined by comparing the proceeds with the asset's carrying amount. Gains and losses on disposal are included in the surplus or deficit. When revalued assets are sold, the amounts included in asset revaluation reserves for those assets are transferred to accumulated funds.

Subsequent costs

Costs incurred subsequent to initial acquisition are capitalised only when it is probable that future economic benefits or service potential associated with the item will flow to Council and the cost of the item can be measured reliably.

Depreciation

Depreciation is provided on a straight-line basis on all property, plant and equipment, other than land or erosion protection assets, at rates that will write off the cost (or valuation) of the assets to their estimated residual values over their useful lives.

The useful lives and associated depreciation rates of major classes of assets have been estimated as follows:

Council Assets	Depreciation rate (%)	Useful life (years)
Motor vehicles	15%	7
Office equipment	10% to 50%	2 - 10
Plant and machinery	3.33% to 15%	7 - 30
Buildings	1% to 10%	10 - 100
Library books	10%	10
Airport runway:		
Basecourse	1.3%	75
Seal	5%	20

Harbour Assets	Depreciation rate (%)	Useful life (years)
Wharves	1.67%	60
Buildings	2.5%	40
Plant and machinery	3.3% to 10%	10 - 30
Office equipment	20% to 33.5%	3 - 5
Motor vehicles	10% to 20%	5 - 10
Harbour vessels	5% to 6.7%	15 - 20

WestReef Services Limited Assets	Depreciation rate (%)	Useful life (years)
Leasehold improvements	6.5% to 15%	6.7 - 15
Plant and equipment	5.5% to 40%	2.5 - 18
Vehicles	8% to 29%	3 - 12.5

Office equipment	8% to 40%	2.5 - 12.5
Office furniture and Fittings	8% to 24%	4 - 12.5
Computer equipment	18% to 36%	3 - 5.5

Buller Health Trust assets	Depreciation rate (%)	Useful life (years)
Plant and equipment	10% to 50%	2 - 10
Furniture and fittings	7% to 13.5%	7.4 - 14.3
Furniture and fittings (accommodation)	16.2% to 48%	2.1 - 6.2

Infrastructure assets	Depreciation rate (%)	Useful life (years)
Roads		
Formation	Not depreciated	

Basecourse - unsealed roads	Not depreciated	
Basecourse - sealed roads	1% to 2%	50 - 100
Seal	4% to 12.5%	8 - 25
Footpaths		
Basecourse	Not depreciated	
Pavement	1.25% to 10%	10 - 80
Traffic facilities	5% to 10%	10 - 20
Street lights	3.33%	30
Bridges	1% to 2%	50 - 100
Culverts	1.11% to 1.25%	80 - 90
Water reticulation		
Drains	Not depreciated	

Kerb and channeling	1.25%	80
Pipes	1.10% to 4.10%	25 - 100
Valves, hydrants	1.67%	60
Intake structures	1.11% to 2%	50 - 90
Reservoirs	1.25%	80
Resource consents	2.85%	35
Pump stations	2% to 6.67%	15 - 50
Treatment equipment	2% to 6.67%	15 – 50
Tunnels	0.7% to 4%	25 - 150
Stormwater reticulation		
Pipes	1% to 1.54%	65 - 100
Sewerage reticulation		

Pipes	1% to 1.42%	70 - 100
Treatment plants	1.11% to 6.67%	15 - 90
Pump stations	1.11% to 6.67%	15 - 90
Manholes	1.11%	90

Capital work in progress is not depreciated. The total cost of the project is transferred to property, plant and equipment on its completion and then depreciated. The residual value and useful life of an asset is reviewed and adjusted if applicable, at each financial year end.

Revaluation

Look to update

Those asset classes that are revalued are valued based on the description below. All other asset classes are carried at depreciated historical cost. The carrying values of revalued items are reviewed at each balance date to ensure that these values are not materially different from their fair value.

Council land

The Airport land was revalued to fair value as determined by market-based evidence by an independent valuer. Quotable Value performed the most recent valuation with an effective date as at 30 June 2005. Council land is recognised at deemed cost.

Harbour land

The Harbour land was revalued to fair value as determined by market-based evidence by an independent valuer. Quotable Value performed the most recent valuation with an effective date as at 30 June 2005. Harbour land is recognised at deemed cost.

Infrastructural assets

The infrastructural assets are valued on a three-year valuation cycle at fair value determined on a replacement cost basis with preparation or peer review by an independent valuer. However, for the years ended 30 June 2023 and 30 June 2024, off-cycle valuations were carried out by BECA in accordance with advice received from Auditors when undertaking the 2022/23 audit. At the balance date, Council assesses the carrying values of its infrastructural assets to ensure that they do not differ materially from the asset's fair value. The most recent roading valuation was performed by BECA, and the valuation is effective as of 30 June 2024. All infrastructure asset classes were valued at their respective valuations. The total value of infrastructural assets valued by or peer-reviewed by BECA on 30 June 2024 was $452,085,657.

Accounting for revaluation

Council accounts for revaluations of property, plant, and equipment on a class-of-assets basis. The results of revaluing are credited or debited to an asset revaluation reserve. Where this results in a debit balance in the asset revaluation reserve, this balance is expensed in the surplus or deficit. Any subsequent increase in revaluation that offsets a previous decrease in value recognised in the surplus or deficit will be recognised first in the surplus or deficit, up to the amount previously expensed, and then credited to the revaluation reserve.

Intangible assets

Software acquisition and development: Acquired computer software licenses are capitalised based on the costs incurred to acquire and bring the specific software into use.

Costs that are directly associated with the development of software for internal use are recognised as intangible assets. Direct costs include the software development employee costs and an appropriate portion of relevant overheads.

Staff training costs are recognised in the surplus or deficit when incurred. Costs associated with maintaining computer software are recognised as an expense when incurred.

Costs associated with the development and maintenance of the Council’s website are recognised as an expense when incurred.

Amortisation

The carrying value of an intangible asset with a finite life is amortised on a straight-line basis over its useful life. Amortisation begins when the asset is available for use and ceases at the date that the asset is de-recognised. The amortisation charge for each period is recognised in the surplus or deficit.

The useful lives and associated amortisation rates of major classes of intangible assets have been estimated as follows: computer software 3 to 5 years 20% to 33.3%

Investment property

Properties leased to third parties under operating leases are classified as investment property unless the property is held to meet service delivery objectives rather than to earn rentals or for capital appreciation.

Investment property is initially measured at its cost, including transaction costs.

After initial recognition, Council measures all investment property at fair value as determined annually by an independent valuer. Quotable Value carried out the most recent valuation of investment property with an effective date of 30 June 2024.

Gains or losses arising from a change in the fair value of investment property are recognised in the surplus or deficit.

Impairment of non-financial assets

Property, plant and equipment assets, measured at fair value, are not required to be reviewed and tested for impairment. The carrying values of revalued assets are assessed annually to ensure that they do not differ materially from the assets' fair values. If there is a material difference, then the asset class is revalued. For assets not carried at a revalued amount, the total impairment loss is recognised in the surplus or deficit.

Property, plant and equipment, and intangible assets subsequently measured at a cost that has a finite useful life are reviewed each balance date for impairment whenever events or changes in circumstances indicate that the carrying value may not be recoverable.

Intangible assets subsequently measured at cost that have an indefinite useful life and goodwill are not subject to amortisation and are tested annually for impairment.

An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount. The recoverable amount is the higher of an asset's fair value less costs to sell and value in use.

If an asset's carrying amount exceeds its recoverable amount, the asset is regarded as impaired, and the carrying amount is written down to the recoverable amount. The total impairment loss is recognised in the surplus or deficit. The reversal of an impairment loss is recognised in the surplus or deficit.

Value in use for non-cash generating assets

Non-cash-generating assets are those assets that are not held with the primary objective of generating a commercial return.

For non-cash generating assets, value in use is determined using an approach based on either a depreciated replacement cost approach, a restoration cost approach, or a service units approach. The most appropriate approach for measuring value in use depends on the nature of the impairment and the availability of information.

Value in use for cash-generating assets

Cash-generating assets are those assets that are held with the primary objective of generating a commercial return.

The value in use for cash-generating assets and cash-generating units is the present value of expected future cash flows.

Employee entitlements

Short term benefits

Employee benefits that Buller District Council expects to be settled within 12 months of balance date are measured at nominal values based on accrued entitlements at current rates of pay.

These include salaries and wages accrued up to balance date, annual leave earned to, but not yet taken at the balance date, retiring and long service leave entitlements expected to be settled within 12 months, and sick leave.

Council recognises a liability for sick leave to the extent that absences in the coming year are expected to be greater than the sick leave entitlements earned in the coming year. The amount is calculated based on the unused sick leave entitlement that can be carried forward at balance date, to the extent that Council anticipates it will be used by staff to cover future absences.

Council recognises a liability and expense for bonuses where contractually obliged or where there is a past practice that has created a constructive obligation.

Long term benefits

Long service leave and retirement leave

Entitlements that are payable beyond 12 months, such as long service leave and retirement gratuities, have been calculated on an actuarial basis. The calculations are based on:

Likely future entitlements accruing to staff, based on years of service, years to entitlement, the likelihood that staff will reach the point of entitlement, and the present value of the estimated future cashflows.

The discount rate is based on the weighted average of Government interest rates for stock with terms to maturity similar to those of the relevant liabilities. The inflation factor is based on the expected long-term increase in employee remuneration.

Superannuation schemes

- Defined contributions schemes

Obligations for contributions to defined contribution superannuation schemes are recognised as an expense in the surplus or deficit as incurred.

8.6 Provisions

Council recognises a provision for future expenditure of an uncertain amount or timing when there is a present obligation (either legal or constructive) as a result of a past event, it is probable that expenditures will be required to settle the obligation, and a reliable estimate can be made of the amount of the obligation. Provisions are not recognised for future operating losses.

Provisions are measured at the present value of the expenditures expected to be required to settle the obligation using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the obligation. The increase in the provision due to the passage of time is recognised as an interest expense.

Payables Short-term creditors and other payables are recorded at their face value.

Borrowings are initially recognised at their fair value. After initial recognition, all borrowings are measured at amortised cost using the effective interest method.

Equity

Equity is the community's interest in Council and is measured as the difference between total assets and total liabilities. Equity is disaggregated and classified into a number of reserves.

The components of equity are:

Retained earnings;
Restricted reserves; and
Asset revaluation reserve.

8.7 Goods and Services Tax (GST)

All items in the prospective financial statements are stated exclusive of GST, except for receivables and payables, which are stated on a GST-inclusive basis. Where GST is not recoverable as input tax, then it is recognised as part of the related asset or expense.

The net amount of GST recoverable from, or payable to, the Inland Revenue Department (IRD) is included as part of receivables or payables in the Prospective Statement of Financial Position.

The net GST paid to or received from the IRD, including the GST relating to investing and financing activities, is classified as an operating cash flow in the statement of cash flows.

Commitments and contingencies are disclosed exclusive of GST.

Budget figures

The budget figures are those approved by the Council at the beginning of the year in the LTP. The budget figures have been prepared in accordance with NZ GAAP or Public Benefit Entity Accounting Standards, using accounting policies that are consistent with those adopted by Buller District Council for the preparation of the prospective financial statements.

Cost allocation

Council has derived the cost of service for each significant activity using the cost allocation system outlined below.

Direct costs are those costs directly attributable to a significant activity. Indirect costs are those costs which cannot be identified in an economically feasible manner with a specific significant activity.

Direct costs are charged directly to significant activities. Indirect costs are charged to significant activities using an appropriate cost driver.

Critical accounting estimates and assumptions

In preparing these prospective financial statements, Council has made estimates and assumptions concerning the future. These estimates and assumptions may differ from the subsequent actual results. Estimates and judgments are continually evaluated and are based on historical experience and other factors, including expectations or future events that are believed to be reasonable under the circumstances.

Classification of property

The Council owns a number of properties held to provide housing to pensioners. The receipt of market-based rentals from these properties is incidental to holding them. The properties are held for service delivery objectives as part of the Council's social housing policy. The properties are, therefore, accounted for as property, plant and equipment rather than as investment property.

The estimates and assumptions that form a significant risk of causing a material adjustment to the carrying amount of assets and liabilities within the next financial year are discussed below.

Landfill aftercare provision

The Landfill Aftercare Provision Note discloses an analysis of the exposure of Buller District Council in relation to estimates and uncertainties surrounding the landfill aftercare provision.

Infrastructural assets

There are a number of assumptions and estimates used when performing valuations over infrastructural assets, which include:

The physical deterioration and condition of an asset, eg Council, could be carrying an asset at an amount that does not reflect its actual condition. This is particularly so for those assets which are not visible such as stormwater, wastewater and water supply pipes that are underground. The risk is minimised by Council performing a combination of physical inspections and condition modelling assessments of underground assets;

Estimating any obsolescence or surplus capacity of an asset; and

Estimates are made when determining the remaining useful lives over which the asset will be depreciated. Local conditions can impact these estimates, eg weather patterns and traffic growth. If useful lives do not reflect the actual consumption of the benefits of the asset, then Council could be over or underestimating the annual depreciation charge recognised as an expense in the surplus or deficit. To minimise the risk, Council's infrastructural asset useful lives have been determined with reference to the NZ Infrastructure Asset Valuation and Depreciation Guidelines published by the National Asset Management Steering Group, and have been adjusted for local conditions based on past experience. Asset inspections, deterioration and condition modelling are also carried out regularly as part of Council's Asset management planning activities, which gives the Council further assurance over its useful life estimates.

Experienced independent valuers prepare Council's roading asset revaluations and the three waters asset revaluations. The last roading and three waters revaluations were prepared by BECA on 30 June 2024.

APPENDIX B: DETAILED 30 YEAR CAPITAL INVESTMENT FORECAST

Transport

Projects	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	20239/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
LOCAL ROADS	22,068,919	25,421,107	29,010,866	33,468,601	38,611,301	44,544,215	193,125,010
Increased LOS: Improvement of Roads	2,624,991	1,702,908	1,943,378	2,241,993	2,586,492	2,983,926	14,083,688
Low Cost / Low Risk Improvements	2,624,991	1,702,908	1,943,378	2,241,993	2,586,492	2,983,926	14,083,688
Road Renewals	19,443,928	23,718,200	27,067,487	31,226,608	36,024,809	41,560,289	179,041,322
Bridge Renewals	4,413,634	4,893,411	5,584,418	6,442,506	7,432,445	8,574,495	37,340,909
Drainage Renewals	864,574	1,076,549	1,228,570	1,417,349	1,635,136	1,886,386	8,108,564
Footpath Maintenance &Resurfacing	1,893,592	2,936,048	3,350,652	3,865,505	4,459,469	5,144,699	21,649,965
Pavement Rehabilitation	1,117,616	1,468,024	1,675,326	1,932,752	2,229,734	2,572,350	10,995,803
Sealed Road Resurfacing	6,549,061	7,437,990	8,488,321	9,792,615	11,297,323	13,033,241	56,598,553
Structures Component Replacements	2,949,122	3,914,733	4,467,539	5,154,009	5,945,961	6,859,602	29,290,966
Traffic Services Renewals	286,893	342,537	390,907	450,973	520,268	600,211	2,591,790
Unsealed Road Metalling	1,369,436	1,648,908	1,881,753	2,170,899	2,504,473	2,889,304	12,464,773
SPECIAL PURPOSE ROADS	16,954,042	28,970,956	33,061,994	38,142,216	44,003,051	50,764,448	211,896,707
Increased LOS: Improvement of Roads	2,343,593	99,826	113,922	131,427	151,622	174,920	3,015,310
Low Cost Low Risk Improvements	1,902,593	99,826	113,922	131,427	151,622	174,920	2,574,310
Structures Component Replacements	441,000	-	-	-	-	-	441,000
Road Renewals	14,610,449	28,871,130	32,948,072	38,010,789	43,851,429	50,589,528	208,881,397
Drainage Renewals	311,472	489,339	558,440	644,248	743,242	857,446	3,604,188
Pavement Rehabilitation	1,870,077	2,936,048	3,350,652	3,865,505	4,459,469	5,144,699	21,626,450
Sealed Road Resurfacing	1,246,891	1,957,363	2,233,766	2,577,001	2,972,976	3,429,796	14,417,793
Structures Component Replacements	7,421,078	15,658,918	17,870,141	20,616,021	23,783,827	27,438,389	112,788,374
Traffic Services Renewals	3,760,931	7,829,461	8,935,073	10,308,013	11,891,916	13,719,198	56,444,592
TRANSPORT/URBAN DEVELOPMENT	25,860	29,407	33,560	38,717	44,666	51,529	223,740
Capital	25,860	29,407	33,560	38,717	44,666	51,529	223,740
Capital Expenditure	25,860	29,407	33,560	38,717	44,666	51,529	223,740
Grand Total	39,048,822	54,421,471	62,106,420	71,649,534	82,659,018	95,360,192	405,245,457

Water

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
7301. Westport Water	20,551,747	7,892,776	11,433,014	9,561,184	10,140,423	10,933,521	70,512,666
Growth	-	-	346,563	864,618	258,691	429,734	1,899,606
Network Extension	-	-	346,563	864,618	258,691	429,734	1,899,606
ILOS	3,392,871	1,945,824	4,378,367	1,640,984	1,281,573	586,576	13,226,194
Assessments, Strategies &Modelling	404,351	-	-	-	-	-	404,351
Backflow Prevention	1,540,713	685,543	-	-	-	-	2,226,257
Drinking Water Standards (DWS)	1,267,333	1,260,280	-	-	-	-	2,527,613
Koeghans Bridge	180,474	-	-	-	-	-	180,474
Long term upgrades resilience and safety	-	-	-	-	523,535	586,576	1,110,111
Resilient Westport Infrastructure Development	-	-	3,069,529	-	-	-	3,069,529
Water meter &backflow installation	-	-	1,308,838	1,640,984	758,038	-	3,707,860
Renewals	17,532,257	5,946,953	6,708,084	7,055,582	8,600,159	9,917,212	55,760,246
Assessments, Strategies &Modelling	250,074	416,832	983,965	1,102,447	1,235,196	1,383,930	5,372,443
Main Renewals	2,379,452	3,045,020	2,764,979	2,617,676	3,042,037	3,667,411	17,516,575
Minor Capital	1,443,638	1,713,187	1,908,474	2,138,279	2,395,756	2,684,237	12,283,572
Reticulation Valves	231,691	256,978	286,271	320,742	359,363	402,635	1,857,681
Trunkmain Renewal	6,320,467	209,639	381,695	427,656	479,151	536,847	8,355,456
Tunnell Bracing	6,243,950	-	-	-	-	-	6,243,950
Water meter &backflow renewals	-	-	-	20,000	84,707	117,315	222,022
WIP renewals	662,985	305,296	382,700	428,782	480,413	538,261	2,798,437
WIP Renewals (DWS)	-	-	-	-	523,535	586,576	1,110,111
Scope Adjustment	(373,380)	-	-	-	-	-	(373,380)
Scope Adjustment	(373,380)	-	-	-	-	-	(373,380)
7311. Reefton Water	1,822,258	1,858,554	2,324,832	3,172,806	3,842,886	3,925,042	16,946,379

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
ILOS	384,609	350,805	315,667	383,176	592,094	469,260	2,495,611
Assessments &Strategies	6,288	-	-	-	-	-	6,288
Backflow Prevention	325,256	285,531	-	-	-	-	610,788
Long term upgrades resilience and safety	-	-	-	-	418,828	469,260	888,089
Water meter &backflow installation	-	-	315,667	383,176	173,266	-	872,108
Water Safety compliance upgrades	53,065	65,274	-	-	-	-	118,338
Renewals	1,472,909	1,507,749	2,009,165	2,789,630	3,250,792	3,455,782	14,486,028
Assessments &Strategies	315,583	125,634	139,955	156,807	175,689	196,844	1,110,511
Main Renewals	452,987	674,007	1,105,821	1,762,511	1,974,741	2,009,271	7,979,338
Minor Capital	516,244	628,169	699,774	784,036	878,444	984,220	4,490,886
Reticulation Valves	5,868	-	-	-	-	-	5,868
Water meter &backflow renewals	-	-	-	-	78,530	87,986	166,517
WTP renewals	182,227	79,940	63,616	71,276	79,859	89,475	566,392
WTP Renewals (DWS)	-	-	-	15,000	63,530	87,986	166,517
Scope Adjustment	(35,260)	-	-	-	-	-	(35,260)
Scope Adjustment	(35,260)	-	-	-	-	-	(35,260)
7321. Little Wanganui Water	545,111	451,139	1,557,254	64,148	363,985	450,572	3,432,210
ILOS	504,356	399,744	1,500,000	-	261,768	293,288	2,959,155
Backflow Prevention	2,346	-	-	-	-	-	2,346
Drinking Water Standards (DWS)	347,828	228,425	-	-	-	-	576,253
Long term upgrades resilience and safety	-	-	-	-	261,768	293,288	555,055
Other Capital - Easement	154,183	171,319	-	-	-	-	325,502
WTP Upgrade	-	-	1,500,000	-	-	-	1,500,000
Renewals	46,255	51,396	57,254	64,148	102,218	157,284	478,555
Main Renewals	-	-	-	-	30,345	76,757	107,102

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
Minor Capital	46,255	51,396	57,254	64,148	71,873	80,527	371,453
Scope Adjustment	(5,500)	-	-	-	-	-	(5,500)
Scope Adjustment	(5,500)	-	-	-	-	-	(5,500)
7331. Mokihinui Water	543,965	165,599	1,566,308	35,638	365,177	426,817	3,103,504
ILOS	428,591	137,046	1,534,500	-	261,768	293,288	2,655,192
Backflow Prevention	493	-	-	-	-	-	493
Drinking Water Standards (DWS)	248,027	114,212	-	-	-	-	362,240
Long term upgrades resilience and safety	-	-	-	-	261,768	293,288	555,055
Other Capital - Easement	180,071	22,834	-	-	-	-	202,904
WTP Upgrade	-	-	1,534,500	-	-	-	1,534,500
Renewals	119,302	28,553	31,808	35,638	103,409	133,529	452,239
Main Renewals	-	-	-	-	11,127	30,134	41,261
Minor Capital	40,748	28,553	31,808	35,638	39,929	44,737	221,413
Other Capital - Easement	78,554	-	-	-	-	-	78,554
WTP Renewals (DWS)	-	-	-	-	52,354	58,658	111,011
Scope Adjustment	(3,927)	-	-	-	-	-	(3,927)
Scope Adjustment	(3,927)	-	-	-	-	-	(3,927)
7341. Ngakawau-Hector Water	257,270	131,344	19,085	1,601,291	51,352	26,842	2,087,185
ILOS	245,471	114,212	-	1,569,794	-	-	1,929,477
Backflow Prevention	2,346	-	-	-	-	-	2,346
Drinking Water Standards (DWS)	243,125	114,212	-	-	-	-	357,338
WTP Upgrade	-	-	-	1,569,794	-	-	1,569,794
Renewals	11,799	17,132	19,085	31,498	51,352	26,842	157,708
Main Renewals	-	-	-	10,115	27,395	-	37,510
Water Supplies - Minor capital	11,799	17,132	19,085	21,383	23,958	26,842	120,198

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
7351. Waimangaroa Water	1,220,614	698,500	114,508	1,744,311	474,790	501,268	4,753,991
ILOS	1,128,173	595,709	-	1,605,899	261,768	293,288	3,884,836
Backflow Prevention	62,655	68,527	-	-	-	-	131,183
Drinking Water Standards (DWS)	806,037	298,801	-	-	-	-	1,104,838
Long term upgrades resilience and safety	-	-	-	-	261,768	293,288	555,055
Other Capital	259,481	228,380	-	-	-	-	487,861
WTP Upgrade	-	-	-	1,605,899	-	-	1,605,899
Renewals	92,440	102,791	114,508	138,412	213,023	207,980	869,155
Main Renewals	-	-	-	10,115	27,395	-	37,510
Minor Capital	92,440	102,791	114,508	128,297	143,745	161,054	742,837
Water meter &backflow renewals	-	-	-	-	41,883	46,926	88,809
7361. Cape Foulwind Water	126,188	85,659	95,424	106,914	130,914	164,346	709,445
ILOS	49,098	-	-	-	-	-	49,098
Backflow Prevention	49,098	-	-	-	-	-	49,098
Renewals	77,090	85,659	95,424	106,914	130,914	164,346	660,347
Main Renewals	-	-	-	-	11,127	30,134	41,261
Minor Capital	77,090	85,659	95,424	106,914	119,788	134,212	619,087
7371. Punakaiki Water	1,219,936	159,217	179,585	202,052	557,548	619,686	2,938,025
ILOS	604,955	22,166	52,354	59,500	281,998	293,288	1,314,261
Backflow Prevention	51,552	22,166	-	-	-	-	73,719
Long term upgrades resilience and safety	-	-	-	-	261,768	293,288	555,055
Supply Improvements	19,640	-	-	-	-	-	19,640
Water meter &backflow installation	-	-	52,354	59,500	20,230	-	132,084
Water Safety compliance upgrades	533,763	-	-	-	-	-	533,763
Renewals	614,981	137,050	127,232	142,552	275,551	326,398	1,623,764

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
Main Renewals	-	-	-	-	11,127	30,134	41,261
Minor Capital	132,249	114,212	127,232	142,552	159,717	178,949	854,911
Supply Improvements	461,694	-	-	-	-	-	461,694
Water meter &backflow renewals	-	-	-	-	26,177	29,329	55,506
WTP renewals	21,038	22,838	-	-	-	-	43,876
WTP Renewals (DWS)	-	-	-	-	78,530	87,986	166,517
7381. Inangahua Junction Water	401,507	125,607	63,616	76,276	169,462	165,595	1,002,062
ILOS	228,497	68,501	-	-	-	-	296,997
Backflow Prevention	6,163	2,660	-	-	-	-	8,823
Other Capital - Water Resilience Upgrade	222,334	65,841	-	-	-	-	288,174
Renewals	173,010	57,106	63,616	76,276	169,462	165,595	705,064
Main Renewals	-	-	-	5,000	26,779	5,731	37,510
Minor Capital	97,543	57,106	63,616	71,276	79,859	89,475	458,874
Water meter &backflow renewals	-	-	-	-	10,471	11,732	22,202
WTP renewals	75,467	-	-	-	-	-	75,467
WTP Renewals (DWS)	-	-	-	-	52,354	58,658	111,011
Grand Total	26,688,597	11,568,397	17,353,626	16,564,620	16,096,538	17,213,690	105,485,467

Wastewater

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
7101. Westport Sewer	6,821,785	8,535,010	23,426,794	20,919,907	14,732,919	16,451,203	90,887,618
Growth	-	-	321,563	775,194	258,691	429,734	1,785,183
Network Extension	-	-	321,563	775,194	258,691	429,734	1,785,183
ILOS	271,897	-	12,131,029	7,650,576	698,153	586,576	21,338,231
Long term Netowrk Capacity and resilience upgrades	-	-	-	-	523,535	586,576	1,110,111
Pipeline &Pumpstation	213,676	-	-	-	-	-	213,676
Resilient Westport Infrastructure Development	-	-	3,069,529	-	-	-	3,069,529
Telemetry &Control	-	-	50,000	535,576	174,618	-	760,195
Treatment Plant	58,221	-	-	-	-	-	58,221
WWTP upgrades- new national standards	-	-	9,011,500	7,115,000	-	-	16,126,500
Renewals	6,657,249	8,535,010	10,974,202	12,494,136	13,776,074	15,434,894	67,871,565
CCTV Survey	-	-	261,768	406,509	328,482	368,036	1,364,795
Critical Spares	156,460	352,115	267,003	384,429	335,176	375,535	1,870,717
Mains Replacement	2,955,052	5,812,980	7,897,913	8,848,925	9,914,451	11,108,281	46,537,602
Minor Capital	498,702	575,251	650,157	728,444	816,159	914,435	4,183,148
Pipeline &Pumpstation	1,690,117	583,609	528,610	592,262	663,578	743,481	4,801,656
Sewer Modelling &Separation	94,760	-	-	-	-	-	94,760
Treatment Plant	1,262,158	1,211,055	1,368,752	1,533,567	1,718,229	1,925,126	9,018,887
Scope Adjustment	(107,361)	-	-	-	-	-	(107,361)
Scope Adjustment	(107,361)	-	-	-	-	-	(107,361)
7131. Reefton Sewer	4,482,191	3,086,129	3,787,135	17,644,470	8,001,527	5,683,763	42,685,215
ILOS	23,252	-	500,000	13,238,265	3,382,841	750,824	17,895,181
Install additional manholes	23,252	-	-	-	-	-	23,252
Long term Netowrk Capacity and resilience upgrades	-	-	-	-	418,828	469,260	888,089
Telemetry &Control	-	-	-	-	464,013	281,564	745,576
WWTP upgrades- new national standards	-	-	500,000	13,238,265	2,500,000	-	16,238,265
Renewals	4,508,078	3,086,129	3,287,135	4,406,205	4,618,686	4,932,939	24,839,172
CCTV Survey	74,745	36,332	314,121	243,971	197,162	220,903	1,087,233
Minor Capital	210,835	147,537	166,748	186,827	209,323	234,528	1,155,798
Other Capital	340,531	366,304	386,412	432,941	485,073	543,482	2,554,744
Separation Stormwater/Wastewater ILOS	207,200	-	-	-	-	-	207,200
WASTEWATER	1,561,150	1,688,800	1,368,752	1,533,567	1,718,229	1,925,126	9,795,624
WWTP renewals	2,113,617	847,157	1,051,102	2,008,899	2,008,899	2,008,899	10,038,573

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
Scope Adjustment	(49,139)	-	-	-	-	-	(49,139)
Scope Adjustment	(49,139)	-	-	-	-	-	(49,139)
7141. Little Wanganui Sewer	362,978	411,937	388,804	452,584	4,286,684	1,005,000	6,907,988
ILOS	73,643	-	-	50,575	3,796,268	450,348	4,370,833
Long term Netowrk Capacity and resilience upgrades	-	-	-	-	261,768	293,288	555,055
Main Renewals	73,643	-	-	-	-	-	73,643
Telemetry & Control	-	-	-	50,575	-	157,061	207,636
WWTP upgrades - new national standards	-	-	-	-	3,534,500	-	3,534,500
Renewals	299,020	411,937	388,804	402,009	490,416	554,652	2,546,839
CCTV Survey	25,000	-	30,000	-	40,000	50,000	145,000
Main Renewals	222,240	363,138	303,650	340,214	381,180	427,079	2,037,501
Minor Capital	51,780	48,799	55,154	61,795	69,236	77,573	364,337
Scope Adjustment	(9,684)	-	-	-	-	-	(9,684)
Scope Adjustment	(9,684)	-	-	-	-	-	(9,684)
Grand Total	11,666,954	12,033,077	27,602,733	39,016,961	27,021,130	23,139,967	140,480,821

Stormwater

Project	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
Growth	-	-	251,725	699,066	175,910	291,605	1,418,306
Network Extension Reefton	-	-	151,725	163,490	175,910	291,605	782,730
Network Extension Westport	-	-	100,000	535,576	-	-	635,576
ILOS	446,817	-	6,998,679	6,528,915	4,999,384	1,472,687	20,446,481
Flooding mitigations works	446,817	-	-	-	-	-	446,817
Reefton Stormwater Network Establishment ROC	-	-	2,030,750	5,355,764	2,318,727	-	9,705,242
Resilient Westport Infrastructure Development	-	-	3,000,000	-	-	-	3,000,000
Stormwater Capacity Upgrades and Treatment	-	-	1,967,929	1,173,151	2,680,656	1,472,687	7,294,423
LOS Crown funding	18,900,000	-	-	-	-	-	18,900,000
Westport SW Resilience Upgrades (Crown Funding)	18,900,000	-	-	-	-	-	18,900,000
Renewals	3,548,134	4,754,966	5,374,129	6,021,245	6,746,281	7,558,622	34,003,378
Assessments &Investigations	244,719	213,509	241,311	270,368	302,924	339,400	1,612,230
Main Replacement	2,867,952	4,057,035	4,585,318	5,137,450	5,756,066	6,449,172	28,852,993
Minor Capital	435,463	484,422	547,501	613,427	687,291	770,050	3,538,155
Grand Total	22,894,951	4,754,966	12,624,533	13,249,226	11,921,575	9,322,914	74,768,166

APPENDIX C: DETAILED 30 YEAR OPERATIONAL INVESTMENT FORECAST

Transport

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
Roading	31,434,452	35,989,484	40,858,118	47,136,273	54,379,112	62,734,867	272,532,306
NZTA Share Streetlighting Power	341,424	529,510	604,283	697,136	804,256	927,836	3,904,447
Interest	16,911	9,108	6,054	6,984	8,057	9,295	56,409
Overheads - Infrastructure Planning	500,130	462,555	561,314	647,564	747,067	861,859	3,780,489
Overheads - Corporate & Customer Services	3,970,196	4,973,387	5,757,584	6,642,279	7,662,915	8,840,379	37,846,740
Depreciation	26,605,791	30,014,923	33,928,884	39,142,309	45,156,816	52,095,498	226,944,221
Local Roads	22,936,911	28,433,383	33,083,223	38,166,707	44,031,305	50,797,043	217,448,571
Activity Management Planning Improvement	488,897	599,284	1,187,084	1,369,489	1,579,921	1,822,687	7,047,363
Buller Taxis	276,738	288,553	327,650	377,995	436,077	503,084	2,210,097
Cycle Path maintenance	122,340	195,735	223,375	257,698	297,295	342,977	1,439,419
Environmental Maintenance	2,422,001	2,936,048	3,350,652	3,865,505	4,459,469	5,144,699	22,178,374
Footpath Maintenance & Resurfacing	524,128	978,685	1,116,886	1,288,504	1,486,493	1,714,903	7,109,599
Level Crossing Warning Devices	66,316	78,293	89,348	103,078	118,916	137,189	593,139
Minor Events	756,600	1,468,024	1,675,326	1,932,752	2,229,734	2,572,350	10,634,787
Network and Asset Management	5,775,320	6,935,517	8,048,083	9,284,730	10,711,398	12,357,284	53,112,333
Routine Drainage Maintenance	2,154,298	2,446,709	2,792,212	3,221,257	3,716,227	4,287,253	18,617,955
Safety Administration	230,801	313,176	357,401	412,318	475,674	548,764	2,338,134
Sealed Pavement Maintenance	3,102,186	3,523,258	4,020,783	4,638,606	5,351,362	6,173,639	26,809,834
Structures Maintenance	2,728,974	3,718,992	4,244,157	4,896,304	5,648,657	6,516,616	27,753,700
Traffic Services Maintenance	1,047,108	1,232,118	1,406,108	1,622,167	1,871,425	2,158,983	9,337,910
Unsealed Pavement Maintenance	3,241,203	3,718,992	4,244,157	4,896,304	5,648,657	6,516,616	28,265,929
SPECIAL PURPOSE ROADS	4,189,337	6,140,678	6,956,721	8,025,673	9,258,877	10,681,573	45,252,859
Environmental Maintenance	374,187	587,210	670,130	773,101	891,894	1,028,940	4,325,462
Minor Events	663,464	685,080	781,821	901,954	1,040,546	1,200,433	5,273,298
Network and Asset Management	1,407,574	2,128,075	2,377,492	2,742,811	3,164,264	3,650,477	15,470,694
Routine Drainage Maintenance	311,678	489,339	558,440	644,248	743,242	857,446	3,604,394
Sealed Pavement Maintenance	623,360	978,685	1,116,886	1,288,504	1,486,493	1,714,903	7,208,831
Structures Maintenance	748,374	1,174,419	1,340,261	1,546,202	1,783,787	2,057,880	8,650,924
Traffic Services Maintenance	60,698	97,870	111,691	128,853	148,652	171,493	719,257
TRANSPORT/URBAN DEVELOPMENT	468,477	403,556	446,336	514,918	594,039	685,318	3,112,644
Banners, Street Lights & Cameras	21,310	25,603	34,645	39,969	46,111	53,196	220,834
Corridor Access Requests	50,234	62,620	73,669	84,988	98,047	113,113	482,672

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
District Wide Revitalisation (Council Led)	243,220	172,022	171,055	197,338	227,661	262,643	1,273,939
Footpath Maintenance	38,777	47,302	57,401	66,221	76,396	88,135	374,231
QA&Contract Supervision	28,413	-	-	-	-	-	28,413
Swingbridges	84,430	96,009	109,566	126,402	145,825	168,232	730,463
Tauranga Bay Development	2,088	-	-	-	-	-	2,088
Westport Town Precinct	4	-	-	-	-	-	4
Grand Total	59,029,177	70,967,100	81,344,398	93,843,570	108,263,334	124,898,801	538,346,380

Water

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
7301. Westport Water	18,784,645	22,129,120	24,054,560	26,951,044	30,196,302	33,832,332	155,948,003
Depreciation	6,199,745	7,614,033	8,398,333	9,409,602	10,542,641	11,812,113	53,976,468
Engineer Consultant/Secondment	9,819	-	-	-	-	-	9,819
Insurance	529,129	585,927	650,956	729,340	817,162	915,559	4,228,072
Loan Repayment - Interest	3,901,442	5,011,588	4,972,615	5,571,382	6,242,250	6,993,898	32,693,175
Monitoring &Reporting	232,424	285,531	318,079	356,380	399,293	447,373	2,039,080
Overheads - Corporate &Customer Services	994,808	1,175,739	1,315,333	1,473,716	1,651,171	1,849,993	8,460,760
Overheads - Infrastructure Planning	624,377	776,896	926,092	1,037,606	1,162,547	1,302,533	5,830,050
Power/Heat/Light	205,223	227,035	252,233	282,605	316,634	354,761	1,638,491
QA&Contract Supervision	589,184	751,445	868,389	972,954	1,090,110	1,221,374	5,493,455
Rates	113,450	133,067	149,991	168,052	188,287	210,960	963,806
Repairs/Mtce &Outwork	936,999	713,828	795,198	890,950	998,232	1,118,432	5,453,638
Westreef Outwork	4,448,045	4,854,030	5,407,343	6,058,458	6,787,976	7,605,337	35,161,189
7311. Reefton Water	4,048,133	4,441,333	4,935,329	5,529,607	6,195,444	6,941,456	32,091,302
Consultants	34,168	-	-	-	-	-	34,168
Depreciation	869,184	1,005,359	1,129,047	1,265,000	1,417,322	1,587,986	7,273,898
Engineer Consultant/Secondment	61,715	-	-	-	-	-	61,715
External Interest Expense	185,432	153,492	153,629	172,128	192,854	216,076	1,073,610
Insurance	85,383	94,549	105,042	117,691	131,862	147,740	682,268
Loan Interest	195,028	182,111	150,905	169,076	189,435	212,245	1,098,801
Monitoring &Reporting	232,424	285,531	318,079	356,380	399,293	447,373	2,039,080
Outwork Westreef	1,216,123	1,427,656	1,590,395	1,781,899	1,996,463	2,236,864	10,249,401
Overheads - Corporate &Customer Services	227,322	258,883	291,814	326,952	366,322	410,432	1,881,725
Overheads - Infrastructure Planning	387,733	473,022	563,866	631,762	707,835	793,067	3,557,285
Power/Heat/Light	184,712	204,332	227,009	254,344	284,971	319,285	1,474,653
QA&Contract Supervision	157,077	200,385	231,570	259,454	290,696	325,700	1,464,883
Rates	11,295	13,247	14,932	16,730	18,745	21,002	95,950
Repairs/Mtce &Outwork	200,538	142,766	159,040	178,190	199,646	223,686	1,103,866
7321. Little Wanganui Water	205,715	308,244	345,874	387,522	434,185	486,466	2,168,007
Consultants	1,964	-	-	-	-	-	1,964

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
Depreciation	30,906	46,926	58,016	65,002	72,829	81,599	355,280
Insurance	2,240	2,480	2,756	3,087	3,459	3,876	17,898
Loan Interest	23,440	81,552	85,347	95,624	107,138	120,039	513,139
Overheads - Corporate &Customer Services	11,875	15,323	17,701	19,832	22,220	24,896	111,847
Overheads - Infrastructure Planning	13,920	17,320	20,646	23,133	25,918	29,039	129,976
QA&Contract Supervision	5,023	6,262	7,237	8,108	9,084	10,178	45,892
Rates	1,131	1,325	1,494	1,674	1,875	2,101	9,600
Repairs/Mtce &Outwork	25,652	34,264	38,169	42,766	47,915	53,685	242,451
Westreef Outwork	89,563	102,791	114,508	128,297	143,745	161,054	739,960
7331. Mokihinui Water	549,439	509,996	562,959	630,746	706,696	791,792	3,751,628
Depreciation	52,098	72,621	82,171	92,066	103,152	115,573	517,681
Drinking Water Standards (DWS)	267,548	114,212	127,232	142,552	159,717	178,949	990,210
Insurance	3,567	3,950	4,389	4,917	5,509	6,173	28,506
Loan Interest	24,425	101,644	101,860	114,125	127,867	143,264	613,184
Monitoring &Reporting	15,399	17,132	19,085	21,383	23,958	26,842	123,798
Overheads - Corporate &Customer Services	32,080	23,224	26,216	29,373	32,910	36,873	180,677
Overheads - Infrastructure Planning	10,270	12,779	15,232	17,066	19,121	21,423	95,891
Power/Light/Heat	19,487	21,568	23,962	26,847	30,080	33,702	155,647
QA&Contract Supervision	70,328	87,669	101,312	113,511	127,180	142,494	642,493
Rates	806	945	1,065	1,193	1,337	1,498	6,844
Repairs Mtce &Outwork	16,590	17,132	19,085	21,383	23,958	26,842	124,989
Westreef Outwork	36,843	37,119	41,350	46,329	51,908	58,158	271,708
7341. Ngakawau-Hector Water	283,311	339,944	405,278	454,079	508,756	570,017	2,561,385
Depreciation	128,604	131,822	147,690	165,474	185,400	207,724	966,714
Insurance	11,476	12,708	14,119	15,819	17,724	19,858	91,704
Overheads - Corporate &Customer Services	17,638	21,821	26,243	29,403	32,944	36,911	164,960
Overheads - Infrastructure Planning	38,241	47,582	56,718	63,547	71,199	79,772	357,059
QA&Contract Supervision	2,512	3,131	3,618	4,054	4,542	5,089	22,947
Rates	7,747	9,087	10,243	11,476	12,858	14,406	65,817
Repairs Mtce &Outwork	77,092	85,659	95,424	106,914	119,788	134,212	619,089
Westreef Outwork	-	28,134	51,223	57,391	64,302	72,045	273,095
7351. Waimangaroa Water	1,046,578	1,211,486	1,331,723	1,492,080	1,671,746	1,873,046	8,626,660

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
Consultants	2,570	2,855	3,181	3,564	3,993	4,474	20,636
Depreciation	79,818	122,998	154,107	172,663	193,454	216,748	939,788
External Interest Expense	475,080	401,638	408,097	457,238	512,295	573,982	2,828,331
Insurance	24,567	27,205	30,224	33,863	37,941	42,509	196,308
Loan Interest	46,183	199,344	221,042	247,659	277,480	310,892	1,302,600
Monitoring &Reporting	30,607	28,553	31,808	35,638	39,929	44,737	211,272
Overheads - Corporate &Customer Services	35,213	42,025	48,652	54,510	61,074	68,428	309,902
Overheads - Infrastructure Planning	30,375	37,793	45,053	50,478	56,556	63,366	283,620
Power/Heat/Lights	7,692	8,514	9,459	10,598	11,874	13,304	61,440
QA&Contract Supervision	12,559	15,655	18,091	20,270	22,711	25,445	114,731
Rates	4,358	5,111	5,761	6,455	7,232	8,103	37,021
Repairs Mtce &Outwork	84,125	91,370	101,785	114,042	127,774	143,159	662,255
Westreef Outwork	213,431	228,425	254,463	285,104	319,434	357,898	1,658,756
7361. Cape Foulwind Water	687,801	761,821	837,098	937,895	1,050,830	1,177,364	5,452,810
Depreciation	413,801	450,020	483,820	542,078	607,351	680,485	3,177,555
Insurance	33,615	37,222	41,354	46,333	51,912	58,163	268,599
Overheads - Corporate &Customer Services	44,130	50,067	54,891	61,501	68,906	77,204	356,699
Overheads - Infrastructure Planning	58,139	69,698	83,084	93,088	104,297	116,856	525,163
QA&Contract Supervision	22,606	28,179	32,565	36,486	40,879	45,801	206,516
Rates	20,329	23,844	26,876	30,112	33,738	37,801	172,700
Repairs Mtce &Outwork	13,178	17,132	19,085	21,383	23,958	26,842	121,577
Westreef Outwork	82,004	85,659	95,424	106,914	119,788	134,212	624,001
7371. Punakaiki Water	1,077,928	1,159,861	1,231,895	1,380,232	1,546,430	1,732,640	8,128,986
Depreciation	348,619	377,700	417,145	467,375	523,653	586,707	2,721,198
Insurance	26,294	29,117	32,349	36,244	40,608	45,498	210,111
Loan Repayment - Interest	132,413	120,932	73,922	82,823	92,796	103,969	606,854
Monitoring &Reporting	61,213	57,106	63,616	71,276	79,859	89,475	422,544
Overheads - Corporate &Customer Services	64,789	73,084	81,884	91,744	102,791	115,169	529,462
Overheads - Infrastructure Planning	20,979	26,103	31,117	34,864	39,062	43,766	195,890
Power/Light/Heat	16,410	18,163	20,179	22,608	25,331	28,381	131,071
QA&Contract Supervision	35,164	43,834	50,656	56,756	63,590	71,247	321,247
Rates	2,264	2,657	2,995	3,355	3,759	4,212	19,243

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
Repairs/Mtce &Outwork	112,809	125,634	139,955	156,807	175,689	196,844	907,737
Westreef Outwork	256,973	285,531	318,079	356,380	399,293	447,373	2,063,629
7381. Inangahua Junction Water	371,941	435,109	471,565	528,347	591,967	663,248	3,062,177
Depreciation	88,826	102,163	116,020	129,991	145,643	163,181	745,825
Insurance	7,100	7,861	8,734	9,785	10,963	12,284	56,726
Loan Repayment - Interest	27,863	43,970	31,936	35,782	40,090	44,918	224,558
Monitoring &Reporting	20,788	28,553	31,808	35,638	39,929	44,737	201,453
Overheads - Corporate &Customer Services	23,543	27,550	31,154	34,906	39,109	43,818	200,081
Overheads - Infrastructure Planning	5,816	7,095	8,457	9,475	10,616	11,894	53,353
Power/Light/Heat	25,128	27,812	30,899	34,619	38,788	43,458	200,703
QA&Contract Supervision	15,070	18,786	21,710	24,324	27,253	30,534	137,677
Repairs/Mtce &Outwork	32,571	28,553	31,808	35,638	39,929	44,737	213,236
Westreef Outwork	125,238	142,766	159,040	178,190	199,646	223,686	1,028,566
7391. SOUTH GRANITY WATER	9,495	11,220	12,257	13,733	15,387	17,240	79,333
Depreciation	4,145	5,188	5,549	6,217	6,966	7,805	35,871
Overheads - Corporate &Customer Services	689	847	932	1,044	1,170	1,311	5,993
Repairs/Mtce &Outwork	1,792	1,993	2,220	2,488	2,787	3,123	14,402
Westreef Outwork	2,869	3,192	3,556	3,984	4,464	5,002	23,067
Grand Total	27,064,986	31,308,135	34,188,539	38,305,286	42,917,744	48,085,601	221,870,292

Wastewater

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
7101. Westport Sewer	16,414,289	18,798,034	21,359,973	23,931,993	26,813,718	30,042,440	137,360,447
Consultants	139,148	142,766	159,040	178,190	199,646	223,686	1,042,476
Depreciation	5,743,201	6,596,807	7,363,015	8,249,618	9,242,980	10,355,956	47,551,577
Disposal of WWTP Solids	274,187	344,847	384,157	430,414	482,242	540,310	2,456,157
External Loan Interest	551,760	497,910	437,221	489,868	548,854	614,943	3,140,557
Insurance	576,207	638,060	708,875	794,233	889,869	997,021	4,604,264
Internal Loan Interest	439,331	439,277	500,454	560,715	628,232	703,879	3,271,887
Monitoring &Reporting	194,160	143,685	160,064	179,337	200,932	225,127	1,103,306
Overheads - Corporate &Customer Services	1,063,339	1,270,803	1,463,023	1,639,191	1,836,571	2,057,718	9,330,644
Overheads - Infrastructure Planning	492,010	631,071	752,265	842,848	944,338	1,058,048	4,720,580
Power/Light/Heat	1,200,375	1,329,229	1,476,753	1,654,574	1,853,806	2,077,029	9,591,767
QA&Contract Supervision	306,429	381,985	441,431	494,585	554,139	620,865	2,799,434
Rates	101,539	119,096	134,243	150,407	168,518	188,810	862,613
Repairs Mtce &Outwork	183,953	152,130	572,542	641,484	718,727	805,271	3,074,107
Westreef Outwork	5,148,649	6,110,367	6,806,891	7,626,530	8,544,864	9,573,777	43,811,078
7131. Reefton Sewer	2,961,247	3,907,160	4,303,006	4,821,144	5,401,673	6,052,105	27,446,336
Depreciation	1,190,966	1,573,454	1,757,545	1,969,176	2,206,291	2,471,957	11,169,390
External Loan Interest	117,061	114,615	74,915	83,936	94,043	105,367	589,938
Insurance	96,630	107,002	118,877	133,192	149,230	167,199	772,129
Internal Loan Interest	164,845	494,089	517,478	579,789	649,603	727,824	3,133,628
Monitoring &Reporting	82,230	91,370	101,785	114,042	127,774	143,159	660,360
Overheads - Corporate &Customer Services	171,024	218,517	246,178	275,821	309,033	346,245	1,566,817
Overheads - Infrastructure Planning	252,027	307,464	366,511	410,644	460,091	515,492	2,312,228
Power/Light/Heat	123,076	136,221	151,340	169,563	189,981	212,857	983,037
QA&Contract Supervision	75,351	93,931	108,549	121,619	136,264	152,672	688,385
Rates	97,004	113,776	128,246	143,689	160,991	180,376	824,083
Repairs Mtce &Outwork	102,789	114,212	127,232	142,552	159,717	178,949	825,451
Westreef Outwork	488,245	542,509	604,350	677,122	758,656	850,008	3,920,891

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
7141. Little Wanganui Sewer	304,348	377,712	731,880	820,008	918,748	1,029,377	4,182,073
Consultants	14,206	11,421	12,723	14,255	15,972	17,895	86,472
Depreciation	71,742	89,457	109,835	123,061	137,879	154,481	686,455
Insurance	9,328	10,330	11,477	12,859	14,407	16,142	74,542
Internal Loan Interest	4,160	32,236	61,577	68,992	77,299	86,607	330,870
Monitoring &Reporting	59,709	68,527	76,339	85,531	95,830	107,369	493,307
Overheads - Corporate &Customer Services	20,491	24,274	48,829	54,708	61,296	68,676	278,274
Overheads - Infrastructure Planning	11,560	14,828	17,674	19,802	22,187	24,858	110,909
Power/Light/Heat	10,790	11,948	13,274	14,872	16,663	18,669	86,216
QA&Contract Supervision	7,536	9,393	10,855	12,162	13,626	15,267	68,839
Rates	5,058	5,933	6,688	7,493	8,396	9,406	42,975
Repairs Mtce &Outwork	64,070	70,811	330,802	370,635	415,264	465,268	1,716,851
Westreef Outwork	25,698	28,553	31,808	35,638	39,929	44,737	206,363
Grand Total	19,679,884	23,082,906	26,394,859	29,573,145	33,134,139	37,123,922	168,988,856

Stormwater

Scheme | Item	2024/25-2028/29	2029/30-2033/34	2034/35-2038/39	2039/40-2043/44	2044/45-2048/49	2049/50-2053/54	30 Year Total
7180. Stormwater	5,955,504	6,962,731	7,874,839	8,823,073	9,885,486	11,075,828	50,577,460
Consultants Fees	25,698	28,553	31,808	35,638	39,929	44,737	206,363
Depreciation	3,054,147	3,582,807	3,945,610	4,420,713	4,953,025	5,549,434	25,505,735
External Loan Interest	116,032	180,681	199,384	223,393	250,292	280,431	1,250,213
Insurance	207,610	229,896	255,411	286,166	320,624	359,231	1,658,938
Loan Interest	18,517	888	-	-	-	-	19,406
Overheads - Corporate &Customer Services	347,349	414,855	469,052	525,533	588,814	659,714	3,005,317
Overheads - Infrastructure Planning	690,484	842,368	1,004,142	1,125,053	1,260,524	1,412,308	6,334,879
QA&Contract Supervision	351,640	438,343	506,560	567,556	635,898	712,468	3,212,465
Rates	71,956	84,398	95,132	106,587	119,421	133,801	611,295
Repairs Mtce &Outwork	77,093	85,659	95,424	106,914	119,788	134,212	619,090
Westreef Outwork	994,980	1,074,282	1,272,316	1,425,520	1,597,171	1,789,491	8,153,760
Grand Total	5,955,504	6,962,731	7,874,839	8,823,073	9,885,486	11,075,828	50,577,460