

Notice of Meeting:

I hereby give notice that an ordinary meeting of the Dunedin City Council will be held on:

Date: Monday 31 May 2021, Tuesday 1 June 2021, Wednesday 2 June 2021, Thursday 3 June 2021 and Friday 4 June 2021 (if required)
Time: 9.00 a.m.
Venue: Edinburgh Room, Municipal Chambers, The Octagon, Dunedin

Sandy Graham
Chief Executive Officer

Council
PUBLIC AGENDA

MEMBERSHIP**Mayor
Deputy Mayor**

Mayor Aaron Hawkins
Cr Christine Garey

Members

Cr Sophie Barker	Cr David Benson-Pope
Cr Rachel Elder	Cr Doug Hall
Cr Carmen Houlahan	Cr Marie Laufiso
Cr Mike Lord	Cr Jim O'Malley
Cr Jules Radich	Cr Chris Staynes
Cr Lee Vandervis	Cr Steve Walker
Cr Andrew Whiley	

Senior Officer

Sandy Graham, Chief Executive Officer

Governance Support Officer

Lynne Adamson

Lynne Adamson
Governance Support Officer

Telephone: 03 477 4000
Lynne.Adamson@dcc.govt.nz
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Note: Reports and recommendations contained in this agenda are not to be considered as Council policy until adopted.

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1 PUBLIC FORUM

At the close of the agenda no requests for public forum had been received.

2 APOLOGIES

At the close of the agenda no apologies had been received.

3 CONFIRMATION OF AGENDA

Note: Any additions must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.

DECLARATION OF INTEREST

EXECUTIVE SUMMARY

1. Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.
2. Elected members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.
3. Staff members are reminded to update their register of interests as soon as practicable.

RECOMMENDATIONS

That the Council:

- a) **Notes/Amends** if necessary the Elected Members' Interest Register attached as Attachment A; and
- b) **Confirms/Amends** the proposed management plan for Elected Members' Interests.
- c) **Notes** the proposed management plan for the Executive Leadership Team.

Attachments

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Councillor Register of Interest - Current as at 25 May 2021				
Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Aaron Hawkins	Trustee	West Harbour Beautification Trust	Potential conflict WHBT work with Parks and Reserves to co-ordinate volunteer activities	Withdrawal from all West Harbour Beautification Trust/ DCC discussions involving this relationship.
	Trustee	St Paul's Cathedral Foundation	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property Owner - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Thank You Payroll	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	ICLEI Oceania Regional Executive	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Green Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Board Member	Otago Museum Trust Board (Council appointment)	Duties to Trust may conflict with duties of Council Office. Recipient of Council funding	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Otago Theatre Trust (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
	Member	Otago Polytech's Research Centre of Excellence	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	LGNZ National Council	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Alexander McMillan Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Cosy Homes Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	LGNZ Policy Advisory Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand Zone 6 Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Sophie Barker	Director	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Ocho Newco Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property Owner - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Beneficiary	Sans Peur Trust (Larnach Castle)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Chairperson	Dunedin Heritage Fund Trust (Council appointment)	Duty to Trust may conflict with duties of Council Office	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Trustee	Dunedin Midwinter Carnival	Potential grants recipient	With draw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Committee Member	Otago Anniversary Day Dinner	No conflict Identified	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Dunedin Gas Works Museum Trust (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
David Benson-Pope	Owner	Residential Property Ownership in Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee and Beneficiary	Blind Investment Trusts	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Yellow-eyed Penguin Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Heritage Fund Trust (Council appointment)	Duty to Trust may conflict with duties of Council Office	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Connecting Dunedin (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Delegation holder	Second Generation District Plan (ZGP) Authority to Resolve Appeals on behalf of Council (Council appointment)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Regional Transport Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Commissioner (Community Representative)	District Licensing Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Rachel Elder	Owner	Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Greater South Dunedin Action Group	Decisions may be considered on the future of South Dunedin.	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
	Host Parent	Otago Girls High School	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Advisor/Support Capacity	Kaffelologic	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Trails Networks Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Southern Urban Dunedin Community Response Group	Decisions about emergency response recovery may be conflicted	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep Dunedin Beautiful (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitu Otago Settlers Museum Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Chairperson	Disability Issues Advisory Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Christine Garey	Trustee	Garey Family Trust - Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Creative Dunedin Partnership (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Symphony Orchestra Foundation Board of Trustees (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Theomin Gallery Management Committee (Olveston) (Council appointment)	No conflict identified	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Chair	Grants Subcommittee (Council Appointment)	No conflict identified	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
		External family member is a Principal Security Consultant	Major supplier to DCC	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand Zone 6 Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Doug Hall	Director/Owner	Hall Brothers Transport Ltd	May contract and provide service to DCC	Withdraw from discussion and leave the table. If in confidential leave the room. Seek prior approval from Office of the Auditor General when required.
	Director/Owner	Dunedin Crane Hire	May contract and provide service to DCC	Withdraw from discussion and leave the table. If in confidential leave the room. Seek prior approval from Office of the Auditor General when required.
	Director/Owner	Wood Recyclers Ltd	May contract and provide service to DCC	Withdraw from discussion and leave the table. If in confidential leave the room. Seek prior approval from Office of the Auditor General when required.
	Director/Owner	Dunedin Concrete Crushing Ltd	May contract and provide service to DCC	Withdraw from discussion and leave the table. If in confidential leave the room. Seek prior approval from Office of the Auditor General when required.
	Director/Owner	Anzide Properties Ltd - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	The Woodshed 2014 Limited	May contract and provide service to DCC	Withdraw from discussion and leave the table. If in confidential leave the room. Seek prior approval from Office of the Auditor General when required.
	Owner	Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Farmlands	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Ravensdown Fertiliser	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	PGG Wrightson	Currently no likely conflict	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Silver Fern Farms	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Valley View Development Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Geekfix Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Milburn Processing Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Donor of the use of a building free of charge to the group	Fire Brigade Restoration Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Appellant	2GP	Appellant to the 2GP	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Financial Donor	Dunedin North Community Patrol	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Donor of the use of a building free of charge to the group	North Dunedin Blokes Shed	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Partner	Highland Helicopters	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Supplier	Southweight Truck and Weights for testing Weighbridges Otago & Southland	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Chinese Garden Advisory Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Carmen Houlahan	Member	Toitu Otago Settlers Museum Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Rental Property - North Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Part Owner	Adobe Group Ltd, Wanaka	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Property Investors Association	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Company Owner/Sole Director	Shelf Company - RU There	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitu Otago Settlers Museum Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council appointment)	Possible grants recipient	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
	Shareholder	Startup Business	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Taieri Community Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Marie Laufiso	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Community Building Trust - Trust Owner of Property 111 Moray Place	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Board Member	Otago Mental Health Trust	Potential grants applicant which would result in pecuniary interest. Duty to Trust may conflict with duties of Council Office	Do not participate in consideration of grants applications. If the meeting is in confidential, to leave the room.
	Trustee	Brockville Community Support Trust	Potential grants recipient	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
	Trustee	Corso Ōtepoti Dunedin Trust	Potential grants recipient	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
	Member	Dunedin Manufacturing Holdings Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	National Secretary	P.A.C.I.F.I.C.A Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Dunedin Branch Treasurer	P.A.C.I.F.I.C.A Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Dunedin Branch delegate to Arai Te Uru Marae Council	P.A.C.I.F.I.C.A Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Green Party of Aotearoa New Zealand	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Age Concern (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Abrahamic Interfaith Group (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Refugee Steering Group (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Settlers Association (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Fair Trading Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chair	Grants Subcommittee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Well Being Advisory Group (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Mike Lord	Trustee	ML Lord Family Trust - Owner of Residential Properties - Dunedin	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Fonterra	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Federated Farmers	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Mosgiel Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel RSA	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	National Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Federated Farmers Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Otago Rural Support Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Trustee	Otago Youth Adventure Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Strath Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Hereweka Harbour Cone Trust (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Jim O'Malley	Owner	Biocentrix Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Association Football Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Ocho Newco Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ice Sports Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Manufacturing Holdings	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ice Sports Dunedin Incorporated (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
	Member	Connecting Dunedin (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waikouaiti Coast Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Jules Radich	Shareholder	Izon Science Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Taurikura Drive Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Golden Block Developments Ltd	The Auditor General has issued a declaration under section 6(4) of LAMIA allowing Cr Radich to participate on the grounds that it is in the interests of the electors and inhabitants of the area that he be allowed to do so. The declaration applies to the Council meeting on 25 May 2020 and to discussion and deliberations on the Annual Plan 2020/21 up to and including the adoption of the Annual Plan	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Cambridge Terrace Properties Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Director/Shareholder	Southern Properties (2007) Ltd	The Auditor General has issued a declaration under section 6(4) of LAMIA allowing Cr Radich to participate on the grounds that it is in the interests of the electors and inhabitants of the area that he be allowed to do so. The declaration applies to the Council meeting on 25 May 2020 and to discussion and deliberations on the Annual Plan 2020/21 up to and including the adoption of the Annual Plan	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Golden Centre Holdings Ltd	The Auditor General has issued a declaration under section 6(4) of LAMIA allowing Cr Radich to participate on the grounds that it is in the interests of the electors and inhabitants of the area that he be allowed to do so. The declaration applies to the Council meeting on 25 May 2020 and to discussion and deliberations on the Annual Plan 2020/21 up to and including the adoption of the Annual Plan	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	IBMS Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Raft Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Otago Business Coaching Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Effectivise Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Athol Street Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Allandale Trustee Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Aberdeen St No2 Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Road Safety Action Plan	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	100% Shareholder/Director	Panorama Developments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council appointment - alternate)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Saddle Hill Community Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Chris Staynes	Chairman	Cargill Enterprises	Contractor and service provider to DCC	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room.
	Director	Wine Freedom	Supplier to DCC	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room.
	Patron	Otago Model Engineering Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Balmacewen Lions Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Trustee	Otago Southland Manufacturers Association Trust	Possible co-funder of ED project. Duties to the Trust may conflict with duties of Council	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Life Member	Otago Chamber of Commerce	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chair	Cancer Society of Otago/Southland	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Board Member	NZ Cancer Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Patearoa Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	President	Balmacewen Lions	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	CJ and CA Staynes Family Trust - Property Owner - Dunedin and Patearoa	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	George Street Wines Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Saddle Hill Investment Trust Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Association of Amateur Radio and Transmitters	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Board Member	Otago Museum Trust Board (Council appointment)	Duties to Trust may conflict with duties of Council Office. Recipient of Council funding	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Trustee	Theomin Gallery Trust (Council appointment)	Duties to Trust may conflict with duties of Council Office. Recipient of Council funding	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Chairman	Grow Dunedin Partnership (Council appointment)	Duties may conflict with duties of Council Office. Recipient of Council funding	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Dunedin Shanghai Association (Sister City Society) (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Trustee	For Trades Appreclnticeship Training Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Lee Vandervis	Member	Social Well Being Advisory Group (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand Zone 6 Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Lee Vandervis	Director	Lee Vandervis, Antonie Alm-Lequeux and Cook Allan Gibson Trustee Company Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Bunchy Properties Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Vandervision Audio and Lighting - Hire, Sales and Service Business	May contract and provide service to DCC	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
Steve Walker	Chairperson	Dunedin Wildlife Hospital Trust	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Chairperson	West Harbour Beautification Trust	Potential conflict WHBT work with Parks and Reserves to co-ordinate volunteer activities	Withdrawal from all West Harbour Beautification Trust/ DCC discussions involving this relationship.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Orokonui Ecosanctuary	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Member	Port Chalmers Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep New Zealand Beautiful	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Member	Society of Beer Advocates	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Port Chalmers Historical Society	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Sea Lion Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Edinburgh Sister City Society (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Connecting Dunedin (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Ao Turoa Partnership (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep Dunedin Beautiful (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council appointment - alternate)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	West Harbour Community Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Andrew Whiley	Owner/Operator	Whiley Golf Inc and New Zealand Golf Travel Ltd	No conflict identified	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Director/Shareholder 22 May 2017	Estate of Grace Limited	No conflict identified	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Trustee	Japek (Family Trust) - Property Ownership - Dunedin	Duties to Trust may conflict with duties of Council Office.	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Otago Golf Club	No conflict identified	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Dunedin South Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Board Member	New Zealand Professional Golfers Assn	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	National Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Chairman	Volunteering Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Otaru Sister City Society (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Grow Dunedin Partnership (Council appointment - alternate)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	NZ Masters Games Trust Board (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Deputy Chair	Dunedin Community House Executive Committee	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Puketai Residential Centre Liaison Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Peninsula Community Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Executive Leadership Team - Register of Interest - current as at 17 May 2021					
Name	Date of Entry	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Sandy Graham		Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	19/09/2018	Trustee	Trustee of the Taieri Airport Facilities Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	25/07/2019	Member	Otago Golf Club	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Simon Pickford		Owner	Residential property, Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	16/08/2017	Member	SOLGM Regulatory Reference Group	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	21/02/2020	Wife	Owns residential properties, Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	18/09/2020	Member	Kotui Board	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
John Christie		Wife is a member	Taieri Community Facilities Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Investor/Director	Saddle Hill Investment Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Shareholder	Clocktower	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Residential Properties Mosgiel	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	15/09/2017	Trustee	Diversity Works NZ	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	9/07/2018	Member	Society of Local Government Managers	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	19/02/2020	Daughter is a member	Youth Council	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Simon Drew	16/11/2020	Trustee	Sister Cities New Zealand	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Chartered Member	Engineering New Zealand	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Judge	ACENZ (Association of Consulting Engineers NZ) Innovate Awards Judge	ACENZ have own conflict of interest policies.	Would not be allowed to judge a DCC project.
	17/04/2019	Member	Society of Local Government Managers	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	17/04/2019		South Coast Builders engaged to carry out work on property	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Executive Leadership Team - Register of Interest - current as at 17 May 2021					
Name	Date of Entry	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Graham McKerracher	18/11/2019	Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Public Relations Institute NZ (PRINZ)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Mosgiel Association Football Club	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Dunedin Ice Hockey Association	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Moana Pool gym/swim	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Robert West		Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Trustee	Caselberg Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Trustee	Te Poari a Pukekura Co-Management Trust Board	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Gavin Logie		Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Residential property Wanaka	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	17/07/2020	Minority shareholder	Southern Hospitality	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Director	Golden Block Investments Limited	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	17/07/2020	Director	Five Council-owned non-trading companies	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
			Wife works in a senior financial position in the Finance Department, University of Otago	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Jeanette Wikaira		Trustee	Dunedin North Intermediate School	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Otago Institute of Arts and Science	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Trustee	Hone Tuwhare Charitable Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
			Son works for Tregaskis Brown who provide consultancy services to Central Government	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	14/01/2021				

REPORTS

OVERARCHING RECOMMENDATION

Department: Civic

RECOMMENDATIONS

That the Council:

- a) **Notes** that any resolution made in this section of the meeting, pursuant to Standing Order 23.5 may be subject to further discussion and decision by the meeting.

Signatories

Authoriser:	Clare Sullivan - Manager Governance
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Attachments

There are no attachments for this report.

10 YEAR PLAN 2021 -31 OVERVIEW REPORT

Department: Executive Leadership Team and Finance

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide an overview of the 10 year plan process to date, decisions to be made at this deliberations meeting, and the process to complete the 10 year plan through to its adoption by 30 June 2021.
- 2 The report provides an update on the draft 10 year plan budgets, including the required \$4 million savings of operating costs, and some changes in the timing of capital budgets.
- 3 The report also outlines the decision-making processes that will be followed at this meeting.

RECOMMENDATIONS

That the Council:

- a) **Notes** the 10 year plan 2021-31 Deliberations Overview Report.

BACKGROUND

- 4 At its meeting on 9 March 2021, Council adopted 'The Future of Us – 10 year plan consultation document 2021-31' for consultation with the community. The consultation document explained the Council's proposals for the 10 year plan, based on decisions made at the Council meetings on 14-15 December 2020, 27-29 January 2021, and 23 February 2021.
- 5 The community consultation and engagement period ran from 30 March to 29 April 2021. A range of community feedback activities and events were held during this period.
- 6 The consultation document proposed:
 - An overall rate increase of 9.8% in 2021/22, and an average annual rate increase of 5.68% per year over the following nine years.
 - A capital budget of \$1.5 billion over the 10 year period, with an associated debt level reaching \$869 million by 2031.
- 7 A total of 2,327 submissions were received during the engagement process. A summary of the feedback received is discussed in the report "10 year plan 2021-31 Community Engagement Responses" being presented at this meeting.

- 8 Requests for funding and amenity and associated requests are also the subject of separate reports on the agenda.
- 9 The consultation document included information on five specific engagement topics, kerbside collection, Shaping Future Dunedin Transport, community housing, performing arts venue, and public toilets. These are the subject of separate reports at this meeting.
- 10 The draft 10 year plan has a range of supporting documents that have not been recirculated because no changes have been proposed to them. These include the Financial Strategy and Infrastructure Strategy. All the supporting documents can be located on the website at <https://www.thefutureofus.nz/supporting-documents>.

DISCUSSION

Financial update

- 11 The draft operating budget for 2021/22 provides for the day-to-day running of all the activities and services the DCC provides such as core water and roading infrastructure, waste management, parks, pools, libraries, galleries and museums. The draft budget included operating expenditure of \$321.865 million.
- 12 The draft budget required savings to be found in the order of \$4.0m. These savings have been found. The high level operating budget is provided as Attachment A.
- 13 The operating budget for 2021/22 has subsequently been updated for the following items:
 - Development contribution income has been increased to reflect the increased level of charges in the draft policy approved 9 March 2021 and the anticipated level of growth,
 - Depreciation has been increased in Three Waters to reflect the anticipated impact of the most recent accounting valuation,
 - The level of budget savings has been updated, noting that these savings will come from reduced consultancy and contracted services spend and therefore not impact levels of services. These savings will be achieved by a mixture of in-sourcing the work and prioritising the spend on the appropriate activities,
 - Grants and subsidies operating revenue from Waka Kotahi has been reduced to reflect the reduction of subsidised consultancy spend by the Transport department,
 - Personnel costs have been adjusted to reflect revised staffing structures, the planned general wage increase for 2021/22 and an anticipated level of vacancies. Costs have also been increased to reflect the in-sourcing of the Project Management function offset by a reduction in the PMO consultancy spend.
- 14 The consultation document proposed a rate increase of 9.8% for the 2021/22 financial year. The financial strategy provided for limits of 10% in year one and then 6.5% on average annually over years 2-10.
- 15 The total capital budget remains unchanged at \$1.525 billion for the 10 year period pending decisions made as part of the deliberations. Some timing adjustments have been made to reflect more realistic timing in our ability to deliver capital works. This is shown as Attachment B.

- 16 The impact of the operating budget changes for 2021/22 will flow through to subsequent years of the 10 year plan, including the additional development contribution revenue. As this revenue is a capital expenditure funding source, there will be no direct impact on required rates revenue. It will however result in lower debt over the 10 years and associated savings in interest.
- 17 Operating budgets will be further updated following decisions made as part of these deliberations.

Decision making

- 18 The Council is now asked to make decisions on the 10 year plan, following community feedback received during the engagement period
- 19 During this meeting, Councillors will consider a range of options reports that are detailed below. These relate to specific questions that were asked in the consultation document. There are further reports on a range of subjects that Council had requested to be considered as part of the deliberations. These are detailed below.
- 20 This year, staff have compiled two additional reports as part of the deliberation process. There is a report that has identified all requests for specific funding entitled “10 year plan 2021-31 – Funding Requests”. Staff from the relevant departments have provided comment about the requests and if they are funded in the draft budgets. While some of the figures are estimates, the total new requests for the 10 year period is approximately \$24.2 million.
- 21 This is a new approach to dealing with specific requests for funding and is designed to help provide a consolidated view of all requests. Staff have made every effort to include all requests, but it is possible requests may have been missed and this can be corrected at the meeting if Councillors are able to identify submissions that have not been included. This is summary information and Councillors should read this alongside the full submission database.
- 22 The second new report details what are being termed “amenity requests”. These are requests for specific items, services or actions where no specific financial costs has been mentioned. Again, staff have provided commentary on whether these requests are currently able to be accommodated within existing budgets and work plans. Every effort has been made to fairly capture all such requests but any that have been missed can be included at the meeting if Councillors identify them. Again, this is summary information and Councillors should read this alongside the full submission database.
- 23 In considering these reports, staff will be in attendance and be able to respond to specific questions that Councillors may have. Any additions or changes to the draft budgets as a result of decisions taken will be calculated during the course of the meeting and Councillors will be kept apprised of what any changes mean for rates. For clarity an increase or decrease of \$163K represents a change of +/- 0.1% on rates.

Reports

- 24 The following reports present options for consideration by Council.
- 25 The “Kerbside Collection Options – Consultation Feedback” report presents feedback on the two bin options for rubbish and recycling collection presented to the community. Council needs to decide on the option for kerbside collection that will be implemented in 2023.

- 26 The “Shaping Future Dunedin Transport Programme” report presents feedback received on the “moving around our city” section of the consultation document. Council needs to decide which, if any, of the six capital projects included in the 10 year plan. The draft budget includes all six projects.
- 27 The “Community Housing – Consultation Feedback” report presents feedback received on the “our role as landlord” section of the consultation document. Council needs to consider who should be eligible to rent our community housing, how rents should be set and funded and whether or not the Council wishes to grow its current social housing portfolio.
- 28 The “Dunedin Performing Arts Venue – Consultation Feedback” report presents feedback received on the “performing arts venue” section of the consultation document which discussed two options for a mid-sized theatre for the city, the Athenaeum or the Mayfair Theatre. Council needs to consider how it wishes to proceed.
- 29 The report “Public Toilets and Changing Places – Consultation Feedback” provides a summary of the feedback received on where new public toilets should go in the city. A report on this agenda provides a programme for installation of new toilets over the next 10 years based on feedback from the community. The draft budget currently provides for two new toilets each year.
- 30 Funding requests and ‘new amenity and/or project’ requests received through the submission process are presented as separate reports to this meeting. Council is asked to consider the requests made.
- 31 Further reports on the following topics have also been requested by Council and, depending on what Council decides, there may be a financial implication for the draft budgets. These reports are:
 - The Future of Dunedin Railways
 - Waterfront Bridge
 - New Zealand Sports Hall of Fame: Update.
- 32 Any changes made to the draft budgets at this meeting will be incorporated into the final 10 year plan that will be presented for adoption at the end of June.
- 33 Requests for reports or additional work flowing from consideration of submissions should be made by way of resolutions. These resolutions will then be captured in the action lists or forward work programmes and reported and progressed accordingly.

Process from here

- 34 Decisions made at this deliberations meeting will be incorporated into the budgets and included in the 10 year plan document.
- 35 Audit NZ will complete an audit of the changes to budgets and the final document. The dates for the final audit are still to be confirmed.
- 36 The final 10 year plan 2021-31 is planned to be presented to the 30 June 2021 Council meeting for adoption.

OPTIONS

- 37 There are no options.

NEXT STEPS

- 38 Any changes made will be incorporated into the final 10 year plan 2021-31, and will be subject to confirmation by audit.
- 39 The final 10 year plan 2021-31 will be presented to the 30 June 2021 Council meeting for adoption.

Signatories

Author:	Gavin Logie - Chief Financial Officer Carolyn Allan - Senior Management Accountant
Authoriser:	Sandy Graham - Chief Executive Officer

Attachments

	Title	Page
↓A	2021/22 DCC High Level Operating Budget	27
↓B	10 Year Plan Capital Expenditure budget	28

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities, and promotes the social, economic, environmental and cultural well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The 10 year plan contributes to all of the objectives and priorities of the strategic framework as it describes the Council's activities, the community outcomes, and provides a long term focus for decision making and coordination of the Council's resources, as well as a basis for community accountability.

Māori Impact Statement

There has been engagement with both Mana whenua and taurahere during the consultation process.

Sustainability

The 10 year plan has considered various aspects of the Council's approach to sustainability. Major issues and implications for sustainability are discussed in the Infrastructure Strategy and financial resilience is discussed in the Financial Strategy. The Climate 2030 Rapid Review and DCC Emissions Reduction Opportunities report addresses a range of other issues.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

This report provides an overview of the decisions to be made for the final 10 year plan 2021-31.

Financial considerations

The decisions to be made will have financial implications for the final 10 year plan.

Significance

The 10 year plan is considered to be of high significance in terms of the Council's Significance and Engagement Policy.

Engagement – external

Extensive community engagement was undertaken on the draft budgets and content of the 10 year plan.

Engagement - internal

Staff from across council have been involved in the development of the 10 year plan.

SUMMARY OF CONSIDERATIONS

Risks: Legal / Health and Safety etc.

Any specific risks in the development of the 10 year plan were considered in the relevant supporting documents. The significant forecasting assumptions highlight these in detail and the assumptions have driven the content of the 10 year plan.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Many projects and items identified in Community Board Plans have been incorporated in the draft budgets following engagement with Community Boards during the development of the plan. The Community Boards have participated in the consultation process and all have submitted on the plan.

Dunedin City Council
Income Statement
for the Year Ended 30 June 2022

Budget 2020-21 \$000		Draft Budget 2021-22 \$000	Updated Budget 2021-22 \$000	Budget Inc (Dec) \$000
Revenue				
163,136	Rates revenue	179,123	179,123	-
333	Rates penalties	850	850	-
70,642	External revenue	74,205	74,204	(1)
12,291	Grants and subsidies operating	12,539	11,876	(663)
28,410	Grants and subsidies capital	15,945	15,945	-
832	Development contributions	572	3,468	2,896
3,000	Vested assets	3,000	3,000	-
35,180	Internal revenue	35,299	35,297	(2)
864	Tax refund current year	450	450	-
314,688	Total revenue	321,983	324,213	2,230
Expenditure				
67,971	Personnel costs	69,430	69,430	-
68,293	Operations & maintenance	69,194	68,294	(900)
26,235	Occupancy costs	27,828	27,828	-
23,849	Consumables & general	24,692	23,957	(735)
10,790	Grants & subsidies	9,614	9,614	-
35,180	Internal charges	35,299	35,297	(2)
73,289	Depreciation	75,818	76,118	300
12,051	Interest	9,990	9,990	-
317,658	Total expenditure	321,865	320,528	(1,337)
(2,970)	Net surplus/(deficit)	118	3,685	3,567
Balanced Budget				
	Net surplus/(deficit)	118	3,685	3,567
	Less:			
	Development Contributions	(572)	(3,468)	(2,896)
	Vested Assets	(3,000)	(3,000)	-
	External Subsidies for new capital projects	(8,934)	(8,934)	-
	Gain on fair value of investments	(1,026)	(1,026)	-
	Balanced budget surplus/(deficit)	(13,414)	(12,743)	671

Dunedin City Council
Capital Expenditure Programme

	\$'000										
Draft Budget	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	10 Year Total
Ara Toi (Arts and Culture)	2,363	2,252	2,075	1,574	1,582	1,727	3,174	1,725	1,772	2,061	20,305
Community and Planning	355	971	405	201	506	203	507	214	507	205	4,074
Economic Development	265	5	16	5	84	6			6		387
Governance and Support Services	5,127	5,152	4,914	5,117	4,376	5,301	4,426	4,597	4,737	3,532	47,279
Property	20,800	22,681	25,723	23,086	26,396	28,502	20,736	18,112	18,588	20,212	224,836
Regulatory Services	300	366	343	731	372	401	378	414	839	443	4,587
Reserves and Recreational Facilities	27,309	19,867	10,947	16,107	6,895	5,872	8,052	5,699	5,868	6,830	113,446
Roading and Footpaths	36,900	43,302	51,240	51,091	45,706	48,997	42,959	40,130	38,603	40,686	439,614
Three Waters	41,791	44,847	41,642	48,047	47,490	54,028	61,979	71,532	69,526	80,795	561,677
Waste Management	17,467	11,740	5,870	11,169	21,808	9,200	9,366	10,673	3,638	8,208	109,139
Total	152,677	151,183	143,175	157,128	155,215	154,237	151,577	153,096	144,084	162,972	1,525,344
Proposed timing changes											
Governance and Support Services	(475)						300		175		
Reserves and Recreational Facilities	(1,581)	(242)	373	1,091	202	137	20				
Waste Management	(9,194)	7,298	1,896								
Total changes	(11,250)	7,056	2,269	1,091	202	137	320		175		
Revised programme	141,427	158,239	145,444	158,219	155,417	154,374	151,897	153,096	144,259	162,972	1,525,344

KERBSIDE COLLECTION OPTIONS - CONSULTATION FEEDBACK

Department: Waste and Environmental Solutions

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide Council with the outcomes of public consultation on 'kerbside rubbish and recycling collection' from the 10 year plan 2021–31 so Council can decide on which Kerbside collection option it wishes to adopt.

RECOMMENDATIONS

That the Council:

- a) **Considers** the feedback received on 'kerbside rubbish and recycling collection' during the 10 year plan 2021–31 public consultation period
- b) **Decides** which kerbside collection option to adopt in the 10 year plan 2021–31:
 - i. Four bins plus one
 - ii. Three bins
 - iii. Alternative

BACKGROUND

- 2 On 8 December 2020 a report from Waste and Environmental Solutions provided an update on the results of preliminary community engagement on alternative kerbside collection models for the Dunedin area, and recommended a preferred option to be included for public consultation in the 10 year plan 2021–31.
- 3 The 10 year plan consultation document, 'the future of us' asked for feedback from the community on the following two kerbside collection options:

Preferred option: Four bins plus one

- Keep blue crate for glass and yellow-lidded recycling bin
- Replace the current black rubbish bag with a red-lidded wheelie bin
- Separate food bin
- Optional green waste bin paid for separately

Cost:
Estimated rates in the first year of the new service.

Four bins: \$270 – \$310

Optional garden waste bin (additional cost): \$140 – \$180

KEEP THESE



45L

Fortnightly glass recycling



80-240L

Fortnightly mixed recycling

PLUS NEW



Fortnightly general waste



23L

Weekly food waste

NEW optional



240L

Fortnightly garden waste

Alternative option: Three bins

- Keep blue crate for glass and yellow-lidded recycling bin
- Replace the current black rubbish bag with a red-lidded wheelie bin

Cost:
Estimated rates in the first year of the new service.

\$260 – \$300

KEEP THESE



45L

Fortnightly glass recycling



80-240L

Fortnightly mixed recycling

PLUS NEW



80-140L

Weekly general waste

DISCUSSION

- 4 A total of 2,302 submissions were received on these two kerbside collection options. A social media poll was also conducted during consultation and received 6,100 responses. The following table shows the results of the submissions and Facebook poll:

Kerbside Collection feedback			
	Option 1	Option 2	Other
Submissions	969	726	
Facebook poll (votes)	4,758	1,342	
Total	5,727	2,068	
Supports both option 1 and 2			143
Supports neither option			464

- 5 Council received 936 submissions with comments related to kerbside rubbish and recycling collections. A summary of those comments is provided below.
- 6 115 comments supported the option of receiving the optional garden waste bin service proposed in option 1 but requested that the food waste bin should also be optional. An additional 40 comments suggested that food waste and green waste should be combined in a single collection bin.
- 7 103 comments supported the separate food waste bin and optional garden waste bin service for residents who are unable to compost (e.g. apartments, flats, townhouses without sections or gardens, and rented accommodation) as proposed in option 1.
- 8 103 comments expressed concern at the additional cost of both options and requested that the current kerbside services (mixed recycling, glass, pre-paid plastic rubbish bags) should be retained.
- 9 85 comments expressed concern regarding the storage of the proposed additional bins, especially for those residents with mobility issues or properties with difficult access, and increased congestion on footpaths during collections.
- 10 84 comments requested Council provide a greater selection of bin sizes and collection frequencies, with lower service costs for smaller bins and less frequent collections.
- 11 83 comments requested that Council provide subsidised composting systems or an incentive scheme to households that already compost or produce minimal waste. A number of these comments requested that Council also penalise those residents that make no effort to minimise waste.
- 12 30 comments suggested that the fortnightly waste bin collection proposed in option 1 would be insufficient, or that the general waste bin proposed in option 2 should be a 240L bin (rather than 140L) collected weekly.
- 13 20 comments requested an increase to the collection services and options for rural residents, or collection services and options for properties in the Central Activity Areas, which are not currently included in kerbside collection areas.

- 14 19 comments supported Council providing a general waste bin and the phasing out of plastic rubbish bags.
- 15 12 comments suggested that the blue glass bin was impractical (e.g. too small or too difficult to carry) and should either be replaced with a wheelie bin, or that glass should be allowed in the mixed recycling bins rather than as a separate collection.
- 16 5 comments requested that Council investigate offering a regular kerbside inorganic collection service for large items, and that this service should be provided at no cost.
- 17 3 comments requested that all kerbside bins should be supplied with lockable lids to prevent waste or recycling from escaping when bins are blown over on windy days.
- 18 3 comments expressed concern about unpleasant odours or an increase in pests caused by food waste bins and food waste collections, and the increased carbon emissions from additional collection vehicles.
- 19 Other individual comments included the following:
 - a) A request that the colours used for kerbside collection bins should reflect Dunedin's status as a heritage city
 - b) Support for Council reducing both waste to landfill and methane emissions from landfill
 - c) A request for Council to treat waste management as a 'public good', similar to roading and public transport, where everyone's rates contribute equally regardless of how often or rarely each individual uses them
 - d) A call for Council to ban plastic packaging in local supermarkets and retail stores
- 20 A number of submissions raised concerns regarding congestion of footpaths caused by the additional bins in the 'Four bins plus one' option. As detailed below, the proposed service would add one additional collection service each week; therefore, congestion is not expected to become a significant issue:

	Existing Service	Four bins plus one
Week One	<ul style="list-style-type: none">• General waste• Mixed recycling	<ul style="list-style-type: none">• General waste• Mixed recycling• Food waste
Week Two	<ul style="list-style-type: none">• General waste• Glass recycling	<ul style="list-style-type: none">• Glass recycling• Food waste• Garden waste (optional)

- 21 The changes proposed in the draft 10 year plan specifically focus on the existing residential collection. Rural and CBD collection services will be considered during the kerbside collection contract procurement process in consultation with service providers. The existing network of

city recycling hubs will also continue to be expanded in order to give inner city residents greater access to recycling services.

Funding Requirements

- 22 The draft 10 year plan 2021-31 Capital Expenditure budget for Waste and Environmental Solutions includes \$20.6M for the supply and delivery of new refuse and organic collection bins, and the establishment of organics processing and mixed recycling sorting facilities to support the additional collections.

- 23 At the Council meeting on the 27 January 2021, Council resolved as follows:

That the Council:

- a) *Adopts Option One – Targeted rates funding for kerbside collection bins plus opt-in garden waste bin funded via fees and charges, as the preferred funding source to be used for delivering kerbside collection services to be consulted on within the draft 10 year plan 2021-31.*

Motion carried (CNL/2021/017)

Moved (Mayor Aaron Hawkins/Cr Christine Garey):

- 24 Council further resolved that additional options of funding kerbside collections should be developed in time for the 2022/23 Annual Plan as follows:

That the Council:

- b) *Requests, in time for the next Annual Plan 2022-23, a report outlining options for both flat and progressive targeted rates for the kerbside collection service.*
- c) *Ask staff to report back on the development of Pay as You Throw technology, as part of each Annual Plan process.*

Motion carried (CNL/2021/018)

- 25 The consultation options for the 10 Year Plan 2021-31 and funding for them were based on these resolutions.

Timing of new Services

- 26 Council's current kerbside collection contracts expire on 30 June 2022. Procurement for replacement kerbside collection contracts will begin immediately following Council's adoption of the preferred kerbside collection option, with final contract award expected in early February 2022.
- 27 Potential service suppliers have advised that the procurement of specialist vehicles, construction of new facilities, and distribution of new refuse and organic bins to households will take approximately 12 months to complete; therefore, new kerbside services are expected to begin in mid-2023.

OPTIONS

Option One – Four Bins Plus One

- 28 This option retains the existing blue crate for glass and yellow lidded mixed recycling bin, replaces the current pre-paid plastic refuse bag collection with a wheelie bin refuse collection service, and adds a 23 Litre bin for food waste only, collected weekly. Households could also choose to have an additional 240 Litre garden waste collection bin, at an additional cost of \$140 - \$180 per year, which would be collected fortnightly:
- i) Food scraps 23 litre bin – collected weekly
 - ii) Glass 45 litre blue crate – collected fortnightly
 - iii) Refuse (red lid) 140 litre wheelie bin – collected fortnightly
 - iv) Recycling (yellow lid) 240 litre wheelie bin – collected fortnightly
 - v) Households can also choose to have an additional 240 litre garden waste collection bin, collected fortnightly
- 29 Residents would be able to choose between an 80L or 140L red bin and an 80L or 240L yellow bin. This option provides flexibility for those residents living alone, or with small sections, or living in flats or blocks of flats, as smaller bins are easier to manage and store between collections.

Advantages

- This option received the highest level of support from public submissions and the kerbside services social media polls during the 10 year plan 2021-31 consultation.
- Strongest alignment with the DCC Waste Futures 'Towards a Circular Economy' programme, which estimated an overall 27% reduction in annual waste to landfill and a 24% reduction in associated annual carbon emissions.
- Council provides a kerbside service for organics (food and green waste), which has been assessed as the second most significant source of emissions to Green Island Landfill from general waste.
- Organic waste can be processed into compost (or similar) for beneficial re-use.
- Separation of the organic waste streams (food and green waste) will reduce contamination and provide for greater flexibility in processing and end use options.
- The collection of food waste only (compared with collecting a combination of food and green waste) may increase householder awareness of food waste thus helping to reduce the amount of edible food that is wasted.
- The optional garden waste bin provides flexibility for those residents living alone, or with small sections, or those living in flats and multi-unit dwellings.
- Removal of pre-paid plastic refuse bags reduces the potential health and safety risks created by the associated manual handling.

- Removal of pre-paid plastic refuse bags reduces plastic waste disposed to landfill.

Disadvantages

- Increased complexity of contracts for Council staff to manage.
- Increased contract management costs for Council.
- Additional costs will be incurred for construction of resource recovery and waste diversion facilities.
- There is uncertainty over the markets for processed material.
- On collection days, there would be up to three bins out on the footpath for each property.
- The storage of bins on small sections or sections with steep access, and mobility issues for some residents, are potential issues associated with an increased number of bins.

Option Two – Three Bins

30 This option retains the existing blue crate for glass and yellow lidded mixed recycling bin and replaces the current pre-paid plastic refuse bag collection with a wheelie bin refuse collection service:

- i) Refuse (red lid) 140 litre wheelie bin – collected weekly
- ii) Glass 45 litre blue crate – collected fortnightly
- iii) Recycling (yellow lid) 240 litre wheelie bin – collected fortnightly

31 Residents would be able to choose between an 80L or 140L red bin and an 80L or 240L yellow bin. This option provides flexibility for those residents living alone, or with small sections, or living in flats or blocks of flats, as smaller bins are easier to manage and store between collections.

Advantages

- Removal of pre-paid plastic refuse bags reduces the potential health and safety risks created by the associated manual handling.
- Removal of most pre-paid plastic refuse bags reduces plastic waste disposed to landfill.
- Reduced requirement for Capital Expenditure on resource recovery and waste diversion facilities.

Disadvantages

- Increased complexity of contracts for Council staff to manage.
- Increased contract management costs for Council.
- The storage of bins on small sections or sections with steep access, and mobility issues for some residents, are potential issues associated with an increased number of bins.

- Council does not reduce organic waste to landfill or the resulting carbon emissions from organic waste to landfill.

Option Three – Alternative Option

32 Council may choose to adopt an alternative kerbside collection model.

NEXT STEPS

- 33 Following confirmation of the adopted kerbside collections option for the 10 year plan 2021-31, a Request for Proposals and draft contract documentation will be developed and the procurement process for new services will be initiated.
- 34 A report will be provided outlining options for flat and progressive targeted rates for kerbside collection services in time for the Annual Plan 2022/23.
- 35 Staff will continue to monitor PAYT technology and report on developments as part of each Annual Plan process beginning in 2022/23.

Signatories

Author:	Chris Henderson - Group Manager Waste and Environmental Solutions
Authoriser:	Simon Drew - General Manager Infrastructure Services

Attachments

There are no attachments for this report.

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities. This decision promotes the environmental well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Waste Futures Project contributes to the Environment Strategy by enabling a robust evaluation of potential options for Dunedin City Council to continue to ensure effective reduction and management of solid waste to achieve the goals set out in its Waste Management and Minimisation Plan, with appropriate regard given to the goals of the Emissions Management and Reduction Plan.

Māori Impact Statement

Mana whenua place cultural importance on separating waste streams and wish to contribute to developing waste management practices in New Zealand. Iwi have been engaged during the Better Business Case options development phase, including the proposed changes to Council kerbside collections. Project updates have also been provided to the Maori Participation Working Party. Ongoing engagement will occur with iwi during the design phase of the services.

Sustainability

The Waste and Environmental Solutions activity contributes positively to the environmental interests of the community through refuse and recycling collection at the kerbside and public places, educating and promoting environmentally sustainable behaviour and managing landfill and transfer station facilities.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

The capital expenditure requirements for resource recovery and waste diversion facilities to support the Council's Waste Minimisation and Management Plan, and also the proposed kerbside collection options, have been included in the draft capital budgets for the 10 year plan 2021–31.

Financial considerations

Financial implications were considered at the 8 December 2020 and 27 January 2021 Council meeting. This report includes estimated operational costs for each kerbside collections option.

Significance

The decision is considered high in terms of the Council's Significance and Engagement Policy. The decision will be part of the 10 year plan 2021 – 31.

SUMMARY OF CONSIDERATIONS

Engagement – external

External engagement has been undertaken with the community and with stakeholders including Ngai Tahu, Otago Regional Council, and the Ministry for the Environment for the development of potential future operating models.

Engagement - internal

Internal engagement is ongoing for the development of potential future operating models with the Water Futures Steering Group.

Risks: Legal / Health and Safety etc.

Legal advice has been undertaken on the various components of the Waste Futures Project to ensure statutory compliance and minimisation of litigation risk.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Kerbside collections are of interest to Community Boards, particularly in the rural collection areas. Community Boards have had an opportunity to provide feedback as part of the 10 year plan 2021 – 31 consultation process.

COMMUNITY HOUSING - CONSULTATION FEEDBACK

Department: Property

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide Council with outcomes of public consultation regarding Community Housing as part of the 10 year plan 2021-2031, and to ask Council to consider the options which will inform a draft Dunedin City Council Housing Policy and Dunedin Social Housing Strategy.
- 2 The consultation document sought submissions on 'our role as landlord' and asked;
 - i) do you support the DCC prioritising its community housing for people aged 65 and over?
 - ii) do you support rates being used to subsidise rents for DCC's community housing?
 - iii) should the DCC build more community housing units? If yes:
 - Option 1 (preferred option) – I support spending \$1m each year to build more housing units
 - Option 2 – I support spending \$2m each year to build more housing units.
- 3 Decisions will guide the next stage of the review of the Dunedin City Council Housing Policy and Dunedin Social Housing Strategy.

RECOMMENDATIONS

That the Council:

- a) **Considers** if DCC should prioritise its community housing for people aged 65 years and over.
- b) **Considers** if rates revenue should be used to subsidise rents for DCC's community housing.
- c) **Considers** if DCC should build more community housing units *and*, if yes;
- d) **Considers** if Council will fund \$10m or \$20m for new community housing units, in the 10 year plan 2021 – 2031.
- e) **Notes** that decisions will be used to inform the development of a draft DCC Community Housing Policy and Strategy.

BACKGROUND

- 4 The first stage of the review of the Dunedin City Council Housing Policy 1997 and the Dunedin City Social Housing Strategy 2010-2020 highlighted the changes to Dunedin's housing environment since both the policy and strategy were written and also the complexity of Council's role in the city's housing sector.

- 5 On January 27 2021 Council agreed to seek feedback in the 10 year plan 2021-2031 consultation document to inform the next stage of the review (Attachment A - Community Housing, Strategy and Policy Review Update).

DISCUSSION

Prioritisation

- 6 The current policy provides guidance for the prioritization of housing applicants. Housing applicants are placed, according to their circumstances and in the order they applied, into one of four priority groups. The higher the priority, the more likely an applicant is to be housed.
- Priority Group 1 – Aged 55 and over, with income below the limit, and assets below the limit.
 - Priority Group 2 – Aged 55 and over.
 - Priority Group 3 – Aged 54 and under, with income below the limit, and assets below the limit.
 - Priority Group 4 – All other applicants that do not fulfil the criteria for any of the above Priority Groups.
- 7 Projected population growth for Dunedin shows a shift in the city's age demographics and an associated increase in demand for housing from people aged 65 years and over.
- 8 The over 65 age group is projected to increase by 62% over the next 20 years, while the 55-64 age group is projected to shrink over the same time period.
- 9 As at May 2021, the DCC Community Housing waitlist is made up of 249 people, 45% of whom are aged 65 years and over, 26% are aged between 55–64 years and 29% are aged under 54 years.
- 10 Nationally, there are 50 local authorities offering social or community housing. Of those, 35 local authorities prioritise people aged 65 and over, while three local authorities (including DCC) prioritise people aged 55 years and over. (Attachment B - Local Authority Community Housing).
- 11 A change to the prioritisation criteria would not exclude any person or demographic group from applying for DCC Community Housing, nor would it affect any of the existing tenants. Rather, it would affect the position of applicants on the waiting list.
- 12 The table below shows feedback received on this topic.

<i>Do you support the DCC prioritising its community housing for people aged 65 and over?</i>			
	Yes	No	Total
Submissions	1175 66%	614 34%	1789
Facebook poll (votes)	765 51%	735 49%	1500
Twitter poll (votes)	39 67%	19 33%	58

- 13 Many submitters commented that they would prefer Council to prioritise on need rather than age, and that there was need for families on low incomes, Māori, Pasifika, and people with disabilities.

Prioritisation Decision

SHOULD COUNCIL PRIORITISE ITS COMMUNITY HOUSING FOR PEOPLE AGED 65 YEARS AND OVER?

Option One – Council prioritises its community housing for people aged 65 years and over.

Advantages

- Prioritises the allocation of units to a demographic group projected to have increased demand for housing.
- Would reflect the Mayors Taskforce for Housing Action Plan 2019–2039 - *Action 3.3 Prioritise the accessibility of housing to those most in need.*

Disadvantages

- Those over 55 years and with limited financial means would no longer have prioritised access to DCC community housing
- Some people currently on the waitlist would move to a lower priority group and might wait longer to be placed in a house.

Next Steps

- 14 If Council prioritises people aged 65 years and over, the change would be reflected in a draft DCC Community Housing policy.
- 15 The change would come into effect after the adoption of an updated DCC Community Housing policy and would be applied to the current waitlist and new applications.

Option Two – Council does not prioritise its community housing for people aged 65 years and over.

Advantages

- Those over 55 years and with limited financial means would continue to have prioritised access to DCC community housing.

Disadvantages

- Prioritisation of the waitlist would not reflect projected changes to housing demand.

Next Steps

- 16 If Council does not prioritise people aged 65 years and over, this decision would be reflected in a draft DCC Community Housing policy.

DISCUSSION

Funding

- 17 Since its inception in the 1940s, the DCC community housing portfolio was intended to operate on a breakeven basis; effectively providing accommodation for tenants, at no direct cost to ratepayers.
- 18 Currently the community housing portfolio is forecast to be 9% (\$659,968) subsidised by rates revenue in the 2021/22 financial year.

Table 1 - 2021/22 Housing Portfolio Operating Budget

	2021/22 \$000	
External Revenue	6,589	Rental income
Personal Costs	421	Portfolio direct staffing costs
Operations & Maintenance	2,692	Maintenance – exterior/interior
Occupancy Costs	1,930	Rates, insurance, communal energy
Consumables & General	19	
Internal Charges	187	IT, HR, Office Space, Finance etc
Depreciation	2,000	
Total Expenditure	7,249	
Operating Surplus/(Deficit)	(660)	

- 19 Depreciation for the portfolio is based on depreciable replacement costs where this cost is for a modern equivalent asset less deductions for physical deterioration. The portfolio is revalued on a three yearly cycle.
- 20 Ideally the revenue from community housing rents would fund the annual depreciation cost as this provides the necessary cash to allow Council to carry out renewals/upgrades to the existing units. The replacement value of these units is circa. \$125.0 million, compared with the annual depreciation above of \$2.0 million.
- 21 Operating the community housing portfolio on a 'breakeven' basis would mean rental increases for tenants. The average rental increase would be \$15 per week, per unit (based on a portfolio occupancy of 96%) and would raise the average rents from \$135 to \$150 per week.
- 22 Staff have prepared the following table to help provide some context of the income of tenants and the effect rent increase would have on affordability. Note – opinions on the measure of affordability range from 25% to 35% of income

Table 2 - Affordability Table (Single Accommodation)

DCC Rental charges	Weekly Income NZ Superannuation + Accommodation Supplement	Rent as a % of income NZ Superannuation + Accommodation Supplement	Weekly Income Job Seeker Benefit + Accommodation Supplement	Rent as a % of income Job Seeker Benefit + Accommodation Supplement
Average Rent \$135	\$456	30%	\$328	41%
Average Rent \$150	\$465	32%	\$339	44%

- 23 Table 2 – Affordability Table is based on NZ Superannuation, Accommodation Supplement and Job Seeker Benefit rates as at July 2021.
- 24 The Accommodation Supplement is provided by Work and Income New Zealand to assist people on low income with accommodation costs.
- 25 The table below shows feedback on this topic.

<i>Do you support rates being used to subsidise rents for DCC's community housing?</i>			
	Yes	No	Total
Submissions	1131 59%	783 41%	1914
Facebook poll (votes)	570 57%	430 43%	1000
Twitter poll (votes)	50 75%	17 25%	67

- 26 Some submitters commented that Council should not subsidise rents with rates and did not support increasing Council debt to build new community housing.
- 27 Some submitters commented that community housing was the responsibility of central government and not local government.
- 28 Some submitters commented on support for Council subsidising rents with rates, and stressed the importance of making rents affordable for low income people.

Funding Decision

SHOULD RATES BE USED TO SUBSIDISE RENTS FOR DCC'S COMMUNITY HOUSING?

Option One – Rates are used to subsidise rents for DCC's community housing.

Advantages

- Rents would be more affordable for people on low incomes.

Disadvantages

- Subsidising rents with rates may be seen as inequitable.

Next Steps

- 29 If Council decides to use rates to subsidise rents for community housing tenants, the change would be reflected in an updated DCC Community Housing policy.
- 30 An amendment to Council's Rates and Revenue Policy would also be drafted and presented alongside the draft Community Housing policy.

Option Two – Rates are not used to subsidise rents for DCC community housing.

Advantages

- There are no advantages identified.

Disadvantages

- Rents would be less affordable for people on low incomes.

Next Steps

- 31 If Council decides not to use rates to subsidise rents for DCC Community Housing units, and to maintain a 'breakeven approach', this would be reflected in an updated DCC Community Housing policy.
- 32 Options for increasing rents from August 2022 will be considered in the Annual Plan in January 2022.

DISCUSSION

Growth

- 33 Housing statistics show that Dunedin is growing by 1,400 people per year, with 300-400 new houses being built each year. Average residential rental costs have increased by 25% (from \$300 per week to over \$375 per week) with the median house price now exceeding \$600,000.
- 34 The table below shows feedback on this topic.

<i>Should the DCC build more community housing units?</i>			
	Yes	No	Total
Submissions	1558 82%	475 18%	1900

<i>If yes, do you support \$1 million or \$2 million each year to build more housing units?</i>			
	\$1 million	\$2 million	Total
Submissions	899 51%	864 49%	1763
Facebook poll (votes)	341 31%	759 69%	1100
Twitter poll (votes)	10 24%	31 76%	41

- 35 Some submitters commented on the need for well designed, eco-friendly community housing that is located close to key services and other community facilities. A comment that sums up the sentiment of these comments is ‘please create communities not just houses’
- 36 Some submitters supported 2GP changes that allowed for more urban growth, and the importance of not building on green spaces. They supported making it easier to build new homes, and also wanted to make it easier to build cheaper and smaller homes e.g. kit sets.
- 37 Some submitters supported the option for \$2m per annum funding for new community housing over the 10 year plan, and suggested that Council should match community housing growth to growth in the city’s population. Fewer submitters commenting supported the \$1m per year option.
- 38 Some submitters felt that the best way to solve the housing issue was for the Council to work in partnership with other providers e.g. Kāinga Ora, NGOs, iwi, and to develop a wide range of housing options.

Growth Decision

SHOULD THE DCC BUILD MORE COMMUNITY HOUSING UNITS?

- 39 Neither option precludes Council working with other housing providers

Option One – Funding of \$10 million to be retained in the 10 year plan to build more community housing units.

Advantages

- Would reflect the Mayors Taskforce for Housing Action Plan 2019–2039 - *Action 1.3 Dunedin City Council show leadership in enabling the development and delivery of more affordable rental housing in Dunedin.*
- Improved ability to accommodate a growing demand for housing.

Disadvantages

- There are no disadvantages identified.

Next Steps

- 40 If Council decides to build more community housing units, a budget of \$1m per year would result in approximately four additional housing units per year, which could be delivered immediately.

Option Two – Funding of \$20 million to be included in the 10 year plan to build more community housing units.*Advantages*

- Would reflect the Mayors Taskforce for Housing Action Plan 2019–2039 - *Action 1.3 Dunedin City Council show leadership in enabling the development and delivery of more affordable rental housing in Dunedin.*
- Improved ability to accommodate a growing demand for housing.

Disadvantages

- This would incur more debt than the \$10 million option.

Next Steps

- 41 If Council decides to build more community housing units, a budget of \$2m per year would result in approximately eight additional housing units per year. Four units could be built immediately, and a plan developed for the remainder in year two and following years.

Option Three – No additional funding to be included in the 10 year plan to build more community housing units.*Advantages*

- No advantages were identified.

Disadvantages

- Would not reflect the Mayors Taskforce for Housing Action Plan 2019–2039 - *Action 1.3 Dunedin City Council show leadership in enabling the development and delivery of more affordable rental housing in Dunedin.*
- Would not reflect increasing demand for housing.

Next Steps

- 42 If Council decides not to build more community housing units, the change would be reflected in an updated DCC Community Housing strategy.

NEXT STEPS

- 43 Council decisions will inform the development of a draft DCC Community Housing policy.
- 44 This work sits within a wider piece of work to align all of DCC's housing related work, including the Mayors Taskforce for Housing Action Plan and Dunedin Social Housing Strategy review.

1 Signatories

Author:	Kate Milton - Manager Housing Anna Nilsen - Planning and Support Manager
Authoriser:	David Bainbridge-Zafar - Group Manager Property Services Robert West - Acting General Manager City Services

Attachments

	Title	Page
A	Community Housing, Strategy & Policy Review Update	50
B	Local Authority Community Housing	60

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

These decisions enable democratic local decision making and action by, and on behalf of communities, and promote the social and economic well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Council decisions will also affect the Social Housing Strategy 2010-2020.

Māori Impact Statement

Concerns in relation to adequate housing for Maori communities were issues raised throughout the consultation period by mana whenua and mataawaka. Staff will engage with mana whenua and mataawaka to ensure Maori housing priorities are addressed.

Sustainability

Supports the future growth of housing need. There are opportunities to provide sustainable housing similar to the model being used at School Street.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

This report contains decisions relating to the Long Term Plan (LTP).

Financial considerations

Financial implications will be dependent on Council decisions.

Significance

The decisions to be made in respect of community housing follow full consultation through the 10 year plan process.

Engagement – external

There has been consultation with the community as part of the 10 year plan community engagement.

Engagement - internal

There is ongoing internal engagement with Community Development and Planning teams.

Risks: Legal / Health and Safety etc.

There are no identified risks.

SUMMARY OF CONSIDERATIONS

Conflict of Interest

There is no identified conflicts of interest.

Community Boards

Housing is of interest to all Community Boards. There were requests for additional community housing from Community Board areas.

COMMUNITY HOUSING - STRATEGY AND POLICY REVIEW UPDATE

Department: Property

EXECUTIVE SUMMARY

- 1 The purpose of this report is to update Council on the review of the Dunedin City Council Housing Policy 1997 and the Dunedin City Social Housing Strategy 2010-2020.
- 2 This report also proposes that feedback be sought in the 10 year plan 2021-2031 consultation document on three key areas of the Community Housing portfolio (prioritisation of tenants, funding for the portfolio, and growth of the portfolio) to inform the next stage of the review.
- 3 Staff will report back to Council with recommendations during deliberations on the 10 year plan 2021-2031 in May 2021.

RECOMMENDATIONS

That the Council:

- a) **Approves** that the 10 year plan 2021-2031 consultation document will seek feedback on prioritisation of DCC Community Housing tenants by including the following question;
 - *Do you support the DCC prioritising its community housing for people aged 65 and over?*
- b) **Approves** that the 10 year plan 2021-2031 consultation document will seek feedback on funding for the DCC Community Housing portfolio by including the following question;
 - *Do you support rates being used to subsidise rents for DCC community housing?*
- c) **Approves** that the 10 year plan 2021-2031 consultation document will seek feedback on growth of the DCC Community Housing portfolio by including the following question;
 - *Should the DCC build more community housing units?*
- d) **Notes** that public submissions will be used to inform the next stage of the review of the Dunedin City Council Housing Policy 1997 and the Dunedin City Social Housing Strategy 2010-2020.

BACKGROUND

- 4 Council passed the below resolution on 29 January 2020;

Moved (Cr Marie Laufiso/Cr Chris Staynes):

That the Council:

- a) **Notes** that the Community Housing portfolio is forecast to return a deficit of \$600k in the draft 2020/21 budget.
- b) **Notes** that staff will carry out a full review of both the Dunedin Housing Policy 1997, and the Social Housing Strategy 2010-2020 as part of the 10-year Plan process.

Motion carried (CAPCC/2020/020)

- 5 Following the resolution, Community Housing Solutions (the consulting arm of Community Housing Aotearoa) were commissioned to undertake an initial review of the Dunedin City Council Housing Policy 1997 (the policy) and the Dunedin City Social Housing Strategy 2010-2020 (the strategy).
- 6 Social housing is defined as the provision of accommodation assistance for individuals and families whose housing needs or circumstances are not adequately provided for by the private sector.
- 7 The first stage of the review has highlighted the changes to Dunedin's housing environment since both the policy and strategy were written, and the complexity of Council's role in the city's housing sector.
- 8 The housing market in Dunedin has changed since the strategy was written in 2009, with the demand for housing from population growth exceeding the construction of new houses in recent years.
- 9 The average house value in Dunedin has increased from \$340,000 in 2016, to more than \$500,000 in 2020, and the average residential rental costs have increased from \$280 per week in 2016, to more than \$380 per week in 2020.
- 10 In April 2018 the Mayors Taskforce for Housing was convened to bring forward recommendations that would guide stakeholders and the wider community to meet the city's long-term housing needs. The taskforce was asked to consider the areas of;
 - Social housing
 - Emergency housing
 - Affordable housing
 - Healthy housing
- 11 The Mayors Taskforce for Housing work resulted in the Housing Action Plan for Dunedin 2019-2039 (the Housing Action Plan). Council agreed in May 2019 to adopt the actions outlined in the Housing Action Plan and take a 'stewardship' role in implementing and advocating for the plan.
- 12 This report focuses on DCC as a landlord and provider of social housing through the Community Housing portfolio. The Housing Action Plan looks at wider housing issues in the city, with an update to the Community and Culture Committee due in February 2021.

Dunedin City Social Housing Strategy 2010-2020

- 13 The Dunedin City Social Housing Strategy 2010-2020 provides the platform for the consideration of social housing issues across Dunedin.

- 14 The strategy outlines three key principles:
 - i) The Council's role as a lead provider of social housing in Dunedin, particularly for older persons.
 - ii) That the Council will maintain the current breakeven approach for setting rents for Council housing tenants who meet the income and asset thresholds.
 - iii) The Council will play a lead role in facilitating a partnership approach amongst all social housing providers and other key agencies in addressing social housing issues.
- 15 The accompanying implementation plan focused on refurbishing existing DCC Community Housing units for the first five years (2010-2015), then on investing in five to seven new units per year in the next five year period (2016-2020), up to a total cap of 1,000 units.
- 16 The initial stage of the review of the strategy has found that Community Housing units have been refurbished in line with the strategy, but Council has not invested in new units, and the portfolio now consists of 936 units.

Dunedin City Council Housing Policy 1997

- 17 The Dunedin City Council Housing Policy 1997 includes goals and objectives, along with management mechanisms that control the way the Community Housing portfolio is operated.
- 18 The policy responds to factors that were driving the housing environment in 1997. At that time, on average 7% of DCC Community Housing units were untenanted, which led to a widening of the eligibility and prioritisation criteria for DCC Community Housing.
- 19 Changes to the housing environment in Dunedin since the policy was written mean that components of the policy are no longer adequately aligned to housing need in the city, and rents are no longer achieving breakeven rent at "no direct cost to the ratepayer".
- 20 The initial stage of the review of the policy has focused on objective two of the policy, 'the provision of accommodation', and its associated mechanisms.

Objective 2

Provide accommodation for those whose needs are not otherwise adequately met in the community provided there is no direct cost to the ratepayer. Council's primary focus is on the provision of housing for older persons, particularly those with limited financial means. It also has an interest in providing housing for younger persons with disabilities and/or limited financial means. Council does not have a focus on providing housing for larger families.

DISCUSSION

- 21 The first stage of the review has highlighted the changes to Dunedin's housing environment since both the policy and strategy were written, and the complexity of Council's role in the city's housing sector.
- 22 To inform the next stage of the review, consultation as part of the 10 year plan 2021-2031 is proposed in three key areas;
 - i) Prioritisation
 - ii) Funding

iii) Growth

PRIORISATION

- 23 The policy provides the following eligibility criteria to apply for a DCC Community Housing unit:
- New Zealand citizens or permanent residents
 - aged over 18
 - good tenancy history and able to live co-operatively with others on the site.
- 24 The policy then outlines priorities for placement into a unit, and eligible applicants are placed on a waitlist under one of four priority groups.
- i) Priority 1 – Aged 55 and over, and income below limit, and assets below limit.
 - ii) Priority 2 – Aged 55 and over
 - iii) Priority 3 – Aged 54 and under, and income below limit, and assets below limit.
 - iv) Priority 4 – Aged 54 and under
- 25 The minimum age for priority 1 was 60 years of age prior to the adoption of the policy, which introduced a lower age of 55 at a time when demand for housing was lower.
- 26 The table below shows the population projections for several age cohorts, which show that the population aged 65 will increase significantly over the next 20 years, while the 55 to 64 cohort will shrink.

Age group	2018	2028	2038	2018-38
24 and under	49,060	48,795	47,804	-3%
25 to 54	44,386	45,609	47,182	+6%
55 to 64	15,982	15,524	13,108	-18%
65 and over	21,093	28,747	34,225	+62%
Total	130,520	138,674	142,318	

Table 1 – Demographic projections

- 27 Currently 174 people on the waiting list fall into the priority 1 group – of these, 122 are aged over 65 years. Since June 2018, three new tenants under the age of 55 have been housed.
- 28 The portfolio has historically served older persons and the current tenant profile is predominately pensioners. Kāinga Ora (central government housing) provision in Dunedin is more targeted toward families, therefore Council providing affordable rental accommodation for pensioners has complemented provision from central government.
- 29 It is proposed that the 10 year plan 2021-2031 consultation document will seek feedback on prioritisation of DCC Community Housing tenants by including the following question;
- *Do you support the DCC prioritising its community housing for people aged 65 and over?*

FUNDING

- 30 Since its inception in the 1940s, the DCC community housing portfolio was intended to operate on a breakeven basis; effectively providing accommodation for tenants, at no direct cost to ratepayers.
- 31 Consultation in 2009, undertaken as part of the strategy development, demonstrated that there was support for Council to continue to provide community housing at no cost to ratepayers.
- 32 The policy sets rents at breakeven level and requires that depreciation be used to fund redevelopment and renewals. In practice, rent increases have not kept pace with cost increases, leading to the portfolio being subsidised by approximately 10-15% in recent years.
- 33 A table showing rental increases from 2005 is below (increases for 2020 were postponed to 1 January 2021 due to COVID-19):

	Increase from previous year
2005	\$2 per week
2006	\$2 per week
2007	\$10 per week
2008	\$12 - \$23 per week
2009	No increase
2010	\$8 - \$15 per week
2011	\$9 - \$12 per week
2012	\$3 - \$6 per week
2013	No increase
2014	No increase
2015	No increase
2016	No increase
2017	No increase
2018	\$9 per week
2019	\$1 - \$3 per week
2020	No increase

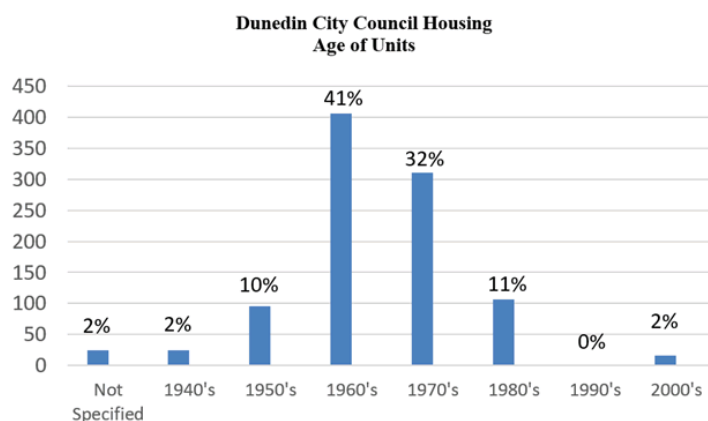
Table 2 – Rent increases

- 34 Five years out of the last fifteen years have achieved breakeven, with a deficit of \$700k forecast for the 2020/21 year and a deficit of \$880k forecast in the draft budget for the 2021/22 year.
- 35 It is proposed that the 10 year plan 2021-2031 consultation document will seek feedback on funding for the DCC Community Housing portfolio by including the following question;
- Do you support rates being used to subsidise rents for DCC community housing?

GROWTH

- 36 DCC has not increased the size of the Community Housing portfolio for many years, as the city population was historically steady, and demand for housing was low.

- 37 In 2009, as housing demand began to increase, the strategy included a direction to invest in five to seven new units per year up to a total cap of 1,000 units. However, no new units have been added to the portfolio since 2010.
- 38 Most of the portfolio's 936 units were built in the 1950s and 1960s, with 87% built before 1980 and no new units have been built since 2010.



Graph 1 – Age of housing units

- 39 Breakeven rents allow for renewal and refurbishment of existing housing units to be funded from depreciation, but does not provide sufficient funding to buy new land or build new housing units.
- 40 DCC continues to renew and refurbish existing units from depreciation funding, including the ongoing refurbishment of 37 units at the Palmyra housing site, and the renewal of ten units at the School Street housing site.
- 41 Any capital funding to grow the DCC Community Housing portfolio would likely need to be funded by additional borrowing.
- 42 No capital funding is currently included in the draft 10 year plan 2021-2031 to grow the DCC Community Housing portfolio, and Council will be asked to consider this once submissions from 10 year plan 2021-2031 are received.
- 43 It is proposed that the 10 year plan 2021-2031 consultation document will seek feedback on growth of the DCC Community Housing portfolio by including the following question;
- Should the DCC build more community housing units?

OPTIONS

- 44 The review of the Dunedin City Council Housing Policy 1997 and the Dunedin City Social Housing Strategy 2010-2020 is ongoing, and this report proposes that feedback be sought in the 10 year plan 2021-2031 consultation document, to inform the next stage of the review.
- 45 Feedback is proposed in three key areas;

- i) Prioritisation
- ii) Funding
- iii) Growth

- 46 Staff will report back to Council with recommendations during deliberations on the 10 year plan 2021-2031 in May 2021.
- 47 Council has the option to include any or all of the proposed questions in the 10 year plan 2021-2031 consultation document.

Option One – Approve the proposed questions, with any amendments, for inclusion in the 10 year plan 2021-2031 consultation document (Recommended Option)

- 48 This option seeks Council approval of the proposed questions, with any amendments, for inclusion in the 10 year plan 2021-31 consultation document.
- 49 Do you support the DCC prioritising its community housing for people aged 65 and over?
- 50 Do you support rates being used to subsidise rents for DCC community housing?
- 51 Should the DCC build more community housing units?

Advantages

- Resident feedback from the questions will inform the next stage of the review of the Dunedin City Council Housing Policy 1997 and the Dunedin City Social Housing Strategy 2010-2020.

Disadvantages

- There are no identified disadvantages.

Option Two – Do not include any questions on housing for inclusion in the 10 year plan 2021-2031 consultation document

- 52 Under this option Council does not include any questions related to the Community Housing portfolio in the 10 year plan 2021-31 consultation document.

Advantages

- There are no identified advantages.

Disadvantages

- The next stage of the review of the Dunedin City Council Housing Policy 1997 and the Dunedin City Social Housing Strategy 2010-2020 will be uninformed by resident feedback.

NEXT STEPS

- 53 Should Council approve the inclusion of the proposed questions, feedback will be sought through the 10 year plan 2021-31 consultation document on three key areas;
 - i) Prioritisation

- ii) Funding
- iii) Growth

- 54 This feedback will inform the next stage of the review, and staff will report back to Council with recommendations during deliberations on the 10 year plan 2021-2031 in May 2021.
- 55 The next stage of the review will include a review of rent setting mechanisms for the Community Housing portfolio.
- 56 A report will be presented to the Community and Culture committee in February outlining progress made to date on the Housing Action Plan, and the development of a project plan to ensure cross sector progress on housing initiatives across the city.

Signatories

Author:	David Bainbridge-Zafar - Group Manager Property Services
Authoriser:	Robert West - Acting General Manager City Services

Attachments

	Title	Page
A	Attachment A - DCC Community Housing Policy 1997	
B	Attachment B - Dunedin City Social Housing Strategy 2010-2020	

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities.
This decision promotes the social well-being of communities in the present and for the future.
This decision promotes the economic well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Council decisions will also affect the Social Housing Strategy 2010-2020.

Māori Impact Statement

Property Services do not record whakapapa information of the Community Housing tenants and are therefore unable to determine the impact of this decision for Māori.

Sustainability

There is no implications for sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

This report contains decisions relating to the Long Term Plan (LTP).

Financial considerations

Financial implications will be dependent on Council decisions.

Significance

Community Housing is listed as a Strategic Asset. This decision is considered medium in terms of the Council's Significance and Engagement Policy.

Engagement – external

Community Housing Aotearoa were engaged to carry out an initial review, and engaged informally with relevant stakeholders.

Engagement - internal

There has been internal engagement with Community Development and Planning teams.

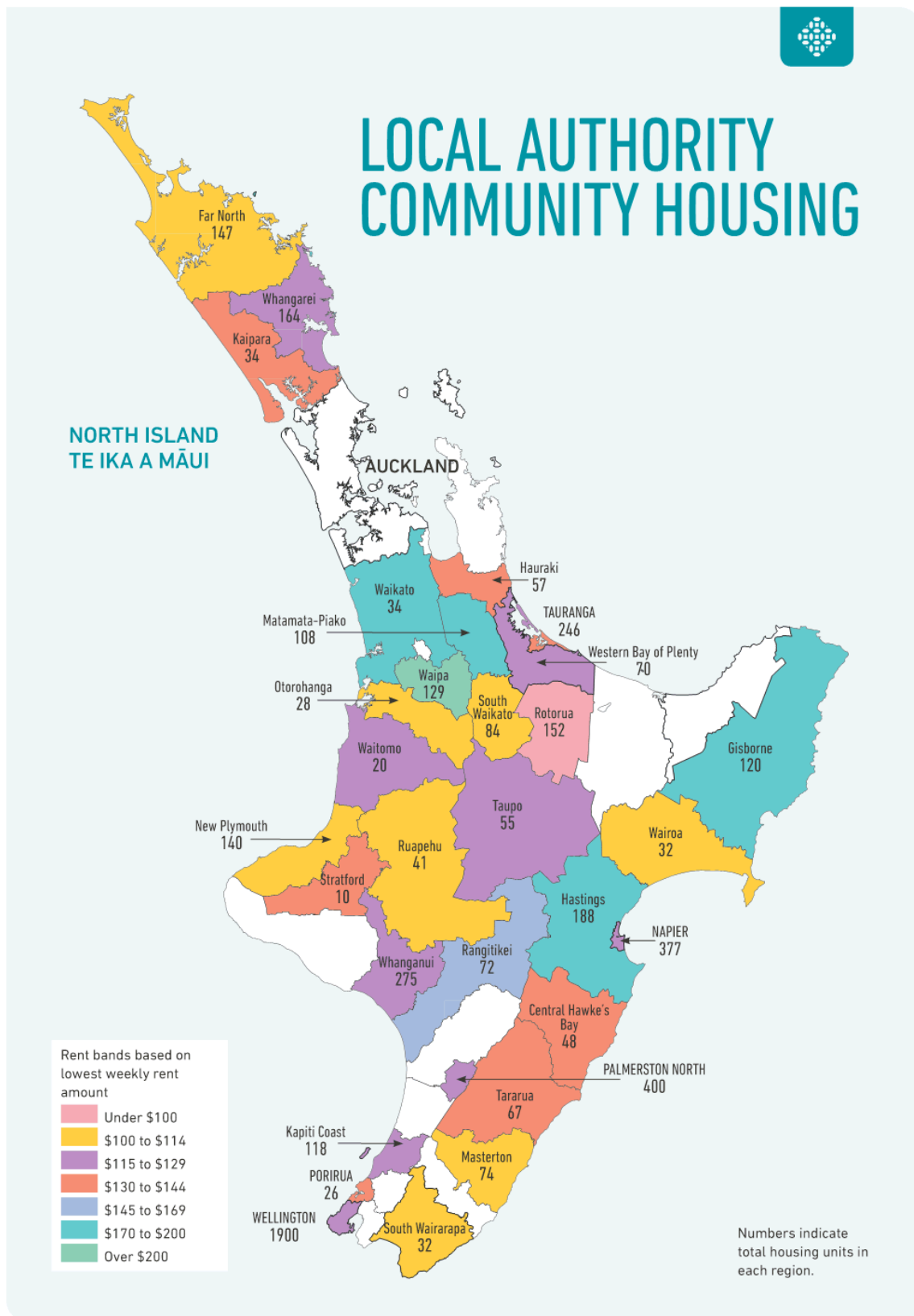
Risks: Legal / Health and Safety etc.

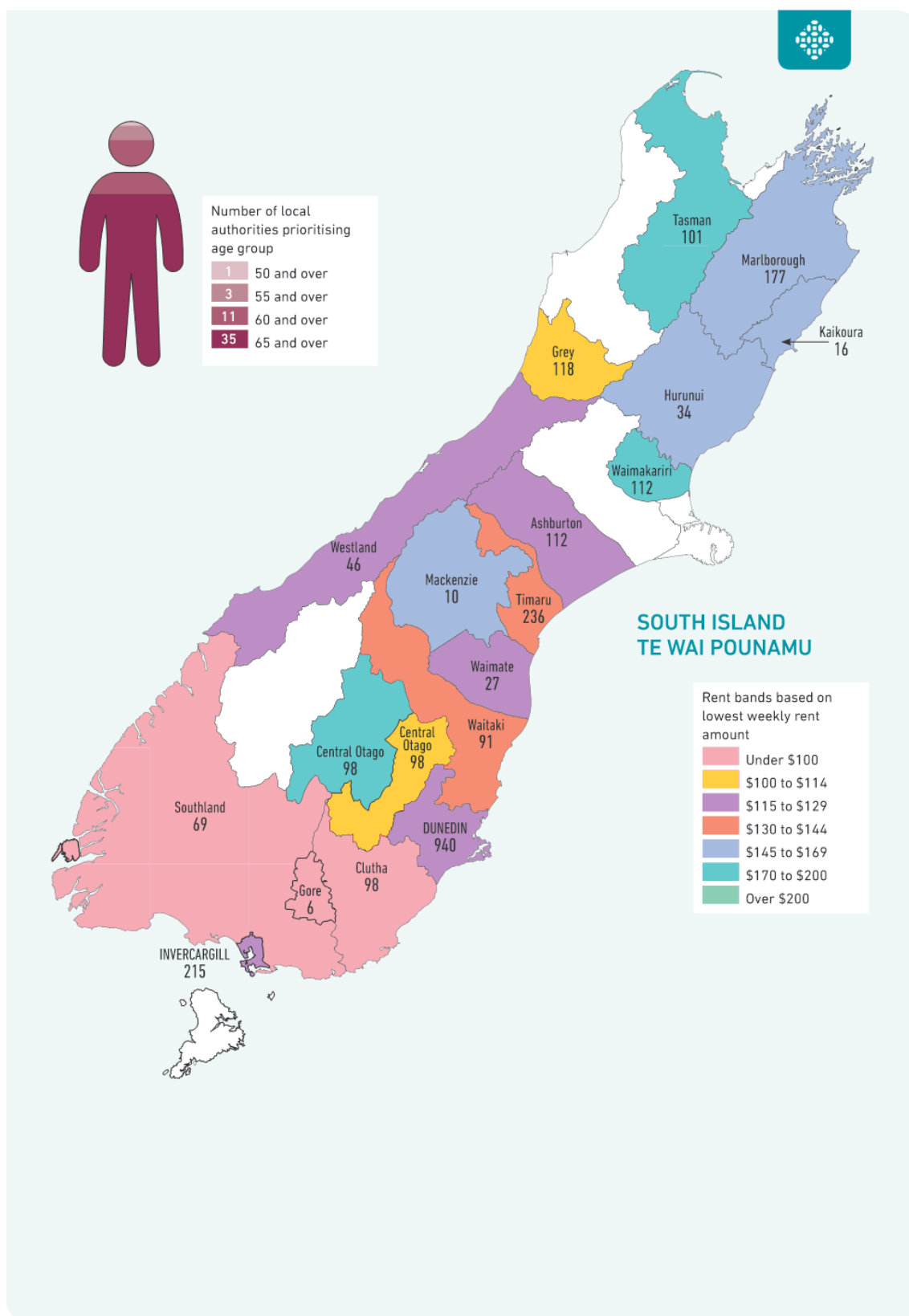
There are no identified risks.

Conflict of Interest

There is no identified conflict of interest.

SUMMARY OF CONSIDERATIONS
<i>Community Boards</i> There are no implications for Community Boards.





PUBLIC TOILETS AND CHANGING PLACES - CONSULTATION FEEDBACK

Department: Property

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide Council with a summary of the submissions received as part of the 10 year plan 2021-31 consultation on the topic of public toilets, and to provide the proposed 10 year programme of works for new public toilet facilities.
- 2 Feedback was sought as part of the 10 Year Plan 2021-31 consultation on the question, *“Where do you think the new public toilets should go?”*
- 3 The consultation feedback combined with previous requests has informed a prioritised list of locations for new public toilet facilities across Dunedin.
- 4 Council have allocated a draft capital budget of \$2.05m in the draft 10 year plan 2021-31 budgets. This reflects \$250,000 in year one for the development of a changing places bathroom, and \$200,000 in each of the years 2-10 for two new public toilet facilities to be built each subsequent year. Budgets have also been included to allow for the refurbishment and upgrade of existing public toilet facilities over the next 10 years.

RECOMMENDATIONS

That the Council:

- a) **Notes** the consultation feedback on the 10 Year Plan 2021-31.
- b) **Considers** the proposed programme of works, with any amendments, for new public toilet facilities and the Changing Places bathroom.

BACKGROUND

- 5 During annual plan deliberations in May 2020 Council requested a report to inform the development of the 10 Year Plan with a programme and costs to address the need for more public toilets throughout the city, with the inclusion of a ‘Changing Places’ bathroom.

- 6 A report was presented to Council on 14 December 2020 outlining the details of a Public Toilet Review, and the following resolution was passed:

“Moved (Cr Marie Laufiso/Cr Christine Garey):

That the Council:

- a) **Notes** that the 10 Year Plan 2021-31 consultation document would seek feedback on preferred locations for new public toilets to be constructed over the ten year period.
- b) **Notes** that decisions made on the capital budget option reports and the timing of those projects will be considered alongside the total capital budget and presented to the January 2021 meeting for approval.

Motion carried (CNL/2020/121)”

- 7 The 10 Year Plan consultation document 2021-31 included draft budgets for new public toilets and asked for submissions on the question “Where do you think the new public toilets should go?”
- 8 On 27 January 2021 Council resolved to include \$2.1 million over the 10 year period to increase the number of public toilets in Dunedin, and to build a “Changing Places Bathroom”. The Changing Places Bathroom to be constructed in the 2021/22 year, and two public toilets to be completed each year thereafter.

DISCUSSION

Submissions

- 9 Throughout the consultation period a total of 1573 submissions were received, including 279 comments submitted on Facebook. A breakdown of preferred locations is shown below:

Table 1 - REQUESTED LOCATIONS

Location	Number of Submissions on Specific Locations	Percentage of Submissions on Specific Locations
Central city	412	40%
Parks & playgrounds	121	12%
Harbour	117	11%
North Dunedin	109	10%
South Dunedin	70	7%
Beaches	68	7%
Ross Creek	22	2%
Green Island	21	2%
Signal Hill	21	2%
Mosgiel	16	1%
Other	46	4%

- 10 The submissions varied from identifying specific locations through to more general suggestions e.g. harbourside, parks and playgrounds. Several submissions also provided feedback on

improvements e.g. more cleaning, upgrades on existing toilets, more signage, door counter usage to provide more accurate data.

- 11 Some submissions recommended locations that already have public toilets (for example the bus hub).
- 12 Submissions suggesting the central city predominantly proposed the Octagon, Exchange and George Street.
- 13 Submissions suggesting the harbour predominantly proposed locations along the harbour cycleway (both the Peninsula Connection and the SH88 Shared Path), with St Leonards a common recommendation.
- 14 Submissions suggesting North Dunedin predominantly proposed George Street and Great King Street locations between Frederick Street and Woodhaugh Gardens, as well as along North Road, including Baldwin Street where a public toilet already exists.
- 15 Submissions suggesting South Dunedin predominantly proposed areas including Cargills Corner, St Kilda beach, King Edward Street, and Prince Albert Road.
- 16 Submissions suggesting beaches predominantly proposed St Clair, St Kilda, Tomahawk, Purakaunui, Doctors Point, Aramoana, Waitati and Waikouaiti.

Proposed programme for a changing places bathroom and new public toilet locations

- 17 A toilet decision-making matrix has been developed based on those used by other local authorities.
- 18 The toilet decision-making matrix assists with the prioritisation of requested locations by considering a range of factors including:
 - i) Vehicular traffic – e.g. state highway / local road
 - ii) Foot traffic – estimated volume
 - iii) Length of stay – e.g. overnight (camping) or passing by
 - iv) Nearest public toilet
 - v) Nearest other toilet – e.g. shops, cafes that may have toilets available
 - vi) Evidence of fouling – recorded incidents.

- 19 Requested locations have been assessed against the toilet decision-making matrix, reviewed against other planned work, and a prioritised programme of new locations in Table 2 below:

Table 2

Years	Proposed programme for a changing places bathroom and new public toilet locations
Year 1 2021/2022	Moray Place beside the central library. This will be a specialist Changing Places bathroom.
Year 2 2022/2023	Central city, The Exchange area (existing toilets in Dowling Street will be removed); <i>Harbour cycleway, St Leonards*</i> ;
Year 3 2023/2024	<i>Otago Peninsula, Harwood Reserve*</i> ; South Dunedin, Navy Park;
Year 4 2024/2025	North Dunedin, close to North Ground sports ground; <i>Karitane, Truby King Reserve*</i> ;
Year 5 2025/2026	North Dunedin, Ross Creek area; <i>Waitati, Doctors Point*</i> ;
Year 6 2026/2027	<i>Green Island Memorial Park playground*</i> ; Central city, Princes Street Market Reserve;
Year 7 2027/2028	<i>Mosgiel, Brooklands park area*</i> ; <i>Otago Peninsula, Okia Reserve*</i> ;
Year 8 2028/2029	<i>Purakaunui Reserve*</i> ; <i>Otago Peninsula, Tomahawk beach*</i> ;
Year 9 2029/2030	South Dunedin, St Kilda beach; Harbour cycleway, Harbour mouth molar area
Year 10 2030/2031	<i>Waldronville, Kaikorai Estuary area*</i> ; North Dunedin, Maori Hill/Highgate area;

*- indicates Community Board area

- 20 Exact locations will be worked through with relevant stakeholders including mana whenua. The programme will be reviewed regularly to assess that it still meets current community needs as Dunedin grows and develops in the next ten years.

Community Boards

- 21 Submissions on the 10 Year Plan 2021-31 were received from all Community Boards, and all included requests for new public toilet facilities in their board areas. These requests are shown in Attachment A, including whether or not they have been included in the proposed programme of works.

Changing Places Bathroom

- 22 During the Annual Plan Deliberations in June 2020, Council passed the following resolution:

“Moved (Cr Christine Garey/Cr David Benson-Pope):

That the Council:

- a) **Request** that staff present a report to Council by December 2020 to inform the development of the 10 year plan with a programme and costs to address the need for

more public toilets throughout the city with the inclusion of a 'Changing Places' bathroom to inform the development.

Motion carried (AP/2020/015)"

- 23 Changing Places Bathrooms are larger accessible toilets for people with severe, multiple, or complex disabilities, and include equipment such as hoists, showers, curtains, adult-sized changing benches and space for carers.
- 24 Consultation has been undertaken with Changing Places NZ on the location for a Changing Places Bathroom together with local Dunedin users and the Disability Issues Advisory Group. The preferred location is an area on Moray Place behind the central library building. This was chosen for its easily identifiable central city location, availability of parking, and accessibility.
- 25 A second Changing Places bathroom will also be included in the South Dunedin Library and Community Centre, expected to be open to the public in 2024. The new Dunedin Hospital will also include a Changing Places bathroom.
- 26 The Mosgiel-Taieri Community Board requested a Changing Places bathroom be built in the Mosgiel Memorial Gardens Park. This is not planned at this stage.

Costs

- 27 Council have allocated a capital budget of \$2.05m in the draft 10 Year Plan 2021-31 budget. This reflects \$250,000 in year one for the development of a Changing Places bathroom, and \$200,000 in each of the years 2-10 for new public toilet facilities.
- 28 In addition to the budget for new public toilets, a capital budget of \$1.00m for renewals, improvements and upgrades to existing public toilets is included in the draft 10 Year Plan 2021-31 budgets (\$100,000 per year). Renewal work will be prioritised as part of appropriate asset management.

OPTIONS

Option One – Council supports the proposed programme of works, with any amendments, for new public toilet facilities, including the preferred location of the Changing Places Bathroom

- 29 That Council approves the proposed programme of works laid out in Table 2 of this report.

Advantages

- Responds to the feedback in the submissions to the 10 Year Plan 2021-31.
- A planned approach to new public toilets and renewals is undertaken over the next 10 years.

Disadvantages

- There are no disadvantages identified

Option Two – Council does not support the proposed programme of works, with any amendments, for new public toilet facilities, including the preferred location of the Changing Places Bathroom

30 That Council does not approve the proposed programme.

Advantages

- There are no advantages identified

Disadvantages

- There will be a delay in planning for the building of new public toilet facilities whilst Property staff prepare a new plan.
- There is no planned approach to new public toilets and renewals over the next 10 years.

NEXT STEPS

- 31 Further design work will be undertaken for a Changing Places Bathroom on the preferred site on Moray Place, as preparation for construction during the 2021/22 year.
- 32 Planning will commence for the construction of new public toilets at the locations listed in this report.
- 33 A Toilet Management Plan will be developed that will inform the future management of the public toilet facilities.

Signatories

Author:	Maria Sleeman - Property Officer - Community and Civic
Authoriser:	David Bainbridge-Zafar - Group Manager Property Services Robert West - Acting General Manager City Services

Attachments

	Title	Page
↓A	Community Board Public toilet preferred locations 10 Year Plan 2021-31 deliberations	70

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities. This decision promotes the social well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Supports the above strategies by planning for and prioritising public toilet provision at suitable locations throughout the Dunedin City.

Māori Impact Statement

There are no known impacts for tangata whenua, but tangata whenua will be consulted on the exact locations of toilets prior to development of toilet facilities.

Sustainability

Supports the future growth of Dunedin by providing an increased public toilet network.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

This report is the outcome of the 10 Year Plan consultation and reports on submissions received. If adopted the level of service for the provision of public toilets within the Dunedin City will be improved and enhanced.

Financial considerations

The recommended option will provide for:

- a) A capital budget of \$2.05 million (\$250,000 for year 1 and \$200,000 for the remaining 9 years) of the 10 Year Plan 2021 – 2031; and
- b) A capital budget for renewals, improvements and upgrades of existing public toilets of \$1 million (\$100,000 for each year of the 10 Year Plan 2021 – 2031).

Each new public toilet will add approximately \$15,000 - \$20,000 per annum to the operating budget. Additional annual operational costs relating to the new assets will be approximately \$255,000 by year 10 of the 10 Year Plan.

By year 10, the annual interest costs will be \$46,000 and the annual depreciation costs will be \$185,000.

SUMMARY OF CONSIDERATIONS

Significance

This decision is considered low in terms of the Council's Significance and Engagement Policy.

Engagement – external

There has been external engagement with Changing Places NZ, local users and the Disabilities Issues Advisory Group. Feedback has been sought on the location of new public toilets as part of the 10 Year Plan 2021-31 consultation.

Engagement - internal

There has been internal engagement with Parks and Recreation Services, Community Development and the Project Director, Major Projects from the Corporate Projects and Project Management Office Group.

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There are no identified conflicts of interest.

Community Boards

Community Board 10 Year Plan submissions have been considered in the preparation of this report

Community Board location of public toilet facilities – 10 Year plan 2021-31 consultation

Community Board	Location	Response
Mosgiel-Taieri	Outram Glen	Not included (a renewal of the existing public toilet facility is being planned between Parks and Recreation and Department of Conservation)
	Woodside reserve	Not included (low score on the toilet decision making matrix)
	Mosgiel Memorial Garden	Not included (a Changing Places bathroom was requested at this location; this is not currently planned)
Otago Peninsula	Harwood Reserve	Included (proposed 2023-24)
	Okia reserve	Included (proposed 2027-28)
	Tomahawk Beach	Included (proposed 2028-29)
	Macandrew Bay	Not included (low score on the toilet decision making matrix)
	Taiaroa Head	Not included (low score on the toilet decision making matrix)
	Kaikorai Estuary car park	Included (proposed 2030-31)
Saddle Hill	Brighton Domain	Not included (A renewal of the existing public toilet facility is planned)
	Middlemarch	Not included (low score on the toilet decision making matrix)
Strath Taieri	Doctors Point Beach	Included (proposed 2025-26)
	Beach Street Waikouaiti	Not included (low score on the toilet decision making matrix)
West Harbour	Purakaunui	Included (proposed 2028-29)
	St Leonards	Included (proposed 2022-23)
	Boiler Point	Not included (a new facility opened at Boiler Point earlier in 2021)
	Aramoana	Not included (a new facility is being built by the Department of Conservation at this location)

DUNEDIN PERFORMING ARTS VENUE - CONSULTATION FEEDBACK

Department: Ara Toi

EXECUTIVE SUMMARY

- 1 The report summarises feedback received during the 10 Year Plan consultation relating to the development of a performing arts venue. The community was asked if it supported the development of a mid-sized theatre. The community was also presented with two options, a preferred option of the Athenaeum, and a second option of the Mayfair Theatre.
- 2 Just over half the submissions were in favour of the DCC developing a mid-sized theatre with a similar proportion supporting the Athenaeum as the preferred option.
- 3 This report also presents the Charcoalblue Phase Three report which provides further information on both the the Athenaeum and the Mayfair Theatre.

RECOMMENDATIONS

That the Council:

- a) **Decides** on which of the following options for the development of a mid-sized theatre to progress as part of the 10 Year Plan:
 - i. The Athenaeum or
 - ii. The Mayfair Theatre or
 - iii. Re-engage with performing arts stakeholders.

BACKGROUND

10 Year Plan Feedback

- 4 Of 1,878 submissions expressing an opinion, 1,052 (56%) were in favour of the DCC developing a mid-sized theatre, with 826 (44%) not in favour.
- 5 Of the two options, 759 (53%) were in favour of the Athenaeum option. Comments broadly covered the synergy to the creative precinct, central location close to the public transport hub and opportunity for partnership. Six hundred and sixty (660) (47%) comments were not in favour of this option. Comments covered concern around Council debt levels and investment in existing performing arts infrastructure such as the Regent Theatre and Town Hall as priority.

- 6 Five hundred and two (502) submissions (40%) were in favour of the Mayfair Theatre option. Comments broadly covered the revitalisation opportunity for South Dunedin, the connection to the new South Dunedin Library and Community Complex, greater access to parking, alignment with public transport routes, more flexibility of space within the Mayfair Theatre and spreading the benefit of arts investment. Seven hundred and sixty-three (763) (60%) comments were not in favour of this option. Comments covered concern around climate change mitigation and adaptation and Council debt levels.
- 7 Of 220 submissions not in favour of DCC developing a mid-sized theatre but still expressing a venue preference, 62 comments favoured the Athenaeum option and 74 comments favoured the Mayfair Theatre option.
- 8 Twelve comments mentioned the Athenaeum positively and 28 comments mentioned the Mayfair Theatre positively. Thirty-nine comments suggested utilising the Regent Theatre, 28 comments asked about the Fortune Theatre future and 12 comments asked about the future for Sammy's.
- 9 In addition, a Facebook poll on the subject received 1,700 votes, with 57% in favour of the Mayfair Theatre and 43% in favour of the Athenaeum.
- 10 A Twitter poll received 58 votes, with 68% in favour of the Athenaeum and 34% in favour of the Mayfair Theatre.
- 11 Statements asking for support of music investment and venues were also made, along with a number of comments requesting information about DCC's plans for Sammy's.
- 12 A number of submissions also requested information about DCC's plans for 231 Stuart Street (the former Fortune Theatre).
- 13 In order to inform Council's decision making, staff have provided a summary below of the various stages of the Performing Arts Feasibility Study.

Performing Arts Feasibility Study

- 14 Following the closure of the Fortune Theatre in May 2018, the DCC and Creative New Zealand (CNZ) jointly commissioned a study into future provision for performing arts in Dunedin. The study was to be delivered in three phases by theatre consultants Charcoalblue. The phases included vision and brief development, options appraisal, and finally more detailed design.
- 15 The consultant's brief focused on a comprehensive study into future options for a venue for the performing arts in the city, ensuring the continued provision of performing arts including professional theatre. The recommendations produced were focused on a fit for purpose venue as well as providing advice on the most effective governance arrangement and sustainable business model in the medium to long term.

Phase One

- 16 Charcoalblue engaged in 140 hours of conversations with over 160 major stakeholders in five months to inform the Phase One engagement process.
- 17 Stakeholder engagement meetings with venue managers, performing artists, arts practitioners, technicians, festival directors, mana whenua, Māori creatives, arts educators, arts organisations, board members and funders.

- 18 Two public feedback sessions were held in March 2019 at the end of Phase One to test the findings. The feedback was positive, with stakeholders feeling the issues and opportunities raised were being addressed.
- 19 In order to ensure the ongoing project delivered on the needs of the performing arts community two stakeholder groups were set up. A Project Steering Group with representatives from Stage South, CNZ, mana whenua and DCC oversaw the project. The project was also informed by discussions with a Project Advisory Group made up of key representatives from the Phase One engagement, representing knowledge and expertise from a range of sector constituents to ensure that the project was informed by local participation. Discussions were also held with the Ministry of Culture and Heritage, the National Lottery, and Otago Community Trust.
- 20 Phase One identified a desire and need for a building or network of buildings to provide a range of flexible and adaptable spaces was identified.
- 21 A facility mix was identified to support performance, rehearsals, workshops, training, classes, functions, meetings/events supported by backstage facilities and informal front of house public spaces.
- 22 No specific geographic location for a new performing arts centre/cultural venue was identified. Sites would be tested against the list of criteria established from the Phase One vision in Phase Two.
- 23 Phase One identified a set of facilities needed to fill gaps in the provision of performing arts in Dunedin, which are:
 - a flexible auditorium with 350–450 seats
 - retail, food, and beverage facilities
 - front and back of house spaces
 - two smaller studio spaces
 - an artists' hub providing low cost spaces to develop and make work
- 24 Council noted this report 29 April 2019 and endorsed the commencement of Phase Two, the options appraisal.

Phase Two

- 25 The Phase Two report was presented to Council in February 2020. It presented options for delivering all the facilities identified in the Phase One Report on one site.
- 26 Accommodating all these spaces required a sizeable footprint which limited the available sites that could be considered. Some high ranked sites were already earmarked for other developments. The scale of the vision also resulted in a significant indicative capital cost.
- 27 At the meeting in February 2020, Council asked staff to identify at least two viable options with a focus on addressing one part of the overall vision and brief for a flexible mid-sized auditorium, front and back house spaces and a food and beverage facility.

28 A report presented in December 2020, included four mid-sized flexible auditorium sites shortlisted for consideration from the original longlist of sites presented in Phase Two and included:

- Sammy's – use the existing footprint of Sammy's to build a stand-alone theatre.
- The Athenaeum – partnership development with Lawrie Forbes of Zeal Land Ltd.
- 231 Stuart Street – redevelop the former Fortune Theatre building.
- Mayfair Theatre – redevelop the existing theatre, noting it is currently owned by a Trust.

29 In December 2020 Council resolved the following:

“Moved (Cr David Benson-Pope/Cr Steve Walker):

That the Council:

- a) **Directs** staff to continue work on development of two options; the Athenaeum (as the preferred) and the Mayfair as a potential alternative.
- b) **Includes** \$17m in the draft capital budgets for the purposes of development of the draft 10 year plan.
- c) **Notes** that the operating costs of \$4.5m will be included in the draft operating budgets for the purposes of developing the draft 10 year plan.
- d) **Notes** that decisions made on the operating and capital budget timing will be presented to the January 2021 meeting for consideration as part of the draft 10 year plan.
- e) **Directs** staff to negotiate agreements with Mr Forbes and the Mayfair Trust to enable consultation on the two options as part of the 10 year plan process.

Cr Lee Vandervis left the meeting at 11:00 a.m.

Division

The Council voted by division:

For: Crs Sophie Barker, David Benson-Pope, Rachel Elder, Christine Garey, Doug Hall, Carmen Houlahan, Marie Laufiso, Jim O'Malley, Jules Radich, Chris Staynes, Steve Walker, Andrew Whiley and Mayor Aaron Hawkins (13)

Against: Cr Mike Lord (1)

Abstained: Nil

The division was declared CARRIED by 13 votes to 1

Motion carried (CNL/2020/117)”

- 30 In response to the Council resolution, further work focussed on analysis of the two sites' suitability to accommodate an auditorium and supporting spaces. Further business modelling was undertaken by Charcoalblue and formed Phase Three of the Performing Arts Feasibility Study. This is attached as Attachment A.

DISCUSSION

- 31 The initial consultation with the performing arts community identified a broad, consensus vision. This first phase was completed and endorsed by Council in April 2019.
- 32 Work to identify viable options for a flexible, mid-sized auditorium and was not completed until December 2020 (partially due to COVID). Communication with the various stakeholders was limited during this period, in part due to commercial sensitivity of some site options.
- 33 Feedback from the performing arts community as part of the 10 year plan consultation highlighted frustration at the time taken for the various phases combined with the perceived lack of transparency on why certain options were included or excluded.
- 34 Frustration was also expressed about the lack of specific spaces such as a music venue. Concerts for up to 500 standing (estimated) could take place in either Athenaeum or Mayfair. However, optimal acoustics for theatre productions and music concerts are different.

Suitability of Spaces

Athenaeum

- 35 Further investigation undertaken by Charcoalblue has confirmed the Athenaeum site as the most viable option in terms of size and location.
- 36 The Athenaeum would provide a flexible-format space which retains existing heritage features whilst allowing multiple uses, not just as a traditional end-on seating performance space, but also able to be used in many performance modes and as a function/event space available for hire. House foyers, administration and back of house facilities would be included.
- 37 The space would operate functionally with an audience of 100 as well as an audience of up to 325. It would allow multiple use for both professional and amateur theatre and live music at a small to medium scale (estimated 500 standing).
- 38 Raising the roof would allow the potential to gain space for studios, which helps to deliver closer to the original vision.

Mayfair Theatre

- 39 Further investigation has confirmed the Mayfair Theatre could also deliver a suitable auditorium, food and beverage and potentially, studio spaces.

Business Model

- 40 A revised business model for the Athenaeum has been developed including refined revenue and expenditure, a five-year operating model forecast and a profit and loss operating budget. A high-level review of the Mayfair Theatre business model was undertaken taking into account potential impacts on revenues based on location if it were to be selected.

- 41 Taking into consideration impacts on revenue in comparison on the Octagon location, the forecast subsidy required for the Mayfair Theatre would be higher than that required for the Athenaeum.

OPTIONS

Option One – Athenaeum (in partnership with Zeal Land Ltd)

- 42 Zeal Land Ltd would restore the building and undertake the major structural works required to create a shell for theatre. These works are estimated at \$20.0 million at the developer's cost.
- 43 The DCC would then enter a long-term lease of the space, with first option of acquiring the building at a future date.
- 44 Discussions with Zeal Land Ltd have indicated a rental of \$1.5 million per annum would be required so the capital outlay can be recovered by the developer.
- 45 DCC would fund specialist theatre fit out. These works are estimated at \$17.1 million.
- 46 Total annual operating expenditure of \$4.6 million.

Advantages

- Allows for the development of a flexible mid-sized theatre.
- Potential for studio spaces.
- Food and beverage provision would be managed by the venue, delivering an additional revenue stream.
- Opportunity to partner with a developer and for the developer to carry some of the heritage restoration risk.
- Will support the development of The Octagon and creative precinct.
- Proximity to Regent Theatre will allow for shared loading access and potential for other shared services.
- Will support central city (day and night) economy.
- The site is close to the central city public transport hub.
- Will enable continued engagement with CNZ with the potential to attract continuing support for professional theatre and for touring work hosted in Dunedin.
- Proximity to the temporary venue at the community gallery could allow for the creation and development of new work alongside programming opportunities.
- The flexible fit-out will allow for small to medium scale live music.

Disadvantages

- Building and land not owned by the DCC (but with first right of purchase).

- Restoration of a Category 1 heritage building will involve risk to the capital project.
- Colonial construct of the building will need careful design attention to make it a welcoming space for all.

Option Two – The Mayfair Theatre

- 47 The Mayfair Theatre would allow for a flexible mid-sized theatre with front and back of house spaces. There would be potential to convert existing retail spaces for retail, food and beverage and/or smaller studio spaces or for an artists' hub in the future (not currently budgeted).
- 48 The Mayfair Theatre is not currently owned or operated by DCC. However, discussions with the Mayfair Trust have indicated a willingness to consider the sale or gifting of the site. The Mayfair Trust would also need to relinquish its role as operator if the Mayfair Theatre becomes the location of the new mid-sized theatre.
- 49 The Mayfair Theatre is a Category 2 Historic Place and is considered of high heritage value. Protection is required under the 2GP for the King Edward Street façade.
- 50 DCC would fund capital costs. These works were estimated at \$17.5 million but a more recent estimate increases this to \$23.1 million.
- 51 DCC would fund specialist theatre fit out. These works are estimated at \$13.7 million.
- 52 Total annual operating expenditure of \$3.7 million.

Advantages

- Allows for the development of a flexible mid-sized auditorium.
- Food and beverage provision could be managed by the venue, delivering an additional revenue stream for the facility.
- Potential for future expansion for additional spaces.
- Would create a destination venue in South Dunedin which would contribute to the regeneration of South Dunedin.
- Restoration of a Category 2 heritage building.
- The site is removed from the central city public transport hub but is connected to bus routes.
- Will enable continued engagement with CNZ with the potential to attract continuing support for professional theatre and for touring work to be hosted in Dunedin.

Disadvantages

- The building is currently not owned by the DCC (but the Trust has indicated it is willing to gift or sell).
- Outside the main Octagon creative precinct.

- Currently limited night economy when compared to a CBD location which is likely to result in a greater level of subsidy required.
- The basement and groundwater flooding present risks and would need to be factored into the design.
- Restoration of a Category 2 heritage building will involve risk to the capital project.
- Upfront capital costs for DCC with no developer partnership.

Option Three – Re-engage with Performing Arts Stakeholders

53 The findings of Phase One were tested and confirmed in March 2019 with public feedback sessions. However, given the elapsed time and acknowledging the impact of COVID 19, and the feedback from the 10 year plan, a further re-engagement with performing arts stakeholders could be undertaken.

54 Funding could be ring-fenced from year 2 of the 10 Year Plan to enable further engagement.

55 Staff would report back on results of the re-engagement in time for the Annual Plan 2022/23.

Advantages

- Re-engagement with performing arts stakeholders will allow further feedback to be received.
- Some time has elapsed since Phase One and it may be beneficial to check if assumptions in the Phase One report remain valid.

Disadvantages

- Potential for reputational risk with the performing arts community feeling that it has already provided feedback.
- Further delay in future provision for the performing arts ecology.
- Potential reputational risk with national and local arts funders.
- Less professional theatre and performing arts activity, including small to medium scale live music will affect the sustainability of the city's arts and culture ecology, including amateur and professional practitioners, educators, and career pathways.
- Continued audience erosion for Dunedin communities with little access to live professional performing arts experiences.

NEXT STEPS

56 If the Athenaeum option is progressed, the design and fitout of the project will work alongside the developer's base build. Design would take place alongside the developer's construction phase.

57 If the Mayfair Theatre option is chosen, ownership of the Mayfair Theatre (100 King Edward Street) and associated buildings will be progressed.

- 58 If further engagement is selected, staff will undertake this work.
- 59 The governance and management model will be developed.

Signatories

Author:	Cara Paterson - Relationship Advisor – Arts and Culture
Authoriser:	Simon Pickford - General Manager Community Services

Attachments

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SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities.
 This decision promotes the social well-being of communities in the present and for the future.
 This decision promotes the economic well-being of communities in the present and for the future.
 This decision promotes the cultural well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Professional theatre and the performing arts are a key part of the city's arts and culture ecology and support delivery of the Ara Toi, Social Wellbeing and Economic Development strategies. The development of a new performing arts centre would also help deliver some of the objectives of the Spatial Plan and the Integrated Transport Strategy.

Māori Impact Statement

Mana whenua are represented on the steering group for the feasibility study. Consultation has also been undertaken with Māori performing arts practitioners. The preferred option does not provide enough for a whare haka (a space that would include enough room for kapa haka to perform etc). Further consideration will be given to how this need can be met, e.g. as part of the wider network of supporting spaces.

Sustainability

Less professional theatre and performing arts activity could affect the sustainability of the city's arts and culture ecology (including amateur and professional practitioners, educators and career pathways) and short and long term access of Dunedin's communities and audience to professional theatre.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

At present there is a provisional capital budget of \$4.8 million included in the 2026/27 financial year for Sammy's.

For the purposes of consultation, operating costs of \$4.6 million and \$17.1 million of capital were included in draft 10 Year Plan budgets.

Financial considerations

The capital and operational costs for the venues are summarised in the report.

The Charcoalblue feasibility study was joint funded by Creative New Zealand. CNZ contribution was \$120,000. DCC's contribution was \$177,950.

SUMMARY OF CONSIDERATIONS

Significance

The report is assessed as being of low significance in terms of the Council's Significance and Engagement Policy.

Engagement – external

External engagement has included working with a Project Steering Group with representatives from Stage South, CNZ, mana whenua and DCC. Detailed discussions have been held with Zeal Land Ltd. Staff have also had ongoing conversations with the Mayfair Trust. The project has been informed by discussions with a Project Advisory Group that is made up of key representatives from the Phase One engagement, representing knowledge and expertise from a range of sector constituents to ensure that the project is informed by local participation. Informal discussions have been held with the Ministry of Culture and Heritage, the National Lottery, and Otago Community Trust.

Engagement - internal

Engagement has taken place with Enterprise Dunedin, City Development, Ara Toi, Property Services, Finance and Corporate Services and Communications and Marketing.

Risks: Legal / Health and Safety etc.

Various risks for each option are detailed in the report.

Conflict of Interest

There is no known conflict of interest.

Community Boards

There are no implications for Community Boards

REPORT

DUNEDIN PERFORMING ARTS FEASIBILITY STUDY

PHASE THREE REPORT

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EXECUTIVE SUMMARY

In October 2018 Charcoalblue undertook to deliver a Feasibility Study into the performing arts in Dunedin, based on the following summary brief from the Dunedin City Council:

"Dunedin City Council, with support from Creative New Zealand, is commissioning a comprehensive study into future options for a venue for the performing arts in the City. This should consider a range of options for ensuring the continued provision of performing arts including professional theatre. The recommendations produced should be focussed on a fit for purpose venue as well as providing advice on the most effective governance arrangements and sustainable business model in the medium to long term."

The report was to be delivered in three phases with a separate Phase Report at each stage.

Phase One – Vision Development and Diagnostic Study

Phase Two – Options Analysis

Phase Three – Further Development of the Design of the Preferred Option

Following completion of Phase Two, a further Intermediate Report was issued in September 2020, titled "Athenaeum Analysis – Location Study Report".

This is the report for Phase Three and should be read in conjunction with Phase One, Phase Two and the Intermediate Report.

The original definition for the Phase Three Report was as follows:

- *Further development of the design of the "preferred option";*
- *More detailed financial modelling;*
- *Recommendations for governance and organisational development, including revenue generation, risk management and stakeholder engagement plans.*

"The main output of work at this stage will be the delivery of a full suite of materials required to bid for capital funding and initiate the process of delivering the preferred option."

Concluding the Feasibility Study with this Phase Three Report was premised on there being a consensus of opinion and agreement by the contracting parties on the "preferred option" for a site and aspiration following the completion of Phase Two.

In order to reach that preferred option status, Dunedin City Council undertook an internal evaluation of the recommendations submitted under Phases One and Two, and in particular the viability of the site options that the team had evaluated. During this period other external factors had to be taken into account, which extended the evaluation period and ultimately led to the compilation and issue of the Intermediate Athenaeum Study Report in October 2020. In no order of priority these included:

- The Global Pandemic
- DCC budget reviews
- Further site option reviewing by DCC
- Partnership proposals from the Dunedin Athenaeum owner

The Athenaeum Study Report contained elements of the original Phase Three brief in order to test the feasibility of that option against the work carried out in Phases One and Two. This included checking against the scope of the spaces the community were asking for, the stated aspiration for nurturing a sustainable performing arts infrastructure and ecology and an examination of likely capital and running costs.

The Athenaeum site and the principles set out in that report were chosen by DCC as their "Preferred Option" in December 2020. In February 2021 the Consultant team received final instruction to complete the Phase Three outstanding scope, based on this DCC decision.

This report builds on the Athenaeum Study, adds some more thinking around the way forward for the building layout and delivers on the promise of "... a full suite of materials required to bid for capital funding and initiate the process of delivering the preferred option...".

The Charcoalblue team are:

- **Charcoalblue Pty Ltd**
- **Jasmax Architects**
- **Randall Arts Management**
- **Dr Dorita Hannah**
- **RDT Pacific**

THE PREFERRED OPTION

As noted in the Executive Summary, DCC have instructed the Charcoalblue team to conclude the Phase Three Report using the Athenaeum as the preferred site. We understand that DCC are negotiating with the building owner with the intent to enter into a form of joint venture for the redevelopment of the building to house new performing arts facilities for Dunedin. This remit of the Charcoalblue report does not include any detail or deal with those negotiations and concentrates on how the preferred option could reflect the conclusions of the Phase One and Phase Two reports; the needs of the Community as identified; and offering commentary on any further consideration needed to fulfil the aspirations presented over the journey of this Study.

The Charcoalblue Athenaeum Study Report from October 2020 included some early thoughts on how the building could be altered to provide the Schedule of Accommodation and facilities identified and an order of costs for fitting the new facility out. That work tested the overall floor areas and volumes required against the existing structures in very basic terms. It was based on the predication that the current building Owner will complete a substantial renovation including structural works and basic services to present a "shell and core" ready for DCC as a tenant to complete the technical and finishes fit-out work to an agreed brief.

The report also highlighted the areas that were unlikely to be accommodated and still required consideration to meet community needs.

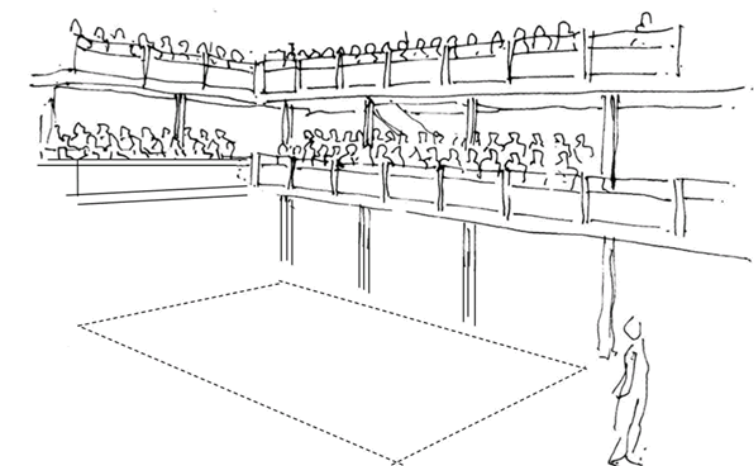
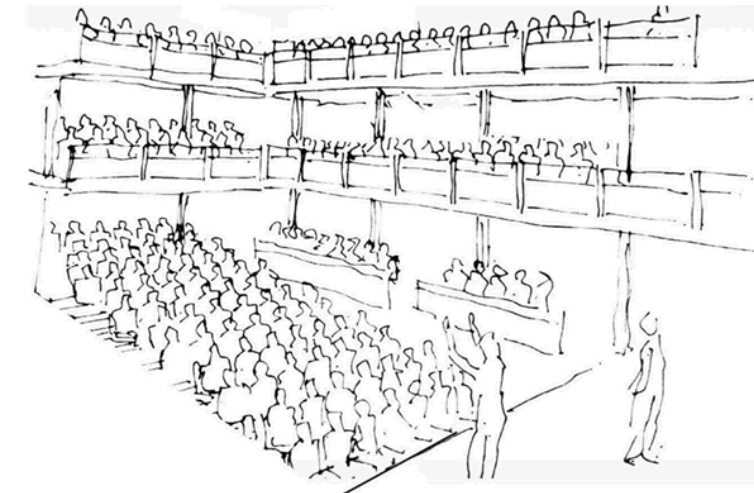
FURTHER TESTING

Since October the Charcoalblue team have carried out further examination of that work to provide more assurance and guidance for a future design process. The results of that work are presented here, with the note that the work is preliminary and does not yet constitute a full Feasibility Study or Concept Design. The existing Athenaeum building contains as many potential restrictions as it does opportunities. There are many areas of investigation and testing before reaching an ideal solution to the original scope of this study. This is a building of character and heritage which needs respect in order to find the best possible outcome. In order to progress that important work, a more detailed process should be undertaken involving the building owner and DCC, to ensure the specialist input for theatre design is undertaken as a future exercise before any work on site is undertaken.

The conclusion of this recent work is still that the Athenaeum site provides a well located opportunity to finally provide the community with a new presenting venue for professional and amateur performing arts in Dunedin. Although, the site available will have restrictions that prevent the full suite of the ecology of spaces that our findings have identified being co-located.

In the October report we examined the options for capacity of a proposed auditorium by the use of precedent overlays, concluding that the "Lower Capacity" option was more favourable to the site constraints particularly around heritage issues. We have again tested the proposal for a courtyard format, flexible venue with front of house foyers, administration and back of house facilities, and still believe that the lower capacity auditorium of circa 300 – 325 persons is achievable. What will be important to develop is a space with flexibility of format which allows multiple uses – not just as a traditional end-on seating performance space, but also able to be used in many performance modes and as a function/event space available for hire.

At this stage with limited design work we believe there is the possibility of a beautiful solution that will explore concepts beyond the idea of an "anything goes black box" and result in a room of character and soul that speaks to the existing heritage features as well as the entire Dunedin community.



SCHEDULE OF ACCOMMODATION

The Athenaeum Report contained a revised Schedule of Accommodation which identified the key areas required for a functioning performing arts venue only on this site. However there are still other spaces which the Study identified as required to meet the conclusions of the earlier reports and importantly the needs of the Community and the Stakeholder engagement. We have often referred to this as an “ecology” of spaces, which honour the Ara Toi design principles while developing and nurturing a sustainable infrastructure.

At this early stage it is not yet possible to determine the full extent of accommodation that will be possible on the site. This is due to several factors, including Heritage status, structural alterations, legal and commercial matters between Owner and tenant, costs, etc. Until a full Feasibility Study and Concept design is commissioned and these matters and options are examined between parties we have assumed a similar foot print as envisaged in October 2020. We would recommend that at the earliest possible stage more testing is carried out with the owner to look at whether more studio and hub spaces can be designed into this site, whether that is the correct way forward and then how to deal with any residual spaces in a positive way for the community.

The table opposite highlights three things:

1. Pink column is the target areas deemed advisable.
2. The green boxes are the areas deemed achievable within the Athenaeum site.
3. The orange boxes are areas not yet allocated to the site.

The green boxes all need testing further with detailed plans.

The orange boxes would be desirable on the site but subject to the ability to create more floor area within the building and outside our current remit. If they cannot be fitted on the site they should be considered still part of the resolution of this Study and planned for elsewhere.

18138 - Duendin Performing Arts Feasibility Study 2019				
Schedule of Accommodation proposed				
Performing Arts Centre				
A Public Areas	TARGET IDENTIFIED	COMMENTS	ATHENAEUM STUDY	UNALLOCATED SPACES
Lobby				
Foyer	315	75% off 450 pax in foyer with 0.75 sqm each	235	
Cloakroom	15	combined in cloakroom	15	
Accessible toilets	5		5	
Male toilets	40		35	
Female toilets	132		100	
Total Public Areas	507			
Ticketing				
Box office & Reception	16	room for up to 3 stations if each is 4m2	15	
Box office public waiting	0	Included in foyer space		
Box Office Manager office				
Box office back office	20	Box Office Manager and FOH Manager and "back office"	15	
Total Ticketing	36			
Catering				
Bar	22		20	
Store	15		15	
Cafe	75		70	
Servery	30		30	
Cafe kitchen, stores, prep	45		30	
Extra over kitchen for function catering - re-heat				
Cleaners store	8	to service all FOH areas	8	
Catering staff changing	0	part of locker changing		
Wine and spirits store	20		15	
Chilled beer store	20		15	
Central bar store	0	Included in wine and spirit store	10	
Other stores, chemicals etc	0	Included in cleaning store		
Refuse	0	Included in bin store/compactor	10	
Total Catering	236			
FOH breakout spaces				
General Furniture/FOH store	20		20	
Family Room	12			
Total FOH Break-out Spaces	32			
Retail				
Shop space	60	2 spaces at 30sqm each to be rented out, storage for each incl		
Retail Manager office	0			
Shop storage	0			
Total Retail	60			
FOH Services				
House Manager office	0	now included in Box Office Manager		
Ushers and catering staff changing areas	16		15	
Ice cream & programme store	0			
Housekeeping office	0		10	
Housekeeping store	0	Include in furniture store		
FOH store	0	Include in furniture store		
Cleaner stores	0	See above		
Total FOH Services	16			
B Main Creative Space				
Auditorium & stage				
Auditorium seating areas + stage	625		580	
Technical catwalks (within gross)				
Decking/seating storage	60	could be substage if automated or storage room	40	
Total Stage & Auditorium	685			
Technical accommodation				
General store	30	Combined general and drapes	30	
AV store	30	Combined electrics/AV store	15	
Electrics store	0		15	
Stage and equipment drapes	0		20	
Maintenance store	15		15	
Maintenance workshop				
Set/props making workshop	50	Combined workshop and making space		
Electrical/AV workshop	0			
Piano store (conditioned)	15		25	
Electrical distribution	0		15	
Showers	8	backstage showers for general use	8	
Total Technical Accommodation	148			
Get-In				
Truck bay (external to bldg)				
Refuse room/ Compactor	15			
Get-In/scene dock	60	services all three performance spaces	60	
Total Get-In	75			

F Performer Areas - BOH			
Dressing rooms			
Dressing room (double)	15	with shower and toilet	15
Accessible dressing room nr stage (double)	15	with shower and toilet	15
Dressing room (4 person)	20	with showers	20
Dressing room (4 person)	20	with showers	20
Dressing room (4 person)	0	reduced all with showers	
Ensemble OR (12 person)	30	reduced to 10 people with showers	40
Ensemble OR (12 person)	30	reduced to 10 people with showers	
Male toilets	48	Spread across BOH levels, to be used by all staff not just performers	45
Female toilets	60	Spread across BOH levels, to be used by all staff not just performers	55
Accessible toilet and shower	5		
Total Dressing Rooms	243		
Support accommodation			
Vig & wardrobe/maintenance	25		
Laundry	18		15
Quick change nr stage	0		8
Greenroom with kitchen	50		45
Cleaners stores generally	10	reduced to one for BOH spaces	
Total Support Accommodation	101		
C Dance Studio			
Audience and performance area	200		200
Technical catwalks (within gross)			
Associated storage	50		50
Total Studio	250		
D Whare Tapere			
Audience and performance area	200		200
Technical catwalks (within gross)			
Associated storage	50		50
Total Whare Tapere	250		
F Staff/Administration Rooms			
Technical Manager office	12		12
Crew room and lockers/changing	20		15
Visiting Company office	12		
Administrative areas			
Reception & waiting area	4		10
Meeting rooms x2	80	room for 8 people	
Theatre CEO	16		20
Head of Programming and Creative Partnerships		open plan office for all roles	30
Industry Development Manager	30		
Venue Operations Manager			
Head of Marketing Services and Commercial			
Corporate Services Manager	18		
Copying & stationary, filing & storage	10		
Kitchenette, toilets, shower, changing	25		5
IT/comms/server	5		5
Cleaner's stores	5		
Co-working space			
Shared hot desks for up to 20 people	38	reduce size	
Stage door			
Stage door/Reception	15		15
Stage door waiting area	5		
Toilet x2	0		
Total Admin	291		
HUB			
Small practice room x8	80	reduced to 4 rooms	80
Medium studios x2	100	kept as 2 rooms	100
Large ensemble rooms x2	120	reduced to 1, but space to have small performance in here, say 30-40	120
Associated storage	15		15
Total HUB areas	315		
Total NET usable area	3317		1903
Grossing rate (50%)	50		50
Total plant, circulation and tech areas	1659		982
Total GROSS Area	4976		2945
			1223

BUILDING PLANNING ZONES

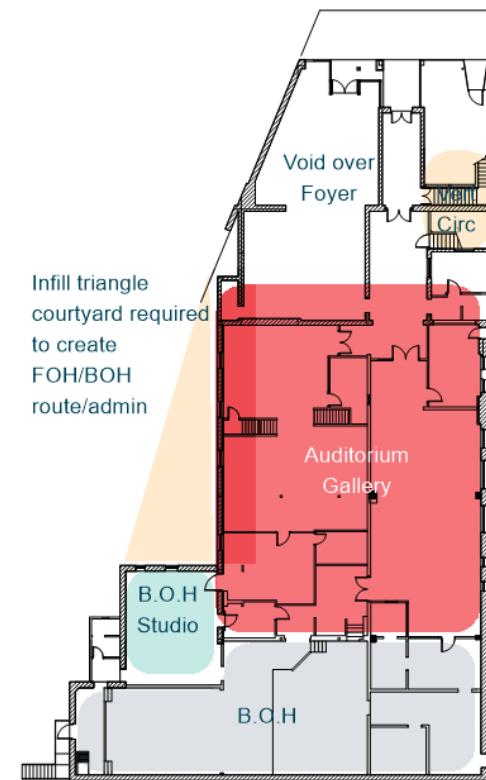
Further to the block plans and sections tested in the previous study, we have examined the planning in more detail and provide some updates to the blocks which we believe will be needed, particularly around the front of house areas which are currently below the areas required. We believe that the triangular external court area to the west will be a useful and necessary link space connecting FOH and BOH and avoiding the auditorium block. We would be keen to develop that in some form, perhaps as associated administration space. That could then allow the upper floor of the facade block facing the Octagon to be incorporated as foyer/reception/space serving upper levels of the auditorium and relieve FOH pressures.

The auditorium box would ideally be extended north beyond the current structural bluestone wall, and we would encourage examination of structural openings to enable deeper stalls rows of seats on a low gallery, or storage of a retractable seating unit.

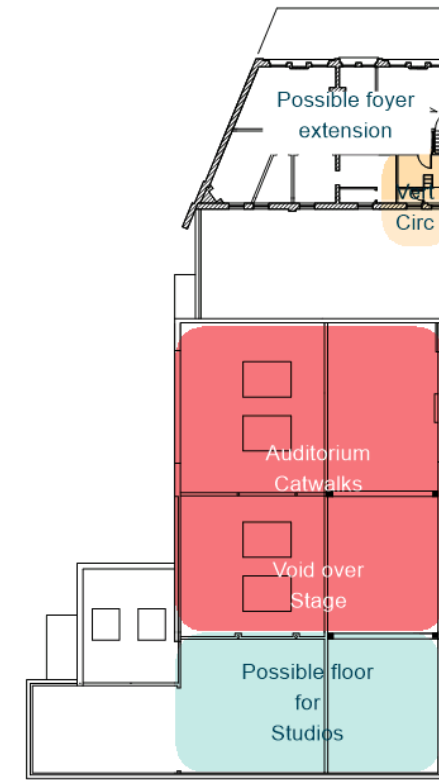
The setting of any theatre floor levels usually begins at loading bay and stage get-in level. Until this is examined in relation to all surrounding datum levels it is hard to determine auditorium levels and opportunities for the BOH floors and the formation of a small band pit. Our section suggests we would prefer a pit area built into the slab to provide flexibility for performance. All levels and heights will be set from stage when fixed. Our 13 metre clearance is a minimum starting point from stage to underside of roof, to provide a usable and safe technical gallery and zone for mechanical services, and will need confirming once Detail Planning begins. These basic dimensions affect the existing roof, requiring extra height. Together with the options for the BOH area heights and number of floors, we see this being an area in need of heritage approval very early in feasibility.

If it is possible to gain a floor in the BOH area and build studios on the top floor, raising the roof to equal the auditorium, there could be a possibility of achieving some further community use spaces here in line with the Schedule of Accommodation.

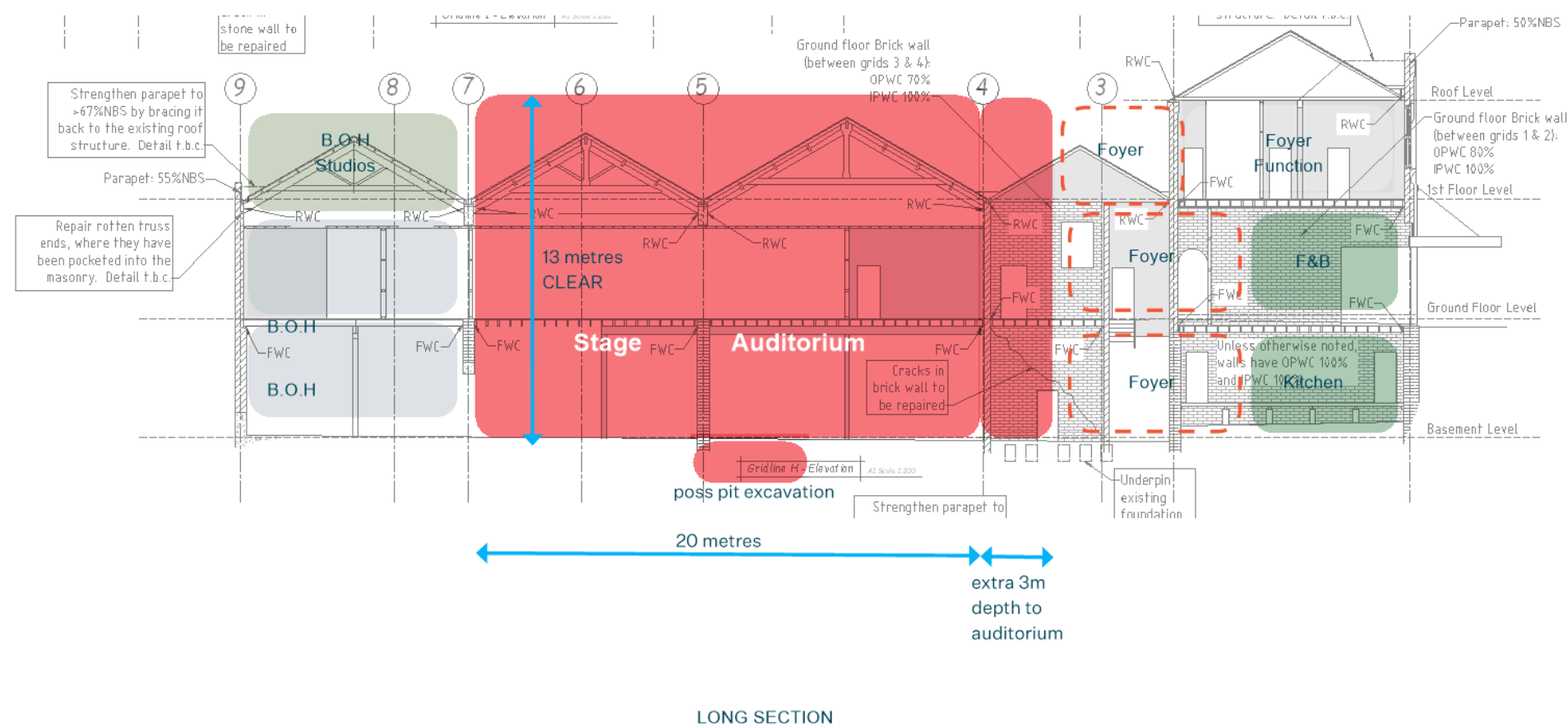




UPPER GROUND FLOOR



FIRST FLOOR



DESIGN NARRATIVE

Explorations of the Athenaeum building reveal that any sizable auditorium or public performance studio will necessarily result in the removal of the existing double-height library space. However, this investigation has led to a proposal that works with the library footprint and is sensitive to maintaining – through repositioning and/or replicating – the heritage features of steel columns, capitals and shallow arches. This includes retaining a large part of the lower bluestone wall, but looking to puncture rather than demolish.

The proposed flexible courtyard model includes internal circulation to reach stage floor level as well as two tiers of balconies wrapping three sides. This allows for seating options for 250 – 300 – 325 seat total capacity by ‘papering the walls with people’: enhancing intimacy and allowing for spectators to be seated in the main body of raked seating with more on the side galleries. The height and acoustic volume required will necessitate raising the existing heritage roofs and structure, requiring Consent.

Raising the roofs also allows for an added floor in the back of house in order to gain space for potential day lit studios.

The atmosphere of the courtyard theatre would be enhanced by the heritage texture of brickwork and bluestone as well as the structural steelwork and the raised existing roofing truss structure.

We also suggest retaining the BOH side room with upper skylight as a heritage space, which could be publicly accessed through extending the floor plate by filling in the triangular courtyard to the west of the building, which adjoins the Dunedin Social Club. The triangular infill space could provide valuable foyer space but would be better used for theatre administration with an extended foyer overlooking the Octagon and inner public lobby.

The flexibility required in the auditorium could be achieved simply with careful experienced theatre design, utilising:

- a tiered pit
- mobile retractable seating
- seating galleries with well considered sight lines
- laboursaving technical systems
- flexible proscenium zone
- creative exploration and efficient operation.

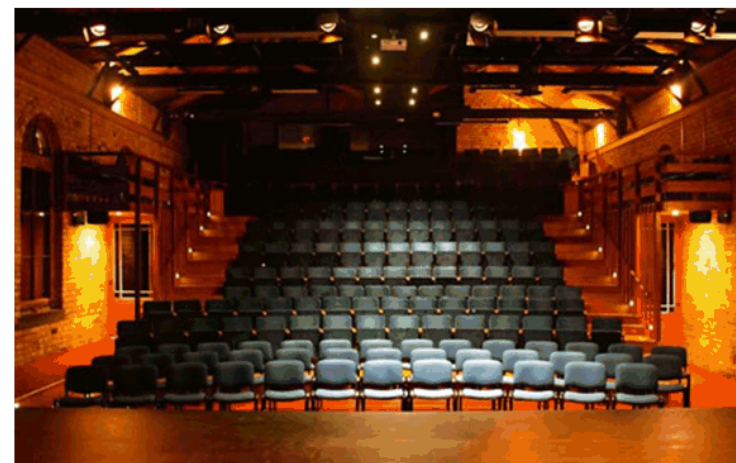
CONTEMPORARY AUDITORIA IN HISTORICAL SETTINGS



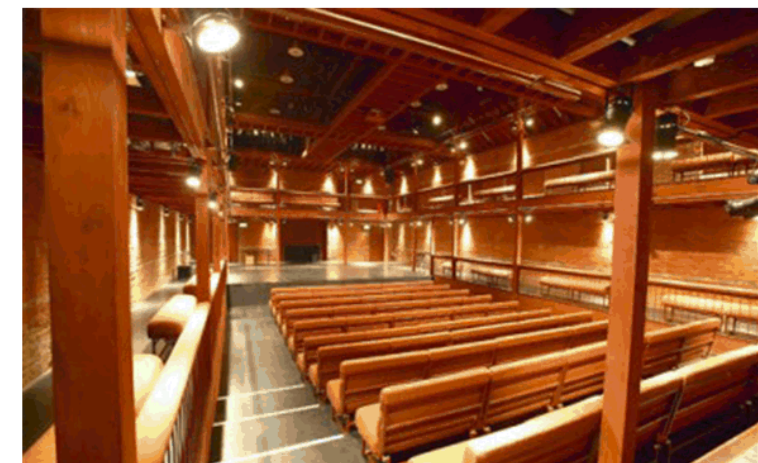
The Almeida Theatre, Islington



The Nevill Holt Opera House, Leicestershire



Pumphouse Theatre, Takapuna, Auckland



St Edward's School, North Wall Theatre, Oxford

DUNEDIN – UPDATED BUSINESS CASE OPTIONS

OUR BRIEF

- Develop a revised business model for the Athenaeum option, reflecting the size of the facility and the single presentation space and the limited hospitality, retail and commercial opportunities.
- Based on previous work in relation to the Mayfair Theatre, undertake a further high-level review of the feasibility in terms of its financial and market development potential with specific reference to its South Dunedin location.
- Review and recommend Governance options for the new theatre, assuming the development of the Athenaeum site.

1. REVISED FINANCIAL OPERATING MODEL

KEY ASSUMPTIONS

A single performance space with an average capacity of 300. This may be varied depending on layout, but likely to be no more than 350 if a combination of standing and seated was used for events such as music concerts.

A foyer space that also houses a bar/café capable of servicing the needs of theatre patrons in the context of the vibrant Octagon precinct. There is some potential for this to operate outside of theatre needs and be available from time to time for functions and events.

The new theatre will be actively curated and programmed rather than operate primarily as a “hall for hire”. The reasons for this approach include:

- The Dunedin Performing Arts Study brief was directed at addressing the needs of the Dunedin community beyond simply facility development. The findings emphasised the community's desire for ongoing leadership and investment in both creative development and accessibility to a broad range of professional standard live arts and entertainment opportunities, as well addressing significant gaps in terms of suitable facilities.
- The PAS brief assumed that any solution would require investment in audience development, as well as address the impacts of the loss of the Fortune Theatre Company in terms of employment and content.
- The market (supply side) is unlikely to provide anything like the critical mass of programming required to activate the new theatre simply by renting the space. National touring circuits in New Zealand generally assume that a local presenter will partner with promoters and producers and take responsibility for presenting seasons locally.
- A notional average maximum capacity of 300 attendees is at the lower end of what we assessed as optimum for a new theatre. This reduces commercial attraction for promoters and further indicates the need for highly skilled and market savvy local programming and marketing resources.

- To address creative development and local production needs will almost certainly require access to small studios and rooms as we originally envisaged. What should be avoided is using the new theatre space for extended rehearsal and development periods. With only one space theatre needs to be focussed on presentation and audience development – it needs to be activated and therefore high levels of programming have been forecast (200 performances p/a by year 5 of full operations).
- We have generally assumed a 2% CPI rate.

SPECIFIC ASSUMPTIONS

Note	Revenue Assumptions	Comments																																																												
1	Sponsorships, Donations, Philanthropy	We have set a target of 10% of total, non-grant, revenues would come from these sources and support operations. This is a "challenge" target for management but from our understanding of the Dunedin community and previous support for Fortune Theatre Co (FTC) not an unreasonable one. Excluding Council's and CNZ's contribution in 2016 FTC raised \$300k from sponsorships.																																																												
2	Theatre Rental	We have assumed a standard average charge equivalent to \$3.25 per "seat" or \$975 per day and that theatre would pay itself rental i.e. ticket prices for its own shows would account for venue rental costs. No other venue rental is included in this option. Theatre rental accounts for 18% of total revenue not including any operating subsidy. If a subsidy is assumed, then this drops to 11% and this aligns with relevant available benchmarks. ¹																																																												
3	Venue Presented Programming	We have assumed the need for an annual programming subsidy pool of \$175k by Year 5 per worksheets. The programming strategy of specific streams and events is similar to but reduced from the Stage 2 option.																																																												
4	Labour Recoveries	Casual labour costs are recovered from users including the theatre's own programming.																																																												
5	Ticketing	The theatre will run its own ticketing business (essential for market/CRM purposes) and recover costs plus a small surplus.																																																												
6	Other cost recoveries	Include special equipment hire and other minor charges. It is assumed that the theatre will be well fitted out to meet a wide range of requirements in terms of lighting, sound, staging and A/V.																																																												
	Expenditure Assumptions																																																													
7	Wages and Salaries	<p>Core staffing is not reduced to 10.6 FTE.</p> <p>It is assumed that the Director will combine both CEO and Artistic Director roles and that the theatre operates as a stand-alone incorporated not for profit entity but this is subject to any decisions regarding the preferred governance model.</p> <table><tr><th colspan="2">Permanent Sals</th><th colspan="2">Indicative Year - Mature Operations</th></tr><tr><th>Positions</th><th>FTE</th><th>\$</th><th>Total</th></tr><tr><td>Director</td><td>1</td><td>\$ 125,000</td><td>\$ 125,000</td></tr><tr><td>Corporate Services Mgr</td><td>1</td><td>\$ 90,000</td><td>\$ 90,000</td></tr><tr><td>Bookkeeper/Admin Asst</td><td>0.7</td><td>\$ 65,000</td><td>\$ 45,500</td></tr><tr><td>Head of Marketing Services and Commercial</td><td>1</td><td>\$ 90,000</td><td>\$ 90,000</td></tr><tr><td>Digital Marketing Coord</td><td>0.5</td><td>\$ 75,000</td><td>\$ 37,500</td></tr><tr><td>Publicist</td><td>0.4</td><td>\$ 75,000</td><td>\$ 30,000</td></tr><tr><td>Mgr CRM/Box Office</td><td>1</td><td>\$ 75,000</td><td>\$ 75,000</td></tr><tr><td>Producer DOPAC Presents</td><td>1</td><td>\$ 80,000</td><td>\$ 80,000</td></tr><tr><td>Venue Operations Manager</td><td>1</td><td>\$ 100,000</td><td>\$ 100,000</td></tr><tr><td>Ops Coord</td><td>1</td><td>\$ 65,000</td><td>\$ 65,000</td></tr><tr><td>FOH Super</td><td>1</td><td>\$ 70,000</td><td>\$ 70,000</td></tr><tr><td>Technical Mgr</td><td>1</td><td>\$ 90,000</td><td>\$ 90,000</td></tr><tr><td></td><td>10.6</td><td></td><td>\$ 898,000</td></tr></table> <p>On costs are estimated at 13% average.</p> <p>Casual salaries are recoverable as per Note 4</p>	Permanent Sals		Indicative Year - Mature Operations		Positions	FTE	\$	Total	Director	1	\$ 125,000	\$ 125,000	Corporate Services Mgr	1	\$ 90,000	\$ 90,000	Bookkeeper/Admin Asst	0.7	\$ 65,000	\$ 45,500	Head of Marketing Services and Commercial	1	\$ 90,000	\$ 90,000	Digital Marketing Coord	0.5	\$ 75,000	\$ 37,500	Publicist	0.4	\$ 75,000	\$ 30,000	Mgr CRM/Box Office	1	\$ 75,000	\$ 75,000	Producer DOPAC Presents	1	\$ 80,000	\$ 80,000	Venue Operations Manager	1	\$ 100,000	\$ 100,000	Ops Coord	1	\$ 65,000	\$ 65,000	FOH Super	1	\$ 70,000	\$ 70,000	Technical Mgr	1	\$ 90,000	\$ 90,000		10.6		\$ 898,000
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8	Other Employee Related Costs	As listed in the detailed P and L. Travel, membership fees, recruitment etc. It should be expected that the Director in particular will be expected to undertake extensive travel nationally and to Australia and on occasion further afield.
9	Marketing and Publicity	The \$153-167k PA budget is applicable to the theatre's general operations and assumed the individual seasons would have their own budget requirements reflected in project budgets.
10	Ticketing Costs	Associated with software and consumables.
11	Annual Lease Costs	Payable to the building owner – NOT calculated, subject to commercial negotiation.
12	Other General Admin and Maintenance costs	These have been estimated at a high level of \$90 per m2 of building (2,000 m2) based previous work undertaken for an Auckland based project and will require specific study as the project progresses but we believe this to be an adequate sum for this type of project.
13	Professional Fees	These are not specifically identified but could be applied to audit fees for example.
14	Programming Expenditures	We have assumed that theatre will subsidise on average 80 performances a year at a net cost of \$126kPA by Year 5 in addition to any other presentation arrangement they may make. We have also incorporated a further allowance of \$50k PA for other development, commissioning and presentation costs
15	Food and Beverage Costs	We have only assumed a net 15% return on sales rather than a more detailed breakdown. Theatre bars are averaged at a \$3.50 per head spend per patron. Café sales assume 120 pax per day at an average spend of \$20 per head. These assumptions should be specifically refined as the project is further developed and with reference to local business experience.

FIVE-YEAR OPERATING MODEL FORECAST

SUMMARY

Summary	Athenaeum Site				
	Year 1	Year 2	Year 3	Year 4	Year 5
Grants and Contributed Revenues	\$ 150,000	\$ 153,000	\$ 156,060	\$ 159,181	\$ 162,365
Venue Rentals	\$ 217,718	\$ 247,748	\$ 283,333	\$ 296,811	\$ 305,023
DŌPAC Presentations - Box Office	\$ 443,625	\$ 485,100	\$ 554,400	\$ 554,400	\$ 554,400
Labour Recoveries	\$ 145,742	\$ 213,605	\$ 238,388	\$ 246,485	\$ 250,616
Earned Revenues e.g. F and B, Tenants	\$ 104,289	\$ 114,550	\$ 121,832	\$ 125,542	\$ 128,424
Ticketing Business	\$ 139,339	\$ 164,218	\$ 187,805	\$ 196,739	\$ 202,182
Other Cost Recoveries/Misc Revenues	\$ 42,000	\$ 42,200	\$ 42,404	\$ 42,612	\$ 42,824
TOTAL INCOME	\$ 1,242,712	\$ 1,420,420	\$ 1,584,223	\$ 1,621,769	\$ 1,645,835
Expenditure					
Salaries & Wages	\$ 1,164,456	\$ 1,254,465	\$ 1,300,625	\$ 1,330,057	\$ 1,355,839
Total Other Employee Related Costs	\$ 77,500	\$ 79,050	\$ 80,631	\$ 82,244	\$ 83,888
Total Corporate (Non Events)					
Marketing & Publicity	\$ 153,000	\$ 156,060	\$ 159,181	\$ 162,365	\$ 165,612
Ticketing Expenses	\$ 21,000	\$ 21,420	\$ 21,848	\$ 22,285	\$ 22,731
Total Administration/Facility OpEx	\$ 180,000	\$ 183,600	\$ 187,272	\$ 191,017	\$ 194,838
Total Net Programming	\$ 602,500	\$ 645,000	\$ 730,000	\$ 730,000	\$ 730,000
TOTAL EXPENDITURE	\$ 2,223,456	\$ 2,364,595	\$ 2,504,558	\$ 2,542,969	\$ 2,577,908
Operating SURPLUS/(DEFICIT) -	(\$980,744)	(\$944,176)	(\$920,335)	(\$921,199)	(\$932,073)

VENUE UTILISATION AND PROGRAMMING

Studio Theatre - Flexible set at 300 pax average capacity		Year 1	Year 2	Year 3	Year 4	Year 5
Programming Streams	Comments					
External Theatre Hirer/Presenter - local and non-local	Expectation is that most demand would come from local groups looking for a more intimate but still viable theatre space. Works from Tourmakers, Court Theatre and similar would be expected to be presented with the major seasons as a self or co-presentation.	15	16	18	20	20
Self/Co-presented season Ōtepoti Classic	6 to 10, 1-3 weeks long seasons of theatre curated and presented by the Centre	65	70	80	80	80
Self/Co-presented seasons - New Adventures & Made to Move - dance	New Adventures 4-6 fully realised works in 1-2 week seasons plus a further 4-6 developing works showcased for 1 or 2 sessions. Dance - A celebration and exploration of human movement. This stream would have some programming drawn from other streams but also feature 2-3 specific events/seasons.	25	30	35	35	35
Self/Co-presented season "Pakiwaitara/Korero pono"	It is expected that at least 4-6 specific events would be commissioned and presented each year in addition to programming featured in other streams.	15	20	25	30	30
Self/Co-presented season Festivals (e.g. Fringe, Arts, Comedy)		25	30	35	35	35
Self/Co-presented season - Music (Sunday Sessions/Dunedin sound)	Sunday Sessions 2 programs a year of 6-7 performances each brought together by specialist curators (usually local). Dunedin Sound = 2 programs of 6-7 performances each but possibly more casual late-night gigs as demand and venue operations allow.	10	10	10	10	10
Self/Co-presented season - Kids and Families	No specific targets at this point but something every week, possibly Sunday mornings for families.	5	10	10	10	12
Rehearsals/Workshops/Development		40	40	40	40	40
Meetings/Functions/Special Events	These may include special private celebrations, conferences/meetings, launches, civic events etc.	3	5	6	6	6
Total Projected Events PA		203	231	259	266	263
Days	assume average of 1.1 days utilisation per event	223	254	285	293	295
By Venue Hire Rates						
Standard Hire -		223	254	285	293	295
		223	254	285	293	295

DETAILED PROFIT AND LOSS

INDICATIVE Multi-Year OPERATING BUDGET					
INCOME & EXPENDITURE \$	Year 1	Year 2	Year 3	Year 4	Year 5
INCOME					
Sponsorship/Donations/Fundraising - Towards Operating, not Capital	\$150,000	\$153,000	\$156,060	\$159,181	\$162,365
Grants - TBC					
Grants and Contributed Revenues	\$150,000	\$153,000	\$156,060	\$159,181	\$162,365
Venue Rentals (Excluding Internal Hire Charges if applicable)					
<i>Studio Theatre - Flexible set at 300 pax average capacity</i>					
Standard	\$217,718	\$247,748	\$283,333	\$296,811	\$305,023
Venue Rentals	\$217,718	\$247,748	\$283,333	\$296,811	\$305,023
Programming (Includes payment of venue rentals)	\$443,625	\$485,100	\$554,400	\$554,400	\$554,400
DOPAC Presentations - Box Office	\$443,625	\$485,100	\$554,400	\$554,400	\$554,400
Wage Recoveries	\$145,742	\$213,605	\$238,388	\$246,485	\$250,616
Labour Recoveries	\$145,742	\$213,605	\$238,388	\$246,485	\$250,616
Earned Revenues e.g. F and B, Tenants					
Estimated net Revenues from Theatre Bars	\$26,126	\$33,960	\$38,838	\$40,686	\$41,812
<i>Estimated Net Revenues from Functions and Events - Currently included in Foyer Café Estimates</i>	\$0	\$0	\$0	\$0	\$0
Estimated Net Revenues from Foyer café	\$72,720	\$74,174	\$75,658	\$77,171	\$78,714
Merchandise Royalties	\$5,443	\$6,415	\$7,336	\$7,685	\$7,898
Earned Revenues e.g. F and B, Tenants	\$104,289	\$114,550	\$121,832	\$125,542	\$128,424
Ticketing Business					
Net Ticketing Fees - projected	\$139,339	\$164,218	\$187,805	\$196,739	\$202,182
Ticketing Business	\$139,339	\$164,218	\$187,805	\$196,739	\$202,182
Equipment Hire	\$10,000	\$10,200	\$10,404	\$10,612	\$10,824
Publicity Fees/Cost Recoveries	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Other Cost Recoveries	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Internal Charges Cost Recoveries	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Other Cost Recoveries/Misc Revenues	\$42,000	\$42,200	\$42,404	\$42,612	\$42,824
TOTAL INCOME	\$1,242,712	\$1,420,420	\$1,584,223	\$1,821,769	\$1,845,835

EXPENDITURE \$					
Salaries & Wages					
Permanents	\$898,000	\$915,960	\$934,279	\$952,965	\$972,024
Casuals	\$132,492	\$194,186	\$216,717	\$224,077	\$227,833
Contract Staff					
On Costs on Perms and Casuals @ 13 % - current	\$133,964	\$144,319	\$149,629	\$153,015	\$155,981
Salaries & Wages	\$1,164,456	\$1,254,465	\$1,300,625	\$1,330,057	\$1,355,839
Other Employee Related Costs					
Membership Fees	\$2,000	\$2,040	\$2,081	\$2,122	\$2,165
Seminars/Conference Fees	\$2,000	\$2,040	\$2,081	\$2,122	\$2,165
Staff Training	\$5,000	\$5,100	\$5,202	\$5,306	\$5,412
Staff Recruitment Costs	\$10,000	\$10,200	\$10,404	\$10,612	\$10,824
Medical Costs	\$500	\$510	\$520	\$531	\$541
Uniforms	\$5,000	\$5,100	\$5,202	\$5,306	\$5,412
OH & S Costs	\$5,000	\$5,100	\$5,202	\$5,306	\$5,412
Travel Fares	\$10,000	\$10,200	\$10,404	\$10,612	\$10,824
Travel Accommodation	\$10,000	\$10,200	\$10,404	\$10,612	\$10,824
Travel TA/Meals	\$3,000	\$3,060	\$3,121	\$3,184	\$3,247
Travel Taxi Costs	\$2,000	\$2,040	\$2,081	\$2,122	\$2,165
MV Lease Expenses	\$20,000	\$20,400	\$20,808	\$21,224	\$21,649
Vehicle Fuel	\$2,000	\$2,040	\$2,081	\$2,122	\$2,165
Other Vehicle Expenses	\$1,000	\$1,020	\$1,040	\$1,061	\$1,082
Total Other Employee Related Costs	\$77,500	\$79,050	\$80,631	\$82,244	\$83,888
Marketing & Publicity (Institutional - not show related)					
Publicity/Marketing/PR	\$50,000	\$51,000	\$52,020	\$53,060	\$54,122
Publicity Advertising	\$25,000	\$25,500	\$26,010	\$26,530	\$27,061
Publicity Printing	\$10,000	\$10,200	\$10,404	\$10,612	\$10,824
Publicity Research	\$5,000	\$5,100	\$5,202	\$5,306	\$5,412
Publicity Distribution	\$3,000	\$3,060	\$3,121	\$3,184	\$3,247
Publicity Publications/Design	\$40,000	\$40,800	\$41,616	\$42,448	\$43,297
Digital Marketing	\$20,000	\$20,400	\$20,808	\$21,224	\$21,649
General Marketing/Admin	\$0	\$0	\$0	\$0	\$0
Total Corporate (Non Events) Marketing & Publicity	\$153,000	\$156,060	\$159,181	\$162,365	\$165,612
Ticketing Costs					
General	\$15,000	\$15,300	\$15,606	\$15,918	\$16,236
IT Software	\$6,000	\$6,120	\$6,242	\$6,367	\$6,495
Credit Card Clearing A/C					
Ticketing Expenses	\$21,000	\$21,420	\$21,848	\$22,285	\$22,731
Annual Lease costs _ Not Calculated in this Study (Subject to negotiation by Council)					
Estimate of Other Admin, Facility Management and Operating Costs based on an estimate \$90 per m2 - (2,000 m2 total est)					
Allocation for general Admin and Maintenance Costs					
Estimated annual cost	\$180,000	\$183,600	\$187,272	\$191,017	\$194,838
Total Administration/Facility OpEx	\$180,000	\$183,600	\$187,272	\$191,017	\$194,838
Professional Fees					
Consultant/Contractor Fees	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Professional Fees/Consultancies	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Programming Expenditures					
Venue Presented Programming Costs	\$552,500	\$595,000	\$680,000	\$680,000	\$680,000
Transfer to Programming Reserve					
NET Subsidy for Opening Year, Special					
Events/Commissions, Industry Development and free/lowcost events	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Total Net Programming	\$602,500	\$645,000	\$730,000	\$730,000	\$730,000
F and B Costs					
Net revenues only -refer Fand B spreadsheet					
Total Food and Beverage Costs	\$0	\$0	\$0	\$0	\$0
TOTAL EXPENDITURE	\$2,223,456	\$2,364,595	\$2,504,558	\$2,542,969	\$2,577,908
Operating SURPLUS/(DEFICIT)	(\$980,744)	(\$944,175)	(\$920,335)	(\$921,199)	(\$932,073)

2. THE MAYFAIR THEATRE OPTION

The Location Study Report undertaken as part of this study considered 14 sites in detail and ranked them based on 5 Primary Considerations:

- Ability to meet the Vision and Functional Brief
- Urban Design principles
- Alignment with City Plan
- Transport options
- Mana Whenua connections

And 4 secondary considerations:

- Building Controls
- Site Costs
- Heritage Values
- Site Aspect

The Mayfair Theatre was ranked fifth in this assessment based on average/ marginal results in terms of all the Primary Considerations; a poor score (2/10) in terms of site costs and marginal results in terms of Building Controls and Site Aspect. It's only high ranking was in terms of heritage where it was out-scored by The Athenaeum.

For this report we have been specifically asked to comment on issues relating to potential impacts on revenues if it were to be selected. It is self-evident that the Octagon precinct is already an active (day and night) cultural and entertainment precinct and, unless there was a view backed by evidence that the area was already saturated, it clearly offers a more attractive commercial opportunity.

The Mayfair Theatre is not located on anything like a comparable situation. In addition to much higher estimated capital costs, a revamped Mayfair would have to establish a new precinct from a very low base. It certainly doesn't offer any better revenue opportunities than the Octagon other than perhaps a marginal increase in seating capacity, and possibly 1 – 2 smaller studio spaces. A Mayfair development would require a much more significant, and enduring, investment in programming and marketing development to both establish and sustain its positioning and visitation. If this was part of a much broader urban development strategy that might make sense, but we are not aware of such a plan of the scale required.

In broad dollar terms, to achieve the vision, cultural activation and to meet the assessed service needs, the ongoing operational subsidy required could be twice that required for the Athenaeum site.

3. GOVERNANCE OPTIONS

There are three basic Governance models used by Local Government for Performing Arts Centres (they are also applicable to presenting bodies such as festivals and even galleries and museums):

A. Council/Government operated – either as a Business Unit/Department or as a Trust or Board (in-house).

B. Out-sourced to commercial operator (arms-length).

C. Out-sourced to not-for-profit (NFP) entity (arms-length).

They each have their merits and risks and are outlined and discussed in detail in Appendix A.

The issue of Governance options for a new Dunedin/Ōtepoti Performing Arts Centre (DOPAC) was canvassed in detail in Phase Two of this study and the subject of a specific workshop with Council management.

Establishing DOPAC in the Athenaeum building does not, in our opinion, have any material impact on the conclusions reached despite the reduction in footprint and range of facilities. The theatre is still envisaged to operate as an active programming, producing and presenting entity with impact beyond the single theatre space. Core staffing is reduced, but still in essence covering the same range of responsibilities. Administration resources are limited, and it is assumed that a Board of Management would operate on a voluntary basis.

We have previously made the observation that:

“Alignment with the roles of two existing entities in terms of future assets and services, both charged with operating publicly owned arts and cultural assets (The Otago Theatre Trust and DVML) was also discussed and considered. The positioning of existing Council managed cultural assets such as the Museums and Gallery may also be relevant if a Cultural Facilities Corporation strategy was to be developed in the future.”

In other words, the management and operation of a Council owned and supported facility of this kind should not be considered in isolation of Council's other similar and/or related assets, or any future strategy to establish a broader cultural facilities entity.

Based on our work with DCC management, the responses from the extensive community and stakeholder consultations that have taken place to date, and our own inputs and assessment, we recommend that Option C (out-sourced to a not for profit entity) be adopted as the preferred governance strategy.

Option C will offer DOPAC the best opportunities to establish a distinctive brand in terms of its creative independence. For DCC the key advantages include:

- Direct Risk to Council is defined and mitigated.
- Specific accountabilities are defined by the Company's Constitution/ Articles.
- Reporting is transparent.
- Council can maintain over-arching strategic control of the Company and actual ownership of the physical asset.
- Directors are appointed to meet a clear framework outlining skills, knowledge and experience needs.
- The Board can be incentivised to build up financial reserves to moderate market fluctuations across multiple periods, and invest back into Centre improvements.
- Fundraising potential improved as donors/sponsors are more likely to give to an independent NFP body than Council.
- Improved staff recruitment and motivation within an entrepreneurial, semi-independent arts-focussed enterprise.

The question as whether the new centre should be operated as a stand-alone entity, incorporated into an existing entity, or form part of a new entity is outside of our scope given the breadth of consultation and sensitive discussions that are required to take place. These will no doubt form part of the next stage of project development, however, Council should consider establishing a small reference group to help advise and and guide this next stage. In time, that group could form the basis of a new Board.

STRENGTHS AND WEAKNESSES OF THE GOVERNANCE MODELS

The key strengths and weaknesses of each of the Governance Model in general, are:

Model	Strengths	Weaknesses
Council operated	<ul style="list-style-type: none"> Direct Control and Accountability Makes use of existing Council administrative resources and potentially technical expertise (if Council already operates other relevant facilities). Can be made to fit within an existing management structure Potentially overall lower cost to resource. The Centre sits within Council's existing community cultural service framework such as Libraries and Sporting facilities. 	<ul style="list-style-type: none"> Exposes Council directly to entrepreneurial risk – culturally a risk-averse enterprise operating in a commercial manner. Hard to recruit top-flight staff/management who wish to work in an entrepreneurial performing arts focused culture rather than an administratively focussed government one. Potential for programming and operations to become politicised. No incentive to build up financial reserves. Any surplus returned to consolidated revenue and any deficit becomes a Council PR liability. Difficult to fundraise privately. Donors/sponsors wish to be able to have a direct connection to the purpose/outcome rather than being seen to be “propping up” Government.
Outsourced to commercial operator (Arms Length)	<ul style="list-style-type: none"> Direct Risk to Council defined and mitigated. Accountabilities defined by contract. Staffing risks and liabilities held by contractor. Contractor draws on a larger pool of specialised expertise and skills. Career pathways for Contractor's staff potentially available. Contractor can bring existing venue business development networks and skills. Contract can be set to provide profit incentives that can drive improved financial performance and reduce costs to Owner. Most applicable to larger venues in CBD entertainment precincts with excellent line of supply and large markets i.e. a strong profit motive exists, and community focussed cultural development outcomes are not a priority. 	<ul style="list-style-type: none"> No evidence in Australia that commercial outsourcing of cultural facilities by Local Government delivers greater measurable financial or cultural benefits compared to the other two models. Very limited pool of potential suppliers in Australia and NZ thus limiting competitive tendering options. Market would need to be tested to determine if any suppliers would be willing to bid for a Dunedin Centre. Contractors are risk averse and driven by receiving a fixed fee not activating Council owned resources. Cultural KPI's difficult to codify to the extent that creates a genuine incentive to deliver improved arts and cultural outcomes. There are significant costs in terms of administering both the tender process and managing the contract on an ongoing basis.

Outsourced to NFP company/Trust (Arms Length – fingers touching)	<ul style="list-style-type: none"> Direct Risk to Council defined and mitigated. Accountabilities defined by the Articles/Memorandum of the Company and multi-year lease and funding agreements. Reporting is transparent. Council owns the Company and Directors are appointed by it who are in return accountable to Council for the Company's performance. (<i>Fingers touching</i>) Directors appointed to meet a clear framework outlining skills, knowledge and experience needs. Staffing risks and liabilities held by the Company. Incentive to build up financial reserves to moderate market fluctuations across multiple periods and invest back <u>in to</u> Centre improvements. Access to GST Concessions possible. Fundraising potential improved as donors/sponsors more likely to give to independent NFP body than Council. Staff recruitment and motivation within an entrepreneurial, semi-independent arts focussed enterprise improved. 	<ul style="list-style-type: none"> Costs involved with the establishment and on-going registration and reporting of a Company Limited by Guarantee. Separate Administration staff and facilities required although making use of existing Council resources wherever possible can mitigate this. Tensions can arise between NFP Company staff and other parts of Council's service delivery business units if differences in wages and conditions are too disparate (either way). Requires a pool of willing, skilled and experienced potential Company Directors. Council can experience a sense of loss of ownership over time for what in the end is a community owned asset. Challenge is to remain in touch and appropriately engaged.
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COMPLETING THE ECOLOGY

If the heritage issues of the Athenaeum can be resolved, then this facility – nearby the Regent Theatre and off the Octagon – would establish a centrally located venue. Inventive design could achieve a warm and welcoming front of house with open vertical connections, thereby creating a café and bar that provides valuable revenue. However, with limited front of house space and sufficient back of house accommodation, it would not answer the requirements of local performing arts practitioners for a community hub that focuses on conviviality and inclusion in order to facilitate diverse local engagement. This can be seen in the neighbouring Regent Theatre, which is not generally open and accessible to the public. The key obligations of manaakitanga, kaitiakitanga and whanaungatanga established through community consultation could not be fully offered in a venue-for-hire.

Extensive research and community consultation resulted in the Phase Two Feasibility Report that focused on honouring the Ara Toi design principles while developing and nurturing a sustainable infrastructural ecology. In order to support and develop a thriving performing arts culture in Dunedin, it establishes the urgent need for a flexi-form theatre, dance venue and Whare Tapere/Haka with a community hub for professional artists and associated technical facilities. This will not be achieved by renovating the Athenaeum alone. There are a range of scenarios that need to be considered, which include:

- Renovating the King Edward Court into a community hub for professional and amateur performing arts with technical workshops, enhanced dance facilities and a rationalized booking system, as well as establishing a separate iwi-run kapa haka venue elsewhere. The King Edward Court is close to the Octagon and already associated with the performing arts within the wider community. An iwi-run kapa haka space could be located nearer to the harbour.
- Building a separate facility with community hub, dance venue and Whare Tapere/Haka, which would be the first purpose-built performing arts building in over a century. It has been 106 years since the Mayfair Cinema and 125 years since His Majesty's Theatre. There are no buildings in Dunedin's city centre that recognises the Treaty of Waitangi in their architectural and spatial relationships. A purpose-built facility would provide the accessible and inclusive home for a diverse community, desired by the performing arts practitioners who have been regularly consulted over the years and who contributed to the Ara Toi framework as the kaupapa of DCC's arts strategy.

- Locating and developing various central sites to address the remaining accommodation outlined and agreed to in the Phase Two Report. If current access to the King Edward Court becomes untenable then further accommodation will also need to be found.

Our Study does not cover a timetable for implementation as that is beyond our remit. However it does identify the cry from the performing arts community for a short and long term solution. If the Athenaeum project cannot yet move forward quickly, Dunedin still requires a temporary 250 – 300-seat venue and associated facilities for an arts hub and rehearsal space. Ongoing support for the Dunedin Dream Brokerage will also allow for continued access to urgently required spaces for the arts community until the requisite venues are achieved. The City of Christchurch provides a valuable precedent with its temporary Court Theatre that has provided alternative accommodation over the last ten years, while the new proposed Court Theatre replacement has been developed.



Western Springs' Kapa Haka

INSPIRATION FOR MOVING FORWARD

This report had a limited brief for resolving a “Preferred Option” design. Together with the previously covered cost analysis, these recommendations complete our original Study Brief.

The challenge has now been set out to all the Client Partners to the commissioned Study. As with all such projects, the implementation is the hard part and requires the will, courage and funding.

The positive step that has been provided in the offer of partnership to the DCC from the owner of the Athenaeum provides a really strong road map to attaining a future venue for performing arts in Dunedin. As noted above, while this provision is important it only addresses one part of the ecology of spaces recommended.

Moving forward with a successful design at the Athenaeum that protects the DCC investment – not only in this report but also the bricks and mortar of a building – will require a successful joint venture with the building owner, their team, and DCC as tenant. It would be strongly advisable that DCC employ a design team with theatre experience to provide a clear set of Tenant Requirements, setting the parameters of theatre spaces as the next “Feasibility and Concept” stage, and to design the DCC-led technical and finishes fit-out works.

We complete this Study with two notional renders providing a glimpse of what the future could hold for Dunedin in the Athenaeum. We believe you as a community have spoken, we have listened, and have contributed to a vision for the professional performing arts in Dunedin.

These two images, produced by Jasmax Architects and based on ideas from Dr Dorita Hannah and Charcoalblue, envisage a creative, flexible space for all, that will answer the need of the artistic community now and inspire the next generation.



AUDITORIUM RENDER FLEXIBLE FLAT FLOOR FORMAT



Image by Louise Potiki Bryant of performer Santee Smith from Blood Water Earth (Kaha:wi Dance Theatre)

AUDITORIUM RENDER END STAGE FORMAT

"... a production comes alive through its interaction, through its audience, and through what is going on outside its own orbit. And around the production lies the theatre and around the theatre lies the city and around the city, as far as we can see, lies the whole world and even the sky and all its stars. The walls that link all these circles together are made of skin, they have pores, they breathe."

The late great Belgian dramaturg, Marianne Van Kerkhoven (1994)

Project : 18138 - Dunedin Performing Arts Study
Title : Phase 3 Report
Issue type : Information

Date: Month 2021
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SHAPING FUTURE DUNEDIN TRANSPORT PROGRAMME

Department: Transport

EXECUTIVE SUMMARY

- 1 This purpose of this report is to present the feedback received on the Shaping Future Dunedin Transport (SFDT) projects from the 10 Year Plan consultation.
- 2 Funding for the SFDT projects has been included in the draft 10 year plan 2021-31 budgets. Council is now asked to decide on which of the six projects, if any, should be retained in the 10 year plan.

RECOMMENDATIONS

That the Council:

- a) **Considers** the feedback received on 'moving around our city' during the 10 Year plan 2021-31 public consultation period.
- b) **Decides** which of the following projects (if any) from the SFDT programme to retain in the 10 Year Plan 2021-2031.
 - i) Harbour Arterial Efficiency Improvements
 - ii) Central City Parking Management
 - iii) Princes Street Bus Priority and Corridor Safety Plan
 - iv) Central Cycle and Pedestrian Improvements
 - v) Park and Ride Facilities – Mosgiel and Burnside
 - vi) Central City Bike Hubs – Parking and Facilities.

BACKGROUND

- 3 The 10 year plan consultation document, 'the future of us', included a section 'moving around our city', which detailed six proposed Shaping Future Dunedin Transport projects. The community was asked to provide feedback on which of the six projects they supported for retention in the 10 year plan 2021-31. The six projects are as follows:
 - Harbour arterial

- efficiency improvements (\$16.6 million)
 - Central city parking management (\$9.5 million)
 - Princes Street bus priority and corridor safety plan (\$6.4 million)
 - Central cycle and pedestrian improvements (\$6.5 million)
 - Park and ride facilities - Mosgiel and Burnside (\$9.9 million)
 - Central city bike hubs – parking and facilities (\$2.5 million).
- 4 Further details on each of the projects is provided at Attachment A for Councillors' information. This is a repeat of the information that was presented at the 27 January 2021 meeting.
- 5 The proposed combined projects from SDFT identified the following key benefits for Dunedin:
- a) Minimise travel disruption and maintain city access during 6-8 years of hospital construction by:
 - i) improving the Harbour Arterial to provide a reduction in journey time from Andersons Bay Road through to Frederick Street and therefore less traffic and less conflict at the crossing of railway at St Andrew Street.
 - ii) improving public transport to achieve a reduction in overall journey time through bus priority on Princes Street, and an increase in bus passengers on routes using Princes Street.
 - iii) improving cycling and walking facilities to attract additional people walking and cycling.
 - b) Improvements to public transport aligned with a public information campaign and incentives to promote travel behaviour change and minimise disruption from hospital construction.
 - c) Provide improved travel options and move the city towards DCC's Zero Carbon 2030 target by increasing the number of people walking, cycling or taking the bus for the journey to work.
 - d) Relocate State Highway (SH) 88 to allow pedestrian focus on St Andrew Street, which is important for the new hospital.
 - e) Achieve a significant reduction in deaths and serious injuries on SH 1.
 - f) Create additional wellbeing benefits for Dunedin by improving access to active transport modes.

DISCUSSION

- 6 Council received 770 submissions on 'moving around our city'. Facebook polls and Twitter polls were also carried out on each of the six SDFT projects. A summary of the feedback received for each of the projects, along with the advantages and disadvantages for each is provided below.

Harbour arterial efficiency improvements

7 The harbour arterial efficiency improvements project involves completion of the harbour arterial route so traffic has an alternative route which bypasses the central city.

8 The table below shows the feedback received on this project.

Harbour arterial efficiency improvements				
	Yes	No	Blank	Total
Submissions	1,245 69%	523 29%	36 2%	1,804
Facebook poll (votes)	1,368 76%	432 24%	-	1,800
Twitter poll (votes)	59 87%	9 13%	-	68

9 Submitters were generally supportive of the harbour arterial improvements as they were seen to remove heavy vehicles from the CBD, reduce congestion and greenhouse gas emissions, and address safety issues. A number of submitters commented that the harbour arterial route already exists. Many people were concerned about the impact on Frederick St.

10 Council is asked to consider the feedback received and decide if the harbour arterial efficiency improvements project is to be retained in the 10 Year Plan 2021-2031. The advantages and disadvantages of including this project in plan are set out below.

Advantages of retaining in our plan

- Reduced disruption during construction of the new Dunedin Hospital, which is expected to affect traffic on SH 1 in the central city.
- Improved alternative route for freight/traffic bypassing the central city, the hospital site and the rail level crossing, resulting in more efficient and reliable travel times.
- Would represent commitment to the Connecting Dunedin partnership and working collaboratively on an integrated transport system for Dunedin.

Disadvantages of retaining in the plan

- Due to the timing of the construction of the new Dunedin hospital, these projects represent a new capital investment in the early years of the 10 year plan, which will overlap a number of other priority Council projects.
- Ongoing costs to operate and maintain the new infrastructure.
- Potential increase in severance along the harbour arterial route between the central city and the waterfront.

Central city parking management

- 11 The central city parking management project provides ways to help motorists find parking places and uses improved technology to make it easier to manage parking.
- 12 The table below shows the feedback received on this project.

Central city parking management				
	Yes	No	Blank	Total
Submissions	1,117 61%	677 37%	37 2%	1,831
Facebook poll (votes)	583 79%	155 21%	-	738
Twitter poll (votes)	71 81%	17 19%	-	88

- 13 There were 169 comments that more inner-city parking is required, with many submitters wanting more parking buildings to be built. A further 53 submissions commented on the need for adequate parking for the new Dunedin hospital. 30 submissions were opposed to the provision of more parking in the central city.
- 14 There were 80 comments on the removal of car parking in the city. 62 submissions opposed the removal of parking and 18 were in favour. There were 38 comments on the price of parking, with 32 submitters wanting free or cheaper parking.
- 15 Early work on a Dunedin Parking Roadmap (The Roadmap) informed the scope of the SFDT Parking Management workstream. The Roadmap, which has now been finalised, provides an analysis of the current state of parking supply and management in Dunedin and provides a number of recommendations to help address identified issues.
- 16 The Roadmap is included as Attachment B. The key recommendation from the Roadmap is to develop a Parking Management Policy that will guide the supply and management of the city's parking to ensure it meets community needs, it aligns with Council's strategic objectives and supports businesses and visitors to the city.
- 17 Council is asked to consider the feedback received and decide if the central city parking management project is to be retained in the 10 Year Plan 2021-2031. The advantages and disadvantages of including this project in plan are set out below.

Advantages of retaining in our plan

- Establishes a transparent, hierarchy based, approach to managing parking, that is aligned with Waka Kotahi's parking management guidance.
- Uses technology to improve the utilisation of the existing supply of parking in Dunedin.

- Improved quality of data and information gathered on parking, which will enable meaningful dialogue with residents to inform future parking decisions.
- Improved safety and accessibility for all road users, including vulnerable road users.
- Contributes to Council's goal of 40% active mode share by 2024, from the Integrated Transport Strategy 2013.
- Would represent commitment to the Connecting Dunedin partnership and working collaboratively on an integrated transport system for Dunedin.

Disadvantages of retaining in our plan

- Due to the timing of the construction of the new Dunedin hospital, these projects represent a new capital investment in the early years of the 10 year plan, which will overlap a number of other priority Council projects.
- Ongoing costs to operate and maintain the new infrastructure.

18 If Council retain the central parking management project in the 10 Year Plan 2021-31, next steps would include:

- Develop project plans for the Parking Management Policy, Parking Wayfinding System, Parking System for Payment and Enforcement, Parking Plan and Monitoring, and Off-Street Parking Supply projects.
- Begin engagement with the community and key stakeholders on the aspects of each of these projects.
- Include the various projects in the Forward Work Programme and report progress to the Infrastructure Services Committee.

Princes Street bus priority and corridor safety plan

19 The Princes Street bus priority and corridor safety plan project involves providing bus priority at the intersections where bus delays are currently experienced.

20 The table below shows the feedback received on this project.

Princes St bus priority and corridor safety plan				
	Yes	No	Blank	Total
Submissions	861 48%	915 51%	18 1%	1,794
Facebook poll (votes)	2,640 55%	2,160 45%	-	4,800
Twitter poll (votes)	71 69%	32 31%	-	103

- 21 The feedback received on this project was divided. Many submitters commented that they did not understand the need for bus lanes along the whole length of Princes Street particularly in the narrow section from The Exchange to Moray Place. Submitters noted that the provision of bus priority lanes would result in a loss of parking.
- 22 The consultation document indicated that this project would involve a separate bus lane along Princes Street, from South Road to Manse Street and then to Moray Place. The focus of this project is to provide bus priority at the intersections where bus delays are currently experienced. This need not include bus lanes between the intersections but could include clearways. If Council decides that this project should be retained in the 10 year plan, the scope and type of any intervention provided to support bus movement in this corridor would be canvassed as part of the next stage of the project.
- 23 Council is asked to consider the feedback received and decide if the Princes St bus priority and corridor safety plan project is to be retained in the 10 Year Plan 2021-2031. The advantages and disadvantages of retaining this project in plan are set out below.

Advantages of retaining in our plan

- Helps to manage disruption during construction of the new Dunedin Hospital, which is expected to affect traffic on SH 1 in the central city.
- Improved safety and accessibility for all road users, particularly pedestrians crossing Princes Street, enabling better access to/between the Warehouse Precinct, Creative Precinct, and the sports facilities at the Oval.
- Improved reliability for the bus travel times, leading to increased attractiveness of public transport.
- Improved connection of the southern cycle route to the central city, and the city's active transport network.
- Contributes to Council's Carbon Zero 2030 goal by enabling low carbon transport options.
- Contributes to Council's goal of 40% active mode share by 2024, from the Integrated Transport Strategy 2013.
- Contributes to central government priorities of providing safe, accessible and low carbon transport options, and therefore is eligible for financial support.
- Would represent commitment to the Connecting Dunedin partnership and working collaboratively on an integrated transport system for Dunedin.

Disadvantages of retaining in our plan

- Due to the timing of the construction of the new Dunedin hospital, these projects represent a new capital investment in the early years of the 10 year plan, which will overlap a number of other priority Council projects.
- Improvements for public transport, safety and accessibility along the corridor may impact travel times, parking inventory and intersection levels of service for private motor vehicles.

- Ongoing costs to operate and maintain the new infrastructure.

Central cycle and pedestrian movements

- 24 The central cycle and pedestrian movements project includes filling gaps in the central cycle network, and linking the harbour to the city centre.
- 25 The table below shows the feedback received on this project.

Central cycle and pedestrian movements				
	Yes	No	Blank	Total
Submissions	1,128 61%	721 39%	-	1,849
Facebook poll (votes)	596 74%	210 26%	-	806
Twitter poll (votes)	46 84%	9 16%	-	55

- 26 Comments on cycle and pedestrian improvements were mostly unspecific to the proposed sites but feedback was provided more generally. There were 140 comments supporting the project as it also supported DCC's net carbon zero goals. There were 110 comments about seeing the city transformed to reduce the use of cars, especially in the CBD. Many commented on the poor safety of existing cycle infrastructure or wanted routes outside the core CBD which connect communities to the CBD.
- 27 There were 66 comments received that did not support improvements to walking and cycling because they are seen as a threat to parking. Some did not support improvements because they perceived Dunedin as unsuitable for cycling. There were 39 comments wanting separation between people walking and scooters and cycling, and better accessibility to the central city.
- 28 Council is asked to consider the feedback received and decide if the central cycle and pedestrian improvements project is to be retained in the 10 Year Plan 2021-2031. The advantages and disadvantages of retaining this project in plan are set out below.

Advantages of retaining in our plan

- Creates more safe routes for walking and cycling within the CBD, encouraging greater uptake of low carbon modes.
- Improved safety and access to the central city for people with mobility impairments through a targeted increase in footpath levels of service and accessible crossings.
- Improved connectivity for the city's cycle network by connecting the harbour cycleway to the SH1 cycle ways and key destinations such as the University, Polytechnic and central city.
- Contributes to Council's Carbon Zero 2030 goal by enabling low carbon transport options.

- Contributes to Council's goal of 40% active mode share by 2024, from the Integrated Transport Strategy 2013.
- Contributes to central government priorities of providing safe, accessible and low carbon transport options, and therefore is eligible for financial support.
- Would represent commitment to the Connecting Dunedin partnership and working collaboratively on an integrated transport system for Dunedin.

Disadvantages of retaining in our plan

- Due to the timing of the construction of the new Dunedin hospital, these projects represent a new capital investment in the early years of the 10 year plan, which will overlap a number of other priority Council projects.
- Ongoing costs to operate and maintain the new infrastructure.

Park and ride facilities – Mosgiel and Burnside

29 The park and ride facilities project involves providing parking at Mosgiel and Burnside, so commuters can take an express bus into the city.

30 The table below shows the feedback received on this project.

Park and ride facilities				
	Yes	No	Blank	Total
Submissions	1,125 62%	671 37%	18 1%	1,814
Facebook poll (votes)	781 71%	319 29%	-	1,100
Twitter poll (votes)	91 86%	15 14%	-	106

- 31 Many submitters commented that they support park and ride facilities as they would help to keep cars out of the central city.
- 32 Park and rides facilities were thought to be an appropriate measure if there is to be no increase to parking in the central city. Others felt they needed more information about the project, and associated service improvements to public transport.
- 33 There were 26 comments showing support for more facilities in different locations, e.g. North Dunedin, and noted that it is important that any park and rides are connected to fast and frequent bus services. Around 60 submitters commented that the Park and Ride is not needed as people can already take the bus all the way or because they think it would not be used. Some submitters also wanted it to be future proofed for commuter rail services.

- 34 Council is asked to consider the feedback received and decide if the park and ride project is to be retained in the 10 Year Plan 2021-2031. The advantages and disadvantages of retaining this project in plan are set out below.

Advantages of retaining in our plan

- Enables better access to high frequency public transport services contributing to increased public transport usage.
- Future proofs parking provision for possible future commuter rail services, particularly in Mosgiel.
- Contributes to multi-modal access by connecting car parking and bike parking with public transport.
- Helps to manage disruption during construction of the new Dunedin Hospital, which is expected to affect traffic on SH1 in the central city.
- Contributes to Council's Carbon Zero 2030 goal by enabling low carbon transport options.
- Contributes to Council's goal of 40% active mode share by 2024, from the Integrated Transport Strategy 2013.
- Contributes to central government priorities of providing safe, accessible and low carbon transport options, and therefore is eligible for financial support.
- Would represent commitment to the Connecting Dunedin partnership and working collaboratively on an integrated transport system for Dunedin.

Disadvantages of retaining in our plan

- Due to the timing of the construction of the new Dunedin hospital, these projects represent a new capital investment in the early years of the 10 year plan, which will overlap a number of other priority Council projects.
- Ongoing costs to operate and maintain the new infrastructure.
- This project relies on ORC to deliver an attractive high frequency public transport to achieve the benefits.
- The attractiveness of vehicle travel times between Mosgiel and Dunedin may continue to compete with the attractiveness of a high frequency public transport route.

Central city bike hubs – parking and facilities

- 35 The central city bike hubs project includes installing hubs where bikes can be securely stored.
- 36 The table below shows the feedback received on this project.

Central city bike hubs – parking and facilities				
	Yes	No	Blank	Total
Submissions	1,063 54%	768 39%	138 7%	1,969
Facebook poll (votes)	1,464 61%	936 39%	-	2,400
Twitter poll (votes)	113 85%	20 15%	-	133

- 37 Comments on bike hubs in the city were split. Three people thought that these were unnecessary and seven commented that they should be provided privately. There were 22 comments that secure parking was important to encourage more cycling and 22 comments sought greater bike parking generally and hubs in other locations as well as the CBD.
- 38 Council is asked to consider the feedback received and decide if the central city bike hubs project is to be retained in the 10 Year Plan 2021-2031. The advantages and disadvantages of retaining this project in plan are set out below.

Advantages of retaining in our plan

- Provision of safe, secure, quality bike parking is expected to reduce the barriers to increased use of cycling as a mode of transport, and supports workplace travel planning initiatives for central city businesses.
- Contributes to Council's Carbon Zero 2030 goal by enabling low carbon transport options.
- Contributes to Council's goal of 40% active mode share by 2024, from the Integrated Transport Strategy 2013.
- Contributes to central government priorities of providing safe, accessible and low carbon transport options, and therefore is eligible for financial support.
- Would represent commitment to the Connecting Dunedin partnership and working collaboratively on an integrated transport system for Dunedin.

Disadvantages of retaining in our plan

- Due to the timing of the construction of the new Dunedin hospital, these projects represent a new capital investment in the early years of the 10 year plan, which will overlap a number of other priority Council projects.
- Ongoing costs to operate and maintain the new infrastructure.

General feedback on 'Moving around the city'

- 39 General feedback on moving around the city included the following.

- 40 There were 77 comments supporting the DCC to act on its climate change goals. 214 comments supported being ambitious about changing our current transport system to a more sustainable one involving walking, cycling and public transport, while 32 comments opposed this. There were 24 comments supporting EV infrastructure
- 41 Around 169 submitters were of the view that the city needs to be easy to navigate by car, and have an increased number of parking places, while 30 opposed this. There were 59 comments supporting better traffic flows, and 13 opposed this. There were 58 comments that cycling facilities particularly are not needed as they are not being used or are taking up too much space.
- 42 There were 16 submissions expressing support for regional cycle trails such as a trail connecting our northern coastal communities and wider Taieri Plains communities to the central city. In addition, around 89 submissions supported the Tunnels Trail between Dunedin and Mosgiel. 60 comments supported commuter rail and 11 supported and re-introducing trams or cable cars to Dunedin.

Interrelationships/interdependencies

- 43 The Connecting Dunedin partners have worked together to develop the SFDT programme.
- 44 There are a number of other projects that are part of the SFDT Programme and hold interdependencies with the DCC SFDT projects. These include:
- a) Otago Regional Council (ORC) projects
 - i) Frequency and fare review of Dunedin based Public Transport services, followed by ongoing improvements to frequencies, fares and infrastructure over time.
 - ii) Bus hub and super-stop upgrades, including real time passenger information.
 - iii) ORC will also work with DCC on Princes Street bus priority and corridor safety plan and Park and Ride – Mosgiel and Burnside, to ensure that priority measures are focused where buses need them and to connect Park and Ride facilities to the bus network.
 - b) Waka Kotahi NZ Transport Agency (Waka Kotahi) projects
 - i) Investigate relocating SH 88 from Anzac Avenue and St Andrew Street to Frederick Street to allow a pedestrian focus between the new hospital blocks.
 - ii) SH 1 short term safety, connectivity, parking and amenity improvements (Safer Speeds programme and New Dunedin Hospital collaboration) on the Cumberland Street block facing the City Centre.
 - iii) Pine Hill intersection upgrade (Safe Networks Programme).
 - iv) Queens Gardens to Oval cycleway SH 1 cycleway extension (with DCC).
 - v) Revisit SH 1 one-way/two-way decision (in 2024 to 2027 if necessary).

OPTIONS

- 45 There are no options.

NEXT STEPS

- 46 The 10 year plan will be amended to reflect the decisions of Council on the six SFDT projects.
- 47 If any of the projects are approved for the 10 year plan, the planning phases of the approved projects will be finalised, including engaging with the community and key stakeholders on the aspects of each project to be delivered.

Signatories

Author:	Stacey Hitchcock - Transport Planner Nick Sargent - Transport Strategy Manager
Authoriser:	Jeanine Benson - Group Manager Transport Simon Drew - General Manager Infrastructure & Development

Attachments

	Title	Page
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SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities.
This decision promotes the economic well-being of communities in the present and for the future.
This decision promotes the environmental well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Shaping Future Dunedin Transport Programme delivers on multiple strategic objectives with a particular focus on safety, travel choice, improved freight connections and climate change.

Māori Impact Statement

Mana whenua were involved in early SFDT workshops and received verbal updates on progress of the SFDT programme. Mana whenua will continue to be involved during project planning and design stages.

Sustainability

Improving public transport, walking and cycling infrastructure contributes towards a sustainable city.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

The capital expenditure requirements for the programme have been included in the draft capital budgets for the 10 year plan 2021–31. It has also been put forward for the Regional Land Transport Plan currently under development, and will be considered for the National Land Transport Programme.

Financial considerations

This report includes estimated capital expenditure required for each project.

Significance

The decision is considered high in terms of the Council's Significance and Engagement Policy. The decision will be part of the 10 year plan 2021 – 31.

Engagement – external

In addition to the 10 Year Plan consultation, there has been engagement throughout the programme development. This included three stakeholder workshops, a 5 week public engagement exercise and a public survey.

SUMMARY OF CONSIDERATIONS

Engagement - internal

The Transport Group have led this project. Input has been sought from City Planning and Policy departments, with representatives attending workshops.

Risks: Legal / Health and Safety etc.

There are no known identified risks.

Conflict of Interest

There is no known conflicts of interest.

Community Boards

The majority of the proposed DCC projects are not within Community Board areas. Where a project is in a Community Board area, appropriate consultation will be undertaken.

Harbour Arterial Efficiency Improvements			
Project Cost	\$16,610,000	Year	2021/22 – 2026/27
<p>1. Scope</p> <p>This project will provide improved safety and efficiency for all modes, particularly general traffic and freight accessing the Port.</p> <p>The Harbour Arterial route will utilise the following roads (south to north): Caversham Motorway (SH1)/Andersons Bay Road intersection – Andersons Bay Road – Strathallan Street – Wharf Street – Thomas Burns Street – Ward Street – Ward Street overbridge – Frederick Street/Anzac Avenue intersection.</p> <p>The scope will include:</p> <ul style="list-style-type: none"> • Direction signage and real time information regarding congestion/delays on SH1 and the Harbour Arterial • Major and minor intersection upgrades to address known safety and efficiency issues • Corridor improvements • Upgrade to the Ward Street overbridge • Minor improvements for pedestrians and cyclists. <p>Further detail to be developed during the preliminary and detailed design phases include:</p>			
Item	Description		
Signage	Real Time Information Signs displaying travel times		
Intersection changes	Andersons Bay Road/Strathallan Street/Kensington Road		
	Strathallan Street/Portsmouth Drive		
	Kitchener Street/Wharf Street – new traffic signals		
	Roberts Street/Wharf Street (turn restrictions)		
	Birch Street/Wharf Street (turn restrictions)		
	Fryatt Street/Wharf Street (turn restrictions)		
	Willis Street/Thomas Burns Street (turn restrictions)		
	Creswell Street/Thomas Burns Street (turn restrictions)		
	Bombay Street/Thomas Burns Street (turn restrictions)		
Harbourside Industrial area improvements	Network improvements within the harbourside industrial area to improve access		
Pedestrians	Remove pedestrian signals and extend footbridge (adjacent to Railway Station)		
Intersection Upgrade	Thomas Burns/Ward Street/Mason Street upgrade		
Corridor improvements	Ward Street safety improvements, widening and right turn bays		
Bridge improvements	Ward Street bridge deck widening and ramp changes		

Intersection upgrade	Ward Street/Frederick Street/Anzac Avenue	
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Parking Management

Project Cost	\$9.5m	Year	2021/22 – 2026/27
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2. Scope

A Parking Management Policy will be developed which will guide the supply and management of parking to ensure it meets community needs, aligns with the city's strategic objectives including net carbon zero, and supports businesses and visitors to the city. A plan that considers the price, location, availability and guidance to parking will ensure that the parking managed by the Council provides desired benefits. The proposed budget will fund the implementation of the policy and associated parking management plan.

The scope will include:

- An improved approach for the management of on and off street parking assets, including prioritising centrally located parking for shoppers/hospital, and parking further out for commuters/long stay.
- Introduction of a Parking Wayfinding System to direct drivers to selected off street parking locations. The system will include static directional signage as well as live availability information. Availability information will require car counting technologies to be introduced in some car parks. Wayfinding signage will be located on the edge of the city centre on major access points, then at points along the access route to each off street parking site. Council will aim to work with Meridian Mall and Wilsons Parking to include their main sites.
- Replacement of parking meters with more efficient parking technologies for payment and enforcement, such as licence plate recognition with camera enforcement. These technologies will create operational efficiencies.
- Installation of sensors for data collection and easy analysis of information.
- Longer term – consolidate existing off street car parking and explore potential new parking areas e.g. adjacent to arterial routes and near to Hospital.

The area will include the central city bounded by Town Belt, Harbour, Botanic Gardens and Oval.

Further detail to be developed during preliminary and detailed design phases include:

Item	Description
Parking Wayfinding System	Parking directional signage to inform drivers of the most direct route into off-street parking sites. Signage can include "live parking availability" information for greater customer convenience and decongestion benefits. Car counting technology installed and "spaces available" signs outside the main car parking buildings.
Parking System for Payment and Enforcement	Parking meter upgrades to pay by plate, and additional meters for expansion of paid parking area. License plate recognition mobile enforcement kit (including camera and electric vehicles).
City Centre Parking Plan and Monitoring	Review on-street parking restrictions, area, time limits and prices. Implement plan.

	Parking sensors for data collection and parking dashboard for improved management.	
Off Street Parking Supply	Consolidate off-street parking sites, upgrade, improve pedestrian access routes, and contribute to potential new parking areas.	

Princes Street Bus Priority and Corridor Safety Plan

Project Cost	\$6,620,000	Year	2021/22 – 203/24
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3. Scope

This project will provide an integrated corridor for Princes Street, focussed on ensuring an efficient bus service and improving safety. The project would also improve walking and cycling accessibility and support regeneration of the area.

The geographic scope is Princes Street (The Kensington to Moray Place) and Andersons Bay Road (Caversham Motorway to Princes Street).

a. Bus Priority Measures

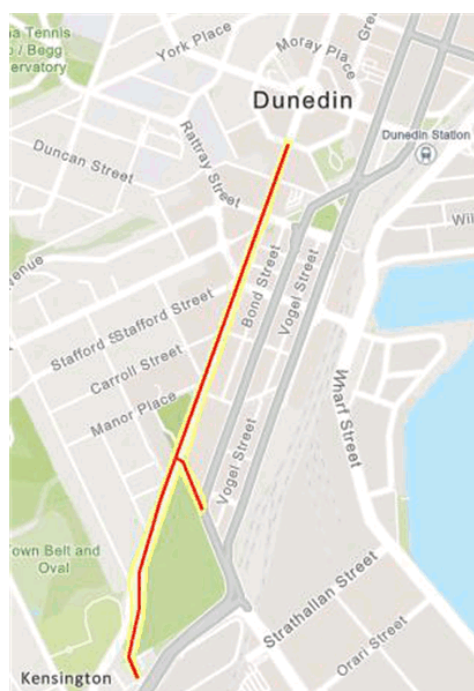
There are currently 11 bus services which use Princes Street. The project aims to provide a more efficient bus service for those travelling to and from the south of the city. The project will provide bus priority measures for high frequency routes from the Caversham Motorway along Andersons Bay Road to the intersection with Princes Street, and along Princes Street to the intersection with Moray Place. Bus priority measures could include bus lanes, clearways on the approach to intersections and pinch points, and bus GPS to trigger signals at intersections.

b. Safety Improvements

The project will improve safety for all modes along the route. There are a number of co-existing safety issues which include: inadequate pedestrian crossing facilities, parking and crossing demands for the Oval sports activities, confusing layout at South Road/Princes Street intersection, poor provision for right turning traffic at Andersons Bay Road/Princes Street intersection as well as at minor intersections such as Carroll and Hope Street, no cycling facilities, wide carriageway on Princes Street and side streets, and higher than desirable traffic speeds.

c. Land Use

The Creative Quarter extends along Princes Street as far as Market Reserve, and the 2GP recognises the area as the 'South Princes Heritage Precinct'. Princes Street is one of the southern entrances to the city. Some new businesses have moved into the area in recent years, but regeneration is slow. The project will consider opportunities to enhance the area while improving the transport corridor.



The preferred option will provide a bus priority route, improve safety, and improve walking and cycling access along and across Princes Street. Interventions to be considered will include:

- Major and minor intersection upgrades to improve safety and network operation for all modes.

- Provision of bus a priority route - bus lanes and/or clearway on the approach to intersections or at other pinch points, bus GPS to trigger signals at intersections.
- Slower speeds to reduce the likelihood of a crash occurring and the severity of the outcome.
- Changes to bus stop locations.
- Additional pedestrian crossing points and aids (e.g. refuge islands).
- Barnes Dance phasing at traffic signals.
- Provision for micromobility devices e.g. mobility scooters, e-scooters.
- Cycle facilities that provide a connection to South Road (Southern Cycle Route/Tunnels Trail), wider South Dunedin area and Central City.
- Bicycle parking.

Further detail to be developed during preliminary and detailed design phases include:

Item	Description
Bus Priority Route (excluding signals/intersections)	Works to provide bus lane and/or clearway, including paint and signage..
Intersection improvements	South Road/Princes Street
	Andersons Bay Road/Princes Street
	Princes/Jetty/Stafford/Manse Street
	Signalised intersections: Princes Street intersections with Moray Place, Dowling Street, Rattray Street, Jetty Street – to provide bus priority, signal changes, signs and markings for bus route, and cycling improvements.
	Minor changes at other intersections: Princes Street intersections with Carroll/Police, Hope, Manor Place, Jervois, Melville, Jones, Lees, Water, Liverpool Streets, to provide turning restrictions, build outs and pedestrian refuges.
Pedestrian crossing improvements	Build outs, refuges or solid median – on Princes Street.
Cycle improvements	Cycle facilities that provide a connection to South Road (Southern Cycle Route/Tunnels Trail), South Dunedin and Central City. Bicycle parking, signs and markings
Bus shelter changes	Consolidation/relocation of stops.
Parking	Investigate options for on-street parking to provide for Oval parking, and bus priority route.
Speed limit changes	Speed limit review process including consultation and implementation.

Central Cycle and Pedestrian Safety

Project Cost	\$6,620,000	Year	2021/22 – 2025/26
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4. Scope

This project will provide improved safety for pedestrians and cyclists in on the following two central city streets:

- St Andrew Street from Anzac Avenue to Great King street
- Albany Street and Anzac Avenue (from Albany Street) to Minerva St connecting to the Harbour Cycleway.
- The project will investigate a slower speed zone in the central city.

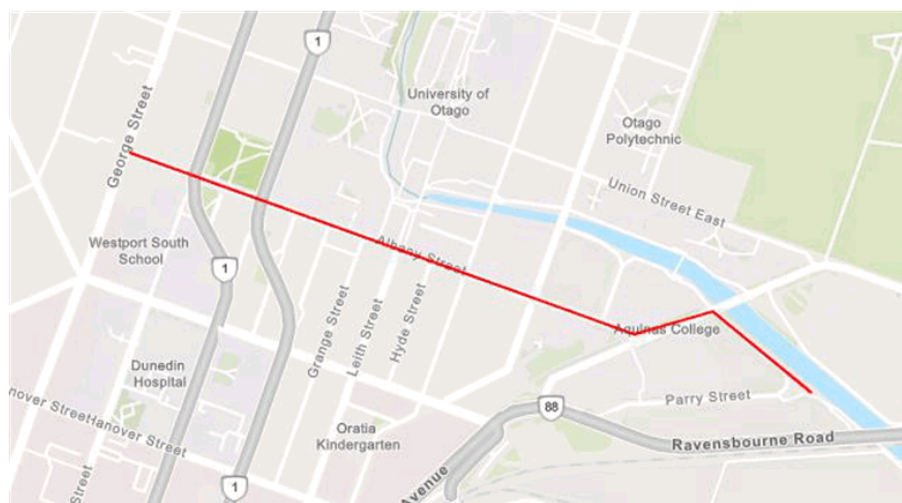
d. St Andrew Street

This project will provide a safe local road on St Andrew Street. Currently St Andrew Street (from Anzac Avenue to Crawford Street) is owned and managed by Waka Kotahi, and forms part of SH88. The project moves the SH88 function to Frederick Street as part of the hospital redevelopment, as the function and required form is in conflict with the new land use. It is anticipated that St Andrew Street will become a local road once the works are complete, to be managed by the Council rather than Waka Kotahi.

The project will include a safe route for cyclists from the Anzac Avenue and Thomas Burns shared path to the hospital and the central city.

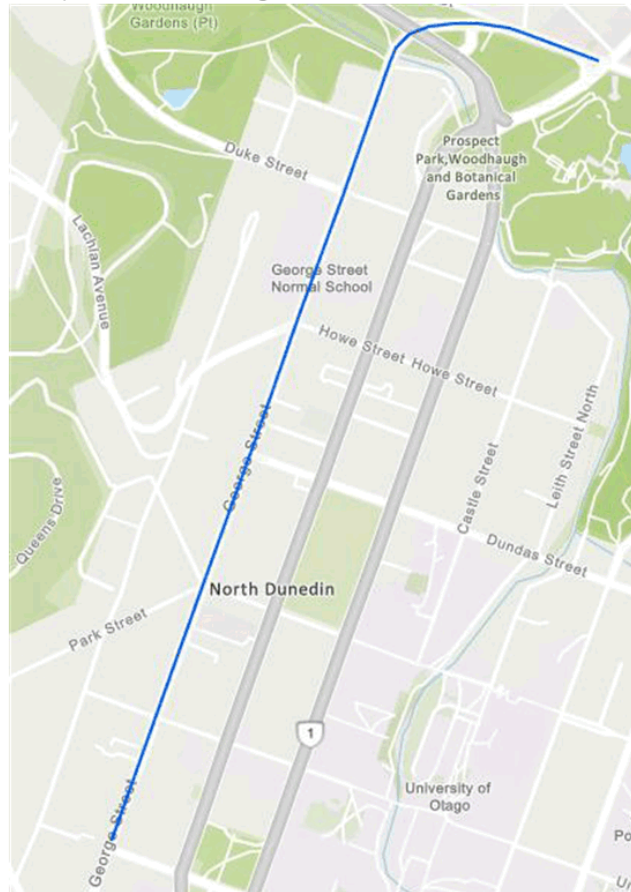
e. Albany Street

This project will provide a walking and cycling connection from the Harbour Walk/Cycleway to the City Centre and tertiary area, as shown on the image below.



f. Bank Street/George Street

This project will improve safety and accessibility for walking and cycling along Bank Street and George Street, as shown on the image below.

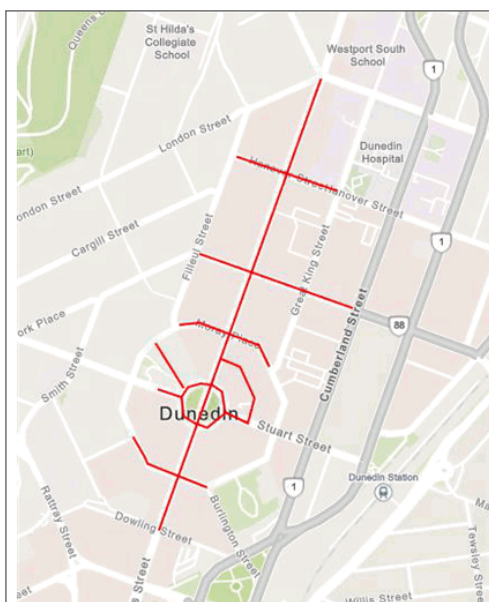


g. Slow Speed Zone

This project will investigate extending the current slow speed zone (30km) and provide additional Barnes Dances at traffic signals in the City Centre to improve safety and accessibility for people moving around the city centre, and to and from the new hospital.

The extent of a slow speed zone is to be confirmed, along with any interventions required to achieve the slower speeds, through a business case process. Areas to be considered include: Albany Street to Queens Gardens, joining the slow speed zone on George Street and extending east as far as SH1 southbound.

The current slow speed city centre zone is illustrated in the image below.



Further detail to be developed during preliminary and detailed design phases include:

Item	Assumptions
Slow speed zone	Measures to reduce speed and improve pedestrian crossings e.g. through Barnes Dances, signs and markings (local roads only).
Albany Street	George Street to Anzac Avenue. Anzac Avenue and Minerva Street to include a shared path and quiet street solution.
St Andrew Street [Council share]	Create a safe local road with improved pedestrian access between the new Hospital buildings as well as a safe cycle route from the Harbour Circuit to the central city.
Bank Street/George Street	Buffered cycle lanes, crossing points and aligning bus stops along Bank Street and George Street.

Park and Ride – Mosgiel and Burnside			
Project Cost	\$10,250,000	Year	2022/23 – 2023/24
5. Scope			
The project will provide Park and Ride sites at Mosgiel and Burnside to provide an alternative option to driving to the city.			
h. Mosgiel			
A Park and Ride site in Mosgiel would serve Mosgiel and rural area around Mosgiel, including Outram.			
i. Burnside			
A Park and Ride site near SH1 in the vicinity of Burnside would serve city-bound traffic from further south.			
Further detail to be developed during preliminary and detailed design phases include:			
Item	Description		
Mosgiel	Site development – 180 space car park with landscaping, lighting, CCTV, fencing, drainage, surfacing and markings, a small bus interchange with shelters and driver facilities, and 1 signalised intersection to the arterial road network.		
Burnside	Site development – 180 space car park with landscaping, lighting, CCTV, fencing, drainage, surfacing and markings, a small bus interchange with shelters and driver facilities, and 1 signalised intersection to the arterial road network.		

Bike Hubs

Project Cost	\$2,450,000	Year	2022/23 – 2026/27
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6. Scope

The project will provide bike hub facilities to cater for current and future demand. The project will also consider and provide for emerging micro-mobility and active electric vehicle modes (e.g. ebikes). The scope includes ensuring safe access to the hubs from the cycle network.

The area includes the central business district and the Tertiary Precinct, as illustrated in the image below.

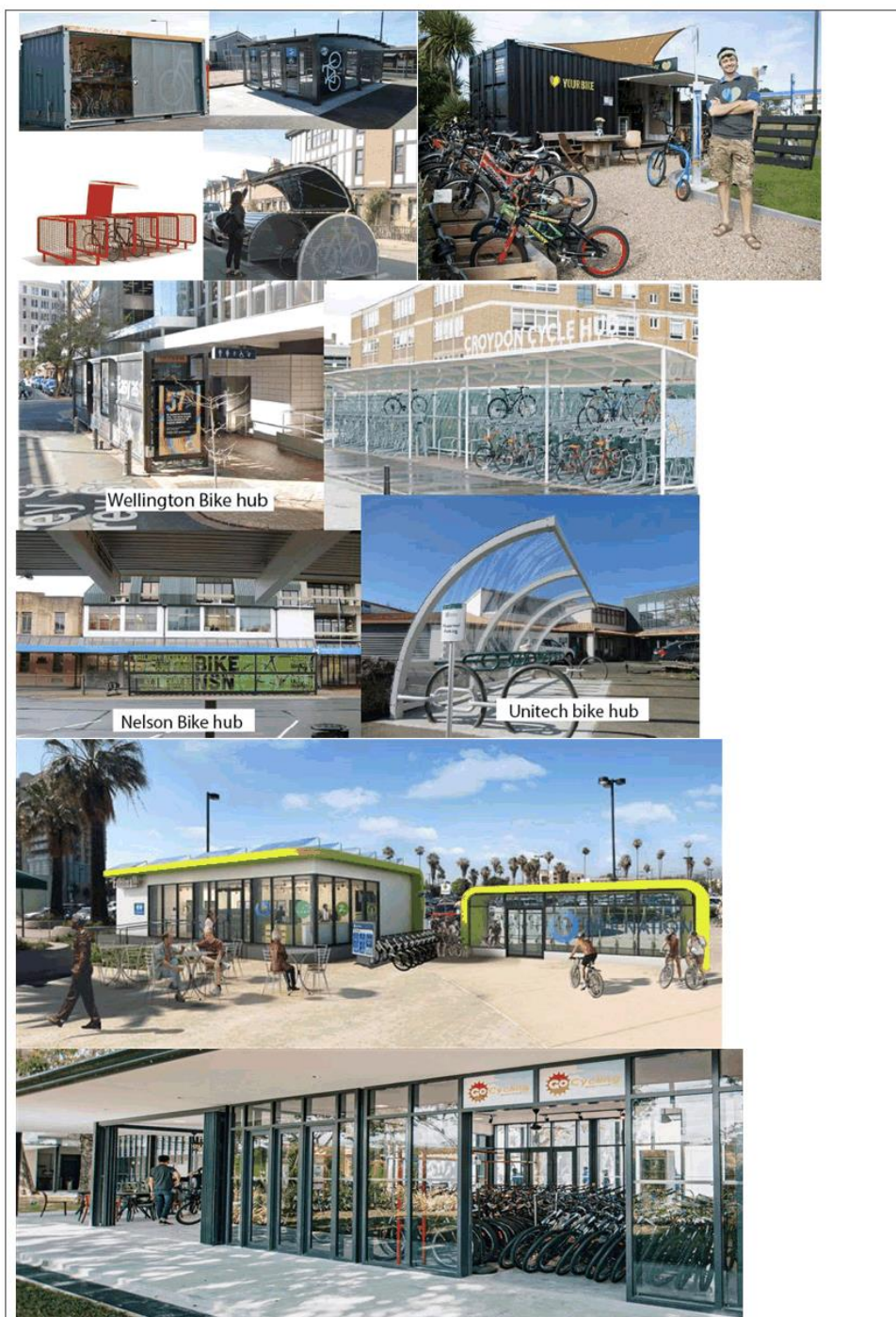


The location of the hubs would tie into the existing cycle network. The project will provide three bike hubs – located in the north, central and south of the central city.

The bike hubs may include:

- Wayfinding signage to direct cyclists to the bike hubs.
- Sheltered secure cycle storage.
- Facilities such as repair/maintenance services, toilets/showers, café, lockers.
- Cycle hire.
- Information e.g. cycle maps, route planning, active travel and road safety promotion, bike maintenance education.

Some examples of Bike Hubs developed elsewhere in NZ and internationally include:





Dunedin Parking Roadmap

Final

Prepared for: Dunedin City Council

Prepared by: MRCagney (NZ) Ltd, Auckland, New Zealand

Dunedin Parking Roadmap
 Final

Document Information

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Dunedin Parking Roadmap
 Final

Quality Assurance Register

Issue	Description	Prepared by	Reviewed by	Authorised by	Date
1	Draft Report	SE, SC	ACF, FT	JV	02/12/2020
2	Final Draft Report (with tracked changes)	SE	RLG	JV	14/05/2021
3	Final Draft	SE	RLG	JV	25/05/2021
4	Final	SE	RGL	JV	26/05/2021

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Executive Summary

The Dunedin Parking Roadmap (the Roadmap) provides a thorough analysis of the current state of parking supply and management in Dunedin, concluding with a series of recommendations for Dunedin City Council (DCC) to consider. These recommendations will help address the identified issues and contribute to the city's strategic objectives. The development of this Roadmap included the following steps:

- A review of relevant local and national plans, policies and strategies to understand the context for parking supply and management.
- Analysis of key data sources such as inventories, occupancy surveys, infringements and payment machines to understand how parking is being used and the current management approach.
- Interviews were held with 16 internal (Dunedin City Council) and external stakeholders.

Problems associated with parking have been recognised for many years and are stated in DCC documents such as the Dunedin Spatial Plan 2012, the Integrated Transport Strategy 2013 and the Dunedin Central City Plan¹. The Integrated Transport Strategy called for DCC to develop a parking management policy, the Dunedin Central City Plan recommended a Central City parking review, and the Climate 2030 Rapid Review recommended a parking strategy as a way to support transport alternatives to single occupancy internal combustion engine vehicles. These actions were considered key to achieving strategic outcomes for Dunedin.

The review stage of the Roadmap involved detailed data analysis to understand the supply, demand and management of DCC parking. Following this, parking occupancy survey data and infringement data was mapped to spatially demonstrate the areas of the city experiencing the most parking-related pressure. In the studied area of central Dunedin,² there are approximately 11,440 on-street parking spaces. Of these spaces 67% are unrestricted, 19% paid, 12% time restricted and the remaining 2% mobility and resident permit parking. In total, 78% of on-street parking in the study area is allocated for long-stay use. There are 2,198 on-street paid parking spaces in the study area, which is a relatively high number considering Dunedin's population. DCC charges \$6 per day for parking in its central car parks, which is lower than private operators such as Wilson Parking who charge between \$8 and \$11.50. Overall, the parking occupancy in central Dunedin is within an acceptable range (80% - 90%) however, there are hotspots of high occupancy particularly in streets outside of the core city centre. DCC parking officers issue around 5,800 infringements per month, or 189 per day.³ There is a relatively high level of recidivist offending, with 284 unique vehicles receiving more than five infringements in the three-month period for which data was available.

The Roadmap also involved interviews with 16 internal and external stakeholders to understand their views on parking and how parking management impacts their area of operations. The external stakeholders interviewed represented: Otago University; Otago Polytech; Otago Museum; Chamber of Commerce; Meridian Mall; Otago Regional Council and Wilson Parking.

From this analysis and interview process, a number of key parking issues were identified. These are:

Public perceptions

- In the interviews, many people referenced deep rooted public expectations around the need for plentiful and affordable parking to be provided by council. This influences some city councillors who feel a responsibility to provide parking.

¹ There was no date attached to the Central City Plan

² The study area relates to where parking occupancy data was collected for the 2020 Retail Quarter Parking Survey by Aecom 2020. This is shown in Figure 5.2

³ The three-month measurement period for this data had 92 days although it is unknown if parking enforcement occurred every day during this period. It is likely that some days were much higher than others.

Dunedin Parking Roadmap
Final

- Sufficient parking for the new Dunedin Hospital was a particular topic of concern in many of the stakeholder conversations.
- Feedback from Shaping Future Dunedin Transport 2020 was centred around the need for more commuter parking. The first item mentioned in the key themes from the public engagement was: *"Provide more all day commuter parking, including park and ride facilities around the edge of the central city and within walking distance of major destinations and places of work"*. This was echoed by many stakeholders in the interviews carried out for this work.

Integrated transport management

- Parking management is not well integrated with the wider transport system in Dunedin. There appears to be little consideration of how parking supply and price affect public transport patronage. There are no formal park and rides, and a lack of bicycle parking and end of trip facilities.
- There is excessive commuter parking in residential streets and in areas of public open space around the fringe of the city centre. The demand for parking is expected to grow in these areas with changes to planning rules that will encourage increased housing density and a removal of minimum requirements for on-site parking.
- DCC, through its public roads and off-street parking assets, provides a large amount of free or cheap all-day parking in comparison with other cities. This is inducing high demand for long-stay parking and creating a parking availability problem. It is also undermining efforts to increase the share of journeys made by public transport, cycling and other sustainable modes.
- There is no wayfinding system to inform the public about the location of available parking. Many people interviewed felt some drivers would not know where available parking was located which could cause localised congestion and lower utilisation in some off-street car parks.

Supply

- Dunedin City Council has a relatively large portfolio of off-street parking assets compared to other similar sized cities. Some of these are at-grade and located in the core city centre which present a considerable opportunity cost for the use of land. Additionally, many of these assets allow for long-stay commuter parking below the market rates of private competitors. Overall, this is less than optimal use of land that has outcomes that are not aligned with the city's strategic objectives.
- There is a large supply of on-street parking compared to other cities in New Zealand. This results in a large amount of street space in the city centre that could be used for other higher value uses. Improving the operation of on-street parking will allow for the reallocation of on-street to other uses without compromising parking access.

Parking management – restrictions and prices

- There is a general lack of policy guidance to inform decisions on parking management that are consistent with strategic objectives of DCC. This lack of policy guidance is manifested in the following ways:
 - On-street parking restrictions are confusing to the public and are not easy to enforce. The parking management tools being used in Dunedin are not fit for purpose.
 - Many areas of the city centre have high on-street parking occupancy. This may result in vehicles circling to find available parking, increasing traffic, and creating unsafe and unappealing streets.
 - There is no clear hierarchy for parking to accommodate different users such as mobility card holders.

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- There are a wide range of time limits applied to paid parking (P30, P60, P120, P180, P240, all-day) within the core city centre. This is confusing for the public and likely increases the chance of infringement. It also creates operational difficulties for enforcement.
- DCC is subsidising long-stay commuter parking by providing all-day parking at below market rates and lease parking in central car parks, whereas priority should be given to short-term customers.

Parking management - enforcement

- There appears to be a relatively low coverage of parking enforcement across the central city, contributing to perceived high levels of non-compliance. Parking enforcement also appears to be inefficient and makes little use of technology enhancements.
- There is a relatively high level of recidivist offending with 284 unique vehicles receiving more than five infringements in the three-month period data was available for. For these people, the risk of receiving an infringement is not significant enough to comply with the restrictions.

Evaluation of the issues

The integrated nature of the transport system means that plentiful and cheap all-day parking is undermining efforts to achieve transport mode shift to more sustainable modes. This shift is one of Dunedin's strategic objectives and a key direction stated in national policy documents such as the National Policy Statement on Urban Development (NPS-UD) and the Government Policy Statement on Land Transport (GPS). This abundance of all-day parking is also working against environmental and climate change objectives. Additionally, the high number of surface parking lots is making it difficult to achieve a compact, accessible and visually aesthetic city centre.

The report acknowledges that parking is an important part of the transport system and for many people driving and parking is the only feasible transport option. However, the full costs of the parking system need to be well understood. The justification for, and implications of, subsidising parking should be made clear to the public. Public engagement should be undertaken to determine public views on whether the Council should be subsidising drivers through the provision of cheap parking or whether drivers should be responsible for the full cost of parking provision. Currently DCC is offering parking at rates in the central city approximately 40% cheaper than private parking operators.

Building additional off-street parking supply, as recommended by some stakeholders, is not recommended by this report. Dunedin has a relatively large supply of parking compared to other similar sized cities in New Zealand. There are macro-trends that over time may reduce vehicle travel, such as working from home, transport mode shift, and greenhouse gas emission reduction targets. Providing a large supply of cheap parking is very expensive; in recent projects around New Zealand, construction costs have been as high as \$50,000 per parking space created. Additionally, creating additional parking will induce private vehicle travel over other modes such as walking, cycling and public transport.

Residential streets around the fringe of the city centre are being used as a free all-day parking resource. This is leading to increased complaints from residents. This excessive commuter parking may inhibit some of the outcomes sought under the NPS-UD where the fringe area is designated for higher housing densities. The commuter parking issue seems to be spreading further from the city centre and impacting some of the public open space reserves around the town belt. The demand for parking is expected to grow in these areas, with changes to planning rules that will encourage increased housing density and a removal of minimum requirements for on-site parking for new developments.

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As Dunedin grows and there is increased competition for space, there needs to be increased investment in public transport, cycling and other sustainable transport modes. There also needs to be a greater focus on making streets inviting places for people which will attract more people into the city centre to live, work and visit. The Roadmap contains a summary of what constitutes “good parking management” and explains how this can be achieved. The National Parking Management Guidance⁴ states that *well-managed public parking can positively contribute to the transformation of urban environments into safer, more vibrant, sustainable, and equitable places with better housing and travel choices. Equally, poor parking management can undermine these goals – even when well intentioned.*

Recommendations

The main recommendation from the Roadmap is for Dunedin City Council to start the process for developing a parking management policy. This aligns with the direction of the Dunedin Spatial Plan, Integrated Transport Strategy and Dunedin Central City Plan. Parking should be managed in a way that supports the overall objectives for the city. A parking policy should clearly outline the objectives, principles and approach for management of Dunedin City Council parking assets. All decisions on parking and projects that affect parking should be consistent with this policy.

This work recommends that DCC follows a similar process to Wellington City Council, with a high level of public engagement around parking policy changes. This enables two way sharing of information, so the public understands the principles and intent, and the policy is flexible to the needs of the public. Public engagement is key to influencing public perceptions about parking, and effort should be invested in ensuring engagement is done well.

Once a parking policy is in place, a Parking Management Plan (PMP) should be developed for Dunedin City Centre and any other specific areas of the city. A PMP contains a set of actions consistent with the parking policy and describes the actual parking supply and management changes that should be delivered. Decisions on parking should be guided by policy and informed by data.

There are seven additional operational recommendations that can be undertaken in advance of a full parking management policy. These are:

- Develop a wayfinding signage plan for the city centre
- Develop a business case for investment in parking technology
- Develop a plan for collection of relevant data to inform decision making
- Talk to car share operators about the potential of establishing a car share operation in central Dunedin
- Build relationships with businesses to help with communication and collaboration
- Start reducing lease parking from DCC off-street parking sites
- Apply for EECA funding for EV charging facilities in the Great King car park.

⁴ MRCagney was the author of the National Parking Management Guidance for Waka Kotahi.

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1 Background

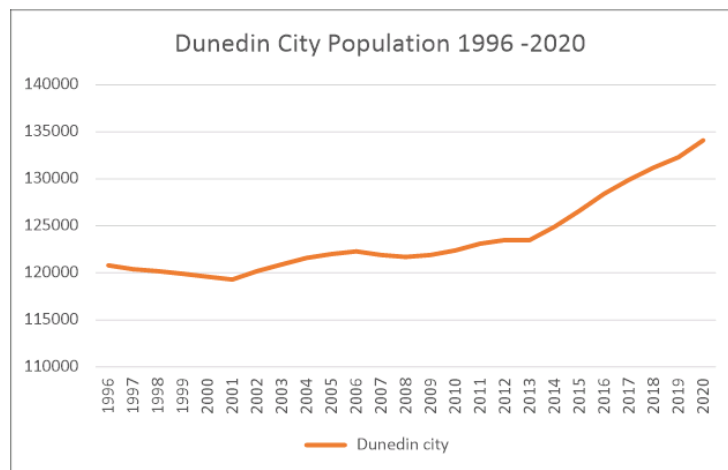
1.1 Introduction

This section describes the background and strategic context of parking in Dunedin. It provides some context around how Dunedin is growing, and the transport behaviour and networks that currently exist based on publicly available data sources, such as the 2018 Census. Relevant key local and national legislative and guidance documents that should be considered when developing parking management recommendations are summarised.

1.2 Dunedin Context

Dunedin's population is approximately 135,000⁵, which is similar to that of either Hamilton or Tauranga. From 1996 to 2013, Dunedin's population remained static, but since 2013 has seen sustained growth of around 1.5% per annum. Most of the growth appears to be happening to the city's south and there has been little infill or high-density housing built.

Figure 1.1: Dunedin population, 1996 – 2020, Stats NZ



1.2.1 Dunedin Travel Modes

Dunedin has a high proportion of people driving to work in the city centre at around 70% however recent data on this is difficult to find. Figure 1.2 below shows mode share for travelling to work in Dunedin from the Central City Plan from 2012.

Figure 1.2: Journey to work modal share, (Dunedin 2018 Census Journey to Work Analysis, Stantec)

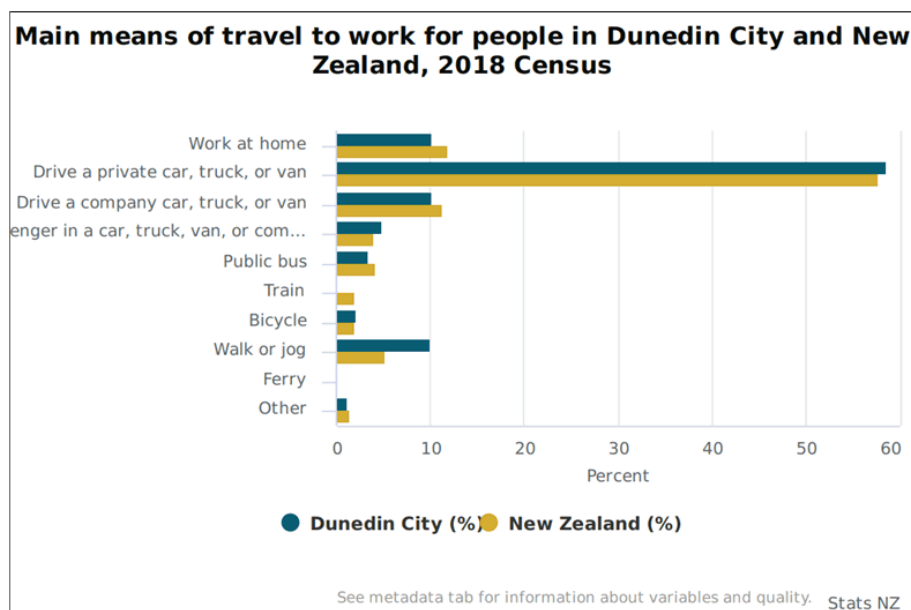
⁵ Stats NZ

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Travel Mode	Central City	University
Worked at home	2.2%	3.7%
Private vehicle	63.6%	67.7%
Company vehicle	8.4%	0.3%
Passenger in vehicle	5.3%	2.3%
Public bus	5.6%	3%
Bicycle	2.1%	2.8%
Walked or jogged	12.7%	20%
Other	0.2%	0.1%
Total	100%	100%

New Zealand Census (2018) data for all travel to work in Dunedin, shown in Figure 1.3 below, shows a higher proportion of people driving to work and a lower proportion of people using public transport compared to the rest of New Zealand. However, Dunedin does have around double the New Zealand average of people walking or running to work.

Figure 1.3: Travel to work mode splits for Dunedin and NZ, (2018 Census)

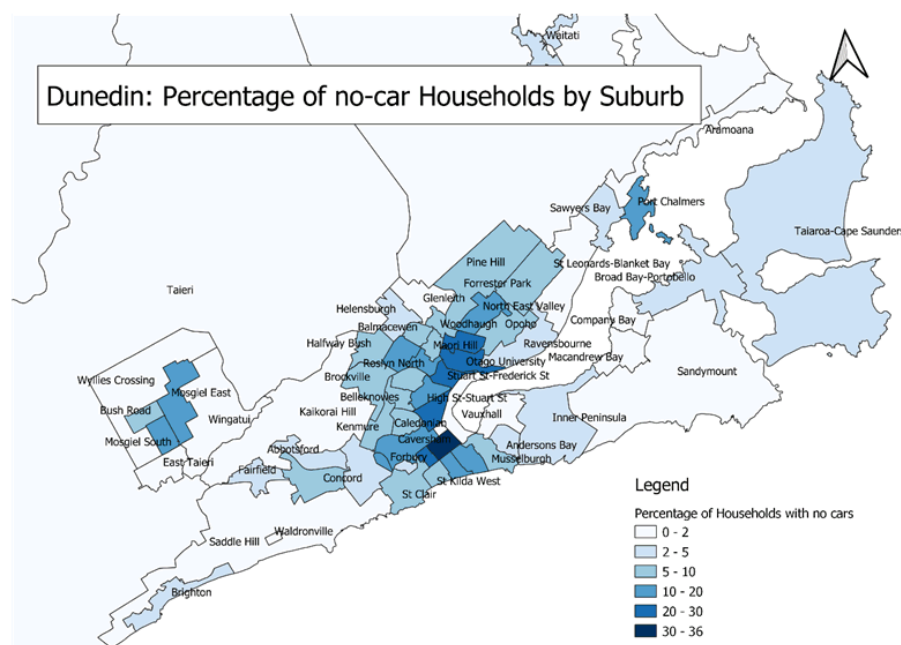


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1.2.2 Car Ownership

Dunedin has a high percentage of households who do not own a car. *Figure 1.4 below shows the distribution of this across the city.* This is particularly the case in Dunedin's north around the University Precinct which has a high student population. The majority of these students move to Dunedin from around New Zealand for study and do not bring a car with them.

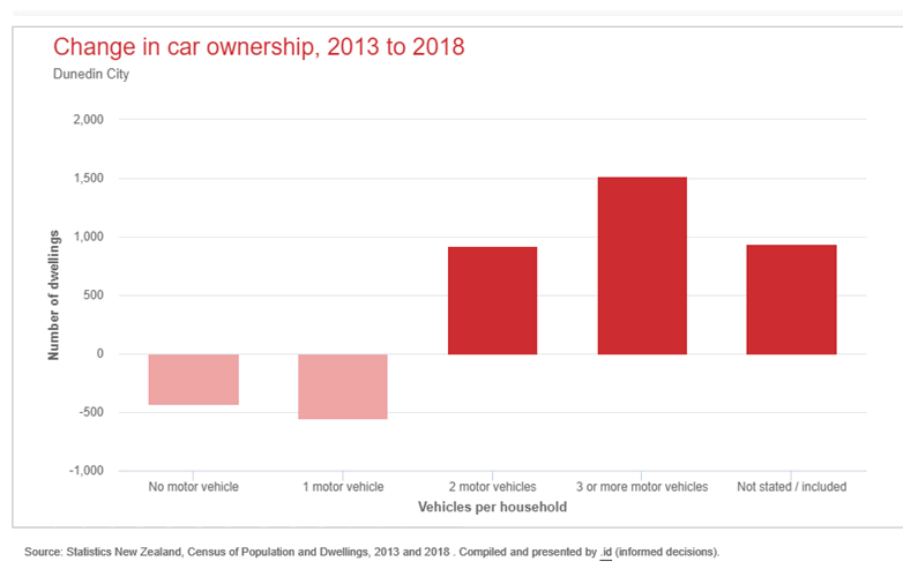
Figure 1.4: Percentage of no-car households by suburb in Dunedin, 2018 Census (Statistics NZ)



Car ownership in Dunedin is increasing. Over the ten years from 1996 to 2006, the number of households in Dunedin that did not have access to a car decreased from 6897 to 5007. Similarly, the number of Dunedin households with only one car decreased over this decade, as more households acquired two or three (or more) cars⁶.

⁶ <https://www.dunedin.govt.nz/council/strategic-framework/integrated-transport-strategy/key-transport-challenges-for-dunedin#section2.4>

Figure 1.5: Change in car ownership in Dunedin, 2013–2018. NZ Census



1.2.3 Investments in Public Transport and Cycling

The major recent public transport improvement in Dunedin has been the bus hub built in 2019 and a reduction in public transport fares earlier this year. The Dunedin bus network provides good overall coverage for the city. Although frequencies on individual routes are relatively low, they tend to overlap with one another as they near the centre, which provides very good combined frequencies on several corridors. However, this may not be obvious to many potential users because of the number of different route numbers.

Figure 1.6: Dunedin Bus Route Map

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There have been several cycleway projects delivered in recent years with the Otago Peninsula connection and central city urban cycleway connections. There are also planned cycling infrastructure developments for the future including:

Planned in 2019-2028 LTP:

- Urban Cycleways: \$23m
- Peninsula Connection: \$44m

Waka Kotahi planned cycleway project:

- Dunedin to Port Chalmers Shared Path: \$25m

1.3 Dunedin Background Strategic Context

This section provides a brief overview of the local plans, policies and strategies relevant to parking management.

1.3.1 Dunedin Parking Study (2016)

The Dunedin Parking Study (2016) was produced by Abley Consultants as part of a regular review of parking and included occupancy surveys, data analysis, and recommendations for parking management changes. Conclusions from this study were:

- Council were using parking pricing and restrictions relatively successfully to control parking demand.
- A recommended regulatory approach of introducing parking maximum rates in the Dunedin District Plan, and a performance-based pricing approach where parking prices are used to influence demand and availability.
- A series of recommendations relating to specific price and time-limit controls for on-street parking.

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- A conclusion that off-street parking was less utilised than on-street parking and no changes were warranted.

Note: The 2016 Parking Study contains limited commentary on parking supply and the impact this might be having on the Council's ability to achieve some of its broader objectives for the city. For example, the influence of parking supply on alternative transport use, land use, and economic outcomes.

1.3.2 Retail Quarter Parking Study Technical Note (2020)

This Retail Quarter Parking Study produced by Aecom in 2020 was carried out in response to the Retail Quarter upgrade project around George Street. The George Street upgrade project is a placemaking project looking to improve the form and function of the street. This project will likely reduce the amount of on-street parking in the area. This study included a large parking occupancy survey that was conducted on 18th March 2020.

Note: Appendix A provides an analysis of the data captured in this study.

The study identified the following:

- For the wider Dunedin city centre, around 81% of existing on-street parking and 71% of existing off-street parking facilities are occupied at peak times, with an overall occupancy rate of 80%.
- The proposed upgrade around George Street would result in a reduction of approximately 64 on-street parking spaces. Assuming parking demand remains the same, this would make little or no difference to the existing peak city-wide parking occupancy rate of 80%. However, within the study area, the peak parking occupancy rate is expected to increase from around 84% to around 89%, with around 121 spaces remaining available (unoccupied) at peak times.
- There are at least another 1,000 off-street parking spaces in the city centre which were not surveyed as part of this study. This includes the Meridian Mall car park (~650 spaces) and Wall Street Mall (~75 spaces). Assuming the peak occupancy of these facilities is similar (85%) to the surveyed facilities within the Retail Quarter study area, there would be more than 100 additional spaces available at peak times.
- The reduction of parking spaces associated with the Retail Quarter upgrade (a loss of 64 spaces) is negligible in terms of overall city centre parking provision of around 13,000 on and off-street spaces.

Note: This study aggregated private and public parking resources in the city centre, although Dunedin City Council only has direct control over the public parking resources.

1.3.3 Councillor Workshop – Improving the Parking Experience

Dunedin City Council staff organised a workshop with Councillors in July 2018 to discuss parking issues in the central city. The presentation from the workshop with city councillors describes the key perceived parking issues facing central Dunedin. These were recorded as:

- Management tools not fit for purpose (unrestricted, time, cost)
- Parking congestion and stress
- Users have different needs (e.g. students, shift workers, patients, visitors, commuters)
- The existing Residents Only Parking Scheme – High and increasing demand due to density/intensification

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- Parking spaces not being used efficiently or marked spaces are too small for some vehicles
- Not enough mobility spaces
- Parking enforcement too infrequent and recurring problems with illegal parking
- Vehicles circling to find available parking is creating unsafe and unappealing streets
- The type of parking restriction used does not reflect people's actual needs or the parking demand of the area
- All-day parking pricing is resulting in high demand, low availability, and low uptake of public transport

1.3.4 Dunedin Parking Strategy 2009

A Parking Strategy was adopted by Dunedin City Council in September 2009. The strategy is linked to the outcomes of the city's Long Term Community Plan 2008 and the objectives of the DCC Transportation Strategy (2006). The strategy went through community consultation including focus group meetings with various stakeholder groups. The strategy includes a series of recommended parking management changes and targets for future parking occupancy and customer satisfaction.

The strategy recommended:

- That DCC parking lease prices should be increased as they are below market rates.
- Changes to the residential parking policy and the rules for issuing permits.
- Increases to paid parking rates and a commitment to increase rates in line with Consumer Price Index (CPI) increases.
- Simplifying the use of time restrictions due to an existence of too many types.

The strategy did not include policies to apply demand-responsive pricing mechanisms for on-street parking. It also did not include the development of any parking space hierarchies to highlight the priorities for allocating on-street parking space.

It is understood that this policy has not been followed in recent years.

1.3.5 Integrated Transport Strategy, 2013

The Integrated Transport Strategy (ITP) is a 30-year investment strategy for DCC and other agencies to improve Dunedin's transport system. The ITP has five focus areas

- **Safety:** Improving Dunedin's road safety record
- **Travel Choices:** Providing safe, viable travel options in addition to the car
- **Centres:** Strengthening connections to, within, and between Dunedin's centres
- **Freight:** Supporting safe and efficient freight movement
- **Resilience:** Ensuring the on-going resilience of Dunedin's transport system and key infrastructure.

The ITP recognised that parking has positive and negative impacts on the city. It stated that: *"The availability and cost of parking is also a key consideration in whether people prefer to drive or use other travel modes."* The ITP also states that *"The DCC will develop a Parking Management Policy that will sit under this Strategy and give effect to the vision and objectives of this Strategy. The development of this policy will include consultation with the community."*

1.3.6 Dunedin Towards 2050: A Spatial Plan for Dunedin (2012)

Dunedin's Spatial Plan expresses a vision of Dunedin as *"one of the world's great small cities."* The plan includes six key strategic directions and commentary on where the city is aiming to be in terms of the strategic directions, e.g. the strategy is to be *"a liveable city [where] the city and settlements have safe and pleasant public spaces that are designed for people and provide a strong community identity where social interaction and civic pride is valued."* Under each strategic direction there is an explanation about how planning can contribute to achieving these aims.

The planning measures identified to achieve the strategic direction include the development of a street design guide and the development of a car parking strategy. DCC adopted the Global Street Design Guide (by the National Association of City Transportation Officials) in April 2018, presumably in relation to the Council's intention to develop street design guidelines.

1.3.7 Dunedin Central City Plan⁷

The Dunedin Central City Plan is designed to guide the development of the central city area for the next 10-15 years. It establishes a vision for the central city area through a series of initiatives and changes. Its focus is on the safety and accessibility of public spaces and creating compelling, attractive spaces where people want to spend time.

The challenges in the plan related to traffic and parking are:

- Ageing infrastructure and public realm improvements
- A car dominated environment
- Severance caused by the city's one-way system⁸
- Areas of negative experiences
- Poor connections to the waterfront
- Resistance to change – particularly from retail owners

The Central City Plan divides the city into "quarters". These quarters are intended to reflect the different types of activities that occur in these parts of the city, encourage certain types of development into certain areas, and help foster a distinctive character in each. The quarters are:

- The Retail Quarter
- The Cultural and Entertainment Quarter
- The Creative Quarter
- The Warehouse Precinct

Each quarter has a series of identified projects to improve the amenity of the area. Examples of the projects that relate to parking are outlined below:

Retail Quarter

- George Street amenity and safety upgrade (consultation carried out)
- Encourage formation of retail/neighbourhood association to improve engagement with council

⁷ The date of the City Centre Master Plan could not be found

⁸ Waka Kotahi-NZTA consulted on removing this system and replacing it with waterfront route in 2020

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- Improvements to signage and real-time information about location and number of off-street car park spaces
- Consideration of opportunities for reuse of road space formerly used as bus stops following central city bus hub construction. Examples include micro parks, seating, and public art.

Cultural and Entertainment Quarter

- Upgrade of the Octagon
- Lower Stuart Street amenity and safety upgrade

Other central city projects and initiatives:

- Pocket parks
- Central City Parking Review

1.3.8 Shaping Future Dunedin Transport

Shaping Future Dunedin Transport is a collaborative partnership between Waka Kotahi NZ Transport Agency, Dunedin City Council and Otago Regional Council to improve how people move into, out of, and around central Dunedin. The project will develop a Programme Business Case to determine whether significant change to the central city transport network is needed.

In July 2020, there was a period of public engagement to start a city-wide conversation about the changes the central city transport system may face as the new Dunedin Hospital and other central city developments take shape. A range of ideas were presented on interactive maps, including: suggested ways to make it easier and safer for people to get around on foot and by bike; improving public transport choice and parking; providing an alternative route bypassing the city centre; and changing the current road network, including whether the one way system could be two way.

Parking was a common theme in the public feedback. One of the main emerging themes was the need for more all-day commuter parking, including park and ride facilities around the edge of the central city and within walking distance of major destinations and places of work.

Cycling did not appear to be very well supported in public feedback with weather, hills and unsafe roads cited as barriers.

1.3.9 Te Ao Tūroa – The Natural World / Dunedin's Environment Strategy 2016–2026

Te Ao Tūroa – The Natural World / Dunedin's Environment Strategy 2016–2026, includes the goal of achieving net carbon neutrality, city-wide. Subsequent Council resolutions have refined this goal into a specific 'Zero Carbon 2030 target', with a goal to achieve net zero emissions of all gases other than biogenic methane by 2030. The transport sector is responsible for 38% of Dunedin's gross emissions in 2018/19 and is also the fastest growing source of emissions. Reducing emissions associated with transport has been assessed as the highest priority area for achieving the Zero Carbon 2030 target.

The development of a parking strategy was a key recommendation of the Dunedin City Council's recent Climate 2030 Rapid Review, which looked at ways to achieve reductions in emissions in line with the Dunedin City Council's Zero Carbon 2030 target.

1.4 National strategic context

Below is a summary of the relevant national level strategies related to parking management.

The **National Policy Statement on Urban Development** (NPS-UD) was released in August 2020 and introduces significant changes to planning rules around parking. It removes the ability of councils to set minimum parking requirements, meaning the provision of parking becomes a market decision influenced by a number of factors including proximity to centres or public transport, and the costs of land. The changes to parking rules present many opportunities, including increased housing density, lower costs for development, reduced compliance costs, support of uptake of PT walking and cycling, and improved urban form. However, rule changes are also likely to increase pressure on public parking and councils will need to develop strategies to suitably respond to this.

The **Government Policy Statement on Land Transport** (GPS) (2021/22–2030/31) includes strategic priorities to improve safety, provide better transport options, and reduce carbon emissions relating to transport. The GPS guides investment in land transport. Good parking management contributes to the strategic priorities of the GPS>

Keeping Cities Moving is Waka Kotahi's mode shift plan. Good public parking management can contribute to achieving mode shift in several ways:

- Enabling higher densities and a more compact urban form by reducing the amount of space that is dedicated to parking.
- Freeing up street space for public transport, walking and cycling.
- Reducing subsidies for car drivers, thus acting as a disincentive to travel by car when other modes are available.

The **Climate Change Response (Zero Carbon) Amendment Act** (2019) provides a framework by which New Zealand can develop and implement clear and stable climate change policies that:

- contribute to the global effort under the Paris Agreement to limit the global average temperature increase to 1.5° Celsius above pre-industrial levels
- allow New Zealand to prepare for, and adapt to, the effects of climate change.

Parking management can contribute to mode shift and a more balanced transport system which to contribute to reducing emissions. Parking policies can also encourage the use of Electric Vehicles.

1.5 Data Analysis

Data analysis was carried out on data obtained from DCC to gain deeper understanding of the supply, demand, and management of parking in Dunedin. The following data sources were analysed:

- Dunedin City Council GIS parking layer and inventory of on-street parking restrictions.
- Parking inventory (April 2019).
- Parking occupancy survey (Wednesday 18th March 2020 – several observations taken between 10:45am and 2:30pm).
- Parking infringement ticket data (March - May 2019).
- Parking pay and display machine data (July 2020).

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The key insights from the data analysis were:

- In the central Dunedin area, there are approximately 11,440 on-street parking spaces. Of these spaces, 67% are unrestricted, 19% paid, 12% time restricted and 2% mobility and residential permits.
- In total, 78% of on-street parking in the study area is allocated for long-stay use.
- There are 2,198 on-street paid parking spaces. This is a relatively high number for the population of Dunedin. For comparison, Auckland city centre has around 2,600 on-street paid parking spaces.
- 52% of paid parking has either a four-hour time limit or no time limit.
- All-day pricing is relatively cheap. DCC charges \$6 per day, which is lower than private operators such as Wilson Parking, who charge between \$8 and \$11.50 per day for central Dunedin car parks.
- Overall, the parking occupancy in central Dunedin is within an acceptable range (80% - 90%), however there are hotspots of high occupancy particularly in streets outside the core city centre.
- DCC parking officers issue around 5,800 infringements per month, or 189 per day.⁹ This is higher than Hamilton and Tauranga, which are cities of a similar size.
- There is a relatively high level of recidivist offending with 284 unique vehicles receiving more than five infringements in the three-month period we had data for.

The full data analysis report can be found in Appendix A.

1.6 Interviews

In October and November 2020, MRCagney interviewed several internal Dunedin City Council staff and external stakeholders. The purpose of the interviews was to:

- Understand parking issues and how they impact each person's area of operation.
- Understand views on the role parking plays in the wider transport system in Dunedin.
- Understand how parking management approaches can support various area of operations.

The interviews provided valuable insights into parking and associated transport issues facing Dunedin from a range of different perspectives. Table 1.1 below contains a summary of the feedback received from the interviews.

Table 1.1: Summary of the feedback received from stakeholder interviews

Issue category	General theme from interviews
Transport and general parking	<p>Many people acknowledged a strong public perception that parking should be generously provided by the Council at affordable rates. Changing this perception is likely to be a challenge but is necessary if progress is going to be made.</p> <p>Most interviewees thought public transport was not good enough to get people out of their cars. The frequency of public transport was often stated as the biggest issue.</p> <p>There is a large supply of cheap all-day parking within easy walking distance of most city centre employment. This, coupled with relatively low levels of congestion, makes driving an attractive option.</p>

⁹ The three-month period used for this data had 92 days. It is unknown if parking enforcement occurred every day during this period. It is likely that some days were much higher than others.

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	<p>Some people thought Park and Ride was needed either on the fringe of the city centre within walking distance or further out in Mosgiel or southern suburbs where most of the growth is occurring.</p> <p>Some people thought there was a lack of integration between public transport and parking supply and management.</p>
Parking supply	<p>Most people thought parking supply was insufficient around Dunedin Hospital and will be exacerbated by the hospital rebuild which is perceived to be not providing enough parking.</p> <p>There were mixed views on whether Dunedin has enough parking, with slightly more people stating there needs to be more parking to cater for future growth.</p> <p>Many people thought that if more parking is provided it should be on the periphery of the city centre, with people either walking or catching public transport to the central area.</p>
Parking management	<p>There were mixed views on whether the Council provides too much all-day parking (including leased parking) with some people stating that Council should only provide short-stay parking in its off-street sites. However, some thought all-day parking was important for many low income workers who do not have realistic alternatives.</p> <p>Most people thought wayfinding signage was needed to direct people into off-street car parks. Most thought electronic "live availability" signage would be useful. Meridian (central city mall) and Wilson Parking (private provider) both stated they would be open to working with the council on directional signage.</p> <p>Many people thought that on-street parking should be managed to prioritise short-term parking over long-term parking. Many thought that there should be greater focus on parking turnover.</p> <p>Some people thought there needs to be more efficient use of the total supply of parking in the central area. For example, private office parking could be opened up for public use in the weekends.</p> <p>Some thought that there should be investment in parking technology to improve council parking operations and enforcement.</p>
Allocation of street space	<p>People were split about whether central retail streets have too much space dedicated to parking. Some felt that Dunedin does not have a large enough population or enough pedestrians to justify reallocating parking space to other uses. Some felt streetscape improvements were needed, and parking space should be reallocated to allow for this.</p>
Source: Interviews conducted by MRCagney in October and November 2020.	

2 Summary of parking issues

This section identifies the main parking issues in Dunedin, identified through an evaluation of:

- Previous work carried out by or on behalf of Dunedin City Council.
- Relevant recent media.
- Data analysis from parking occupancy surveys, parking inventories, parking infringements, and parking machines.
- Interviews with internal and external stakeholders.

The issues are shown below and have been grouped into themes.

2.1 Public perceptions

- In the interviews carried out for this work many people referenced deep rooted public expectations around the need for plentiful and affordable parking to be provided by council. This means that some city councillors feel a responsibility to provide parking.
- Feedback from Shaping Future Dunedin Transport was centred around the need for more commuter parking. The first item mentioned in the key themes from the public engagement was: *"Provide more all day commuter parking, including park and ride facilities around the edge of the central city and within walking distance of major destinations and places of work."* This was echoed by many stakeholders in the interviews that were carried out.

2.2 Integrated transport management

- Parking management is not well integrated with the rest of the transport system in Dunedin. There appears to be little consideration on how parking prices affect public transport patronage. There are no formal park and rides and there is a lack of bicycle parking and end of trip facilities.
- There is excessive commuter parking in residential streets and in areas of public open space around the fringe of the city centre. The demand for parking is expected to grow in these areas with changes to planning rules that will encourage increased housing density and a removal of minimum requirements for on-site parking.
- Dunedin City Council, through its public roads and off-street parking assets, provides a large amount of free or cheap all-day parking in comparison with other cities. This is inducing high demand for long-stay parking and creating a parking availability problem. It is also undermining efforts to increase the share of journeys made by public transport, cycling and other sustainable modes.
- There is no wayfinding system to inform the public on where available parking is located. Many people interviewed thought some drivers would not know where available parking was located. This was believed to cause localised congestion and lower utilisation in some off-street car parks.

2.3 Supply

- Dunedin City Council has a relatively large portfolio of off-street parking assets when compared to other similar sized cities. Some of these are at-grade and located in the core city centre, which presents a considerable opportunity cost. Additionally, many of these assets allow for long-stay

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commuter parking below the market rates of private competitors. Overall, this is less than optimal use of land that has outcomes that are not aligned with the city's strategic objectives.

- There is a large supply of on-street parking compared to other cities in New Zealand. This results in a large amount of street space in the city centre that could be used for other, higher value, uses. Improving the operation of on-street parking will allow for the reallocation of on-street to other uses without compromising parking access. People interviewed were split in terms of opinion about the amount of on-street space dedicated to parking.

2.4 Parking management – restrictions and prices

- There is a general lack of policy guidance to inform decisions on parking management that are consistent with strategic objectives of Dunedin City Council. This lack of policy guidance is manifested in the following ways:
 - On-street parking restrictions are confusing to the public and are not easy to enforce. The parking management tools being used in Dunedin are not fit for purpose.
 - Many areas of the city centre have high parking occupancy. This may result in vehicles circling to find available parking, increasing traffic and creating unsafe and unappealing streets.
 - There is no clear hierarchy of parking needs to accommodate different users of parking such as mobility card holders.
 - There are a wide range of time limits applied to paid parking (P30, P60, P120, P180, P240, all-day) within the core city centre. This is confusing for the public and likely increases the chance of infringements. It also creates operational difficulties for enforcement.

2.5 Parking management – enforcement

- There appears to be a relatively low coverage of parking enforcement across the central city contributing to perceived high levels of non-compliance. Parking enforcement also appears inefficient and makes little use of technology enhancements.
- There is a relatively high level of repeated parking offences with 284 unique vehicles receiving more than five infringements in the three-month period we had data for. For these people, the risk of receiving an infringement is not significant enough to comply with the restrictions.

3 Managing Public Parking

This section considers good practice principles of parking management and how these could be applied in the context of the issues facing Dunedin City.

Typically, there is competition for space (land area or floor space) in successful centres. Competition may be between short-stay parking and long-stay parking, and between parking and other potential valuable uses such as pedestrian areas, public realm enhancement, cycling and public transport infrastructure, commercial floor space, community services and facilities, and residential floor space. This competition for space creates the need to prioritise activities. Ideally, the highest value activity would be prioritised in any given space to achieve vitality and economic success for the centre, ensuring that parking as a land use does not crowd out other more valuable uses.

3.1 Importance of Short-Stay Parking

For visitors who need to travel into the city centre or other commercial centres, casual short-stay car parking can play an important part in providing access for those who travel by private car. This is particularly true in circumstances where there are limited alternative modes of transport to access the centres. For example, public transport modes or taxis/ride hailing are not practicable, or the person's journey origin is too remote, or the infrastructure is lacking for walking or cycling to be a realistic alternative to a private car.

For casual short-stay parking resource in a town or city centre, indicators that are positive for vitality and good business are:

- An average peak occupancy¹⁰ of around 85 percent.
- Low average durations of stay (typically less than two hours).
- High parking turnover (higher numbers of unique vehicles parked per hour or per day).

In these circumstances, the short-stay parking resource is facilitating access for the greatest number of unique visitors on a day-to-day basis, and optimising potential for higher numbers of transactions to take place within the city or town centre. An occupancy rate of around 85 percent means the parking supply is highly utilised while also ensuring that more than one in every 10 car parks will be available when visitors arrive, thereby limiting the amount of time people spend searching for a car park.

3.2 Long-Stay Parking

Long-stay parking use of public car parks in a city or town centre is typically associated with employees. In the event that there is significant demand within a centre for both long-stay parking and short-stay parking, the possibility arises that long-stay parking will prevent the demand for short-stay parking being satisfied, i.e. long-stay parking may occupy car parks that would otherwise be used for short-stay parking. In terms of prioritising users of parking to achieve greater vitality and economic activity in the centre, it is more beneficial to prioritise short-stay use rather than long-stay use. This is because employees tend to arrive earlier to the centre than short-stay users and prevent short-stay users from accessing the parking resource during the peak short-stay parking period of the day, typically between 10.00am and 2.00 pm.

This is not to say that access to the centre for employees is not important. However, when considering access to retail activities and other services in a centre, a car parking space used for short-stay car parking can

¹⁰ The average of the four highest occupied / busiest hours during the day.

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provide access for up to six or more visitors during the business day. In contrast, a car park used for long-stay parking in most cases only provides access for one potential visitor (except in the case of carpooling). Moreover, because employees typically arrive once in the morning and stay all day, alternative modes of transport tend to be a more practicable option for this type of user. Employees commuting to work also tend to be more open to parking further from their destination (e.g. on the fringe of the centre) and walking or using another mode of transport to complete the final leg of their journey.¹¹

Covid-19 has brought about change to our patterns of work, particularly for office-based jobs. Many office workers now work from home more regularly than before the pandemic. In a recent Nielsen Quality of Life survey, 40% of people surveyed in Dunedin expected to work from home 'a bit more' in future¹². This may reduce long-street parking demand however if supply is not also reduced then public transport users may switch to driving and fill this displaced capacity.

Lease parking

Dunedin City Council offers lease parking at many of its off-street car parks including Great King Street. Leased parking is where the customer pre-pays their parking for the month. As a result, the customer is less likely to use public transport or other non-car modes, so providing lease parking does not align with the council's strategic direction of encouraging mode shift. Lease parking also requires much more administration than alternative methods of payment such as customers paying through a parking machine or app.

3.3 How Much is Too Much Parking?

Parking generally, including casual short-stay parking, can strongly influence the outcomes of town centres. While providing car parking can positively affect access to homes, shops, employment, and services, an overabundance can have negative outcomes. An overabundance of car parking has occurred in many urban areas where the conventional 'predict and provide' approach to planning for car parking has been applied, i.e. looking to meet demand for free or subsidised parking with increased parking supply. This approach incentivises car ownership and use, and negatively affects policies aiming for increased public transport or active mode use.

There are several indicators of too much public parking provided in an area, and these include the following:

- Excessive demand for car-based travel and lifestyle.
- A street network design focused on level of service for car drivers at the expense of level of service for pedestrians, cyclists and public transport users, i.e. car access and parking crowds out the provision of infrastructure for other modes.
- Consequentially high pedestrian and cyclist accident, serious injury and death rates.
- An erosion of or failure to create a sense of place and character of a city or town centre – car parks and streets that provide for high levels of service for car drivers tend to limit the unique characteristics of urban areas and homogenised the 'sense of place'.
- Inability to achieve public realm enhancement aspirations.
- A lack of density within the urban form, e.g. dispersed community facilities / social services or commercial and residential development making access by alternative modes impracticable or unfavourable.

¹¹ A good commentary on parking demand elasticities is contained in a 2019 paper prepared by Todd Litman of the Victoria Transport Policy Institute titled 'Understanding Transport Demands and Elasticities: How Prices and Other Factors Affect Travel Behavior'. Refer to <http://www.vtpi.org/elasticities.pdf>

¹² Nielsen Quality of Life Survey 2021, the question asked whether people expect to work from less than before, a bit more or a lot more.

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- Disproportionate costs and inequitable outcomes such as car free / low income households subsidising the car travel of wealthier households with cars.
- Poor demand for public transport and walking and cycling infrastructure that is provided.
- The community (Council) needing to subsidise the provision and maintenance of car parking rather than users paying the full cost of the parking.¹³

3.4 Implementation of Good Parking Management

Managing parking to achieve the right volume, in the right location, and at the right price can be problematic. These variables are inter-dependant, need to be considered together, and are in part determined by other strategies and objectives, e.g. street enhancement and urban design objectives. For example, delivering the correct amount of parking (to meet demand) is influenced by price and location, factors which can also influence each other. However, there are instances when higher order objectives take precedence over parking, such as the desire to create safe and amenable pedestrian-based streets or establish public transport or cycling infrastructure to enhance accessibility via other modes.

A reasonable approach to balancing these matters is more easily achieved if it is informed by some or all the following:

- A good spatial plan or master plan for the centre that clearly articulates the desired transport, urban form and amenity goals. The Dunedin Central City Plan, for example, includes strategic directions including: *"to improve the central city as a people-friendly place"* and *"to make moving around the central city's street network more attractive, convenient and safer, particularly for pedestrians and other more vulnerable road users like cyclists."*
- A good access plan for the centre, including network plans, that articulates the public transport and active mode goals for the catchment, as directed by Regional Land Transport Plan objectives. For example, the Dunedin Integrated Transport Strategy includes strategic directions such as: *"Reprioritise investment and reallocate space on the transport network to achieve a significant improvement in the provision of active travel modes and public transport in Dunedin, and explore initiatives to support the uptake of travel choices."*
- A good understanding of the 'resource cost' of providing parking within the centre – this is not simply a process of balancing the costs of operating and maintaining parking assets with revenues from parking fees. Rather, it involves a calculation of parking's land costs, construction costs, and the operation and maintenance costs.¹⁴
- An understanding of how other Council policies and strategies relate to, and have implications for, the management of public parking resources, e.g. the Social Wellbeing Strategy, the Economic Development Strategy, and other funding and investment policies. These other strategies and policies can inform the application of public good principles and fairness and equity principles in the management of public parking and provide guidance on how the cost of providing parking is recovered.
- Consideration of the relevant national and regional level directives, for example the Government Policy Statement on Land Transport, the Waka Kotahi mode shift strategy (Keeping Cities Moving), and the Regional Land Transport Plan.
- Integrated consideration of the rules/regulations applicable to private parking resources within the catchment.

¹³ Donald Shoup provides good general analysis on the negative outcomes conventional parking management can have in: Shoup, D. C. 2005. *The high cost of free parking*. Chicago, Planners Press, American Planning Association

¹⁴ Refer to Volume 4, Section 6.5 of the *National Guidelines for Transportation System Management in Australia*, Australian Transport Council 2006. <https://www.atap.gov.au/technical-support-library/ngtspm/index.aspx>

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Once the Council has clear spatial development and transport goals, including public transport and active transport mode goals, effective public car parking management can play an important role in achieving them. However, it is also important for the Council to:

- Understand the range of parking management measures available to the Council.
- Understand the full effects, both spatially and temporally, of different parking management measures within an urban environment to know when different measures may be appropriate.
- Be prepared to apply local parking management measures in a consistent manner across the city to achieve the broader development and transport goals, including fairness and equity.
- Ensure the public understand the principles and rational behind public parking management measures and the context in which measures may be implemented.

Councils dealing with parking management pressures can reconcile the matters described above by developing and adopting a parking policy framework or parking strategy. Examples of city councils with specific parking policies include Whangārei, Hamilton, Auckland, Wellington, New Plymouth, Napier, and Christchurch. Tauranga City Council is in the process of developing a parking policy.

If a council doesn't have a parking policy but still needs to progress parking management changes, a second-best circumstance can involve policy direction being deduced from the regional strategic documents, with city-level policy and planning can proceed on that basis. However, in this circumstance it may be difficult to ensure consistency in the application of parking management measures both spatially and temporally, and the council may receive complaints and resistance to change from stakeholders who do not understand the rational for or support management measures. This may mean the objectives of managing the parking resource are not achieved.

Once a policy direction is in place, it can inform issues identification, and planning the management of parking can get underway. For a robust planning process to occur, adequate information is needed in addition to the policy direction, including:

- a. A good understanding of the current parking resource and how it is being used, i.e. understanding the parking stock and parking behaviour both temporally and spatially; and
- b. A good understanding of the resource cost of parking in different areas throughout the city.

These aspects are discussed further in sections. Once 'a' and 'b' are satisfied, a prioritised plan of action (a parking management plan) can be formulated that includes measures to actively manage parking to address identified issues, e.g. to improve the positive indicators or reduce the negative outcomes. For example, a parking management plan can be prepared for a discrete area such as the city centre, a precinct of the city centre, a suburban commercial centre, or an area around a trip-intensive land use like a tertiary education or health facility.

3.4.1 Parking Management Policy¹⁵

A city / district wide parking policy typically contains parking management objectives and policies that encourage more efficient utilisation of parking resources, manage demand, and articulate when it may be

¹⁵ Several cities and district around New Zealand have or are in the process of developing parking policies or strategies, including Auckland (<https://at.govt.nz/about-us/transport-plans-strategies/parking-strategy/>), Whangārei (<http://www.wdc.govt.nz/TrafficandTransport/Parking/Documents/Parking-Management-Strategy-2011.pdf>), New Plymouth

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appropriate to increase parking supply. The parking policy should align with the direction laid out in the Government Policy Statement (GPS) on Land Transport (2018/19 – 2027/28). Currently the GPS has a significant focus on safety, with a reduced tolerance for death and serious injury (promotion of lower vehicle speeds in local streets and town centres), mode shift in urban areas, and mode neutral investment in the transport network. In terms of parking management, this means *"better management of parking to reduce subsidies for private vehicle trips."*¹⁶ This is an important aspect of a parking policy, as parking supply and management can be influential in travel demand within the district, and ultimately can influence how applications for transport network funding are viewed by Waka Kotahi, i.e. parking management activities that support the strategic priorities of the GPS will contribute to a more positive business case for proposed transport projects.

Additionally, the parking policy / plans should seek to integrate the policy direction laid out in key strategies such as the Regional Land Transport Plan and the regional / city spatial plan, and support other objectives such as:

- More compact, multi-modal town centre planning (more accessible and more efficient land use development).
- Mobility management - pro-active encouragement of alternative modes and reduced reliance on private vehicle use (thus reducing traffic congestion, pollution, and accidents).
- More amenable and attractive town centres and streets and more walkable communities.
- Safer streets.
- More space to accommodate new uses and respond to new demands.

There are general principles for parking management that should be included in the development of a parking policy. Application of these principles will ensure that parking management will support the creation of healthy sustainable cities. These are:

- Prioritise public space to deliver the highest value
- Efficiently use space dedicated to parking
- Prioritise those with the greatest need for parking
- Equitably pay for the costs of parking provision
- Ensure parking supports wider transport outcomes
- Ensure parking supports a quality urban form
- Make evidence-based decisions

Typical topics covered in a parking management policy include:

- Strategic alignment/direction.
- Kerbside and parking hierarchies.

(<https://www.newplymouthnz.com/en/Council/Council-Documents/Plans-and-Strategies/Parking-Strategy-2013-2023>). Hamilton (currently under review), Tauranga (currently being developed), Wellington (<https://wellington.govt.nz/-/media/your-council/plans-policies-and-by-laws/plans-and-policies/a-to-z/parking/files/parking-policy-adopted-august-2020.pdf?la=en&hash=DB018F9C7385EED7EBDFEA8717BB41EFD4AE3681>)

¹⁶ Refer to the Government Policy Statement on Land Transport 2018/19 – 2027/28, Section 2.3 Strategic Priority: Access / Access Objective: A land transport system that enables transport choice and access, page 17

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- Commercial centre demand management.
- Residential demand management.
- Public and active transport support.
- Park and ride.
- Electric vehicles, car share and autonomous vehicles.
- Special events/sports fields/outdoor venues.
- Parking technology.
- Preparing parking management plans.

Pricing is typically covered in the sections of the strategy dealing with demand management.¹⁷ A useful approach for demand management is to use prices to achieve occupancy and turnover targets rather than a time limit. Time limits are inflexible, increase the chance of people getting an infringement and can reduce customer spend. They are also more difficult to enforce as a parking officer needs to revisit the vehicle multiple times. Even smaller time limits such as P5 and P10 can be removed and replaced with a demand responsive system that ensures roughly one in seven parking spaces are available. A grace period can be applied that will give people convenience for short stays.

3.4.2 Parking Stock and Parking Behaviour

Having the right data is indispensable for the development of a parking management plan that reflects local parking conditions, and geographic and economic contexts. Therefore, surveys should be undertaken in the area of interest to collect parking occupancy data for the on-street parking spaces and off-street car parks. For larger areas, it is useful if the data is geocoded so subsequent analysis and communication of the survey observations is easier. The surveys should contain the following attributes:

- Existing parking restrictions (e.g. P60, pay & display, clearway).
- Parking occupancy (hourly).
- Parking turnover (number of new vehicles parked per hour or per day).
- Average duration of stay.
- Origin-destination surveys of parked cars can be useful when considering alternative transport modes.

The survey of such data enables the council to determine current parking conditions, the level of demand for existing parking resources, whether existing parking management favours long-term commuter parking or short-stay visitor parking, and the ease with which visitors can find a parking space. These data can easily be converted into a series of graphs, tables, static maps and online maps for easier communication.

¹⁷ A good commentary and guidance on pricing public parking is contained in a 2018 paper prepared by Todd Litman of the Victoria Transport Policy Institute titled 'Parking Pricing Implementation Guidelines: How More Efficient Parking Pricing Can Help Solve Parking and Traffic Problems, Increase Revenue, and Achieve Other Planning Objectives'. Refer to: <http://www.vtpi.org/parkpricing.pdf>

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3.4.3 Resource Cost of Parking¹⁸

As noted above, the resource cost of parking includes the land costs, construction costs, costs of capital, and the operation and maintenance costs. It is useful to know the general resource costs of providing parking, as this can inform an assessment of the parking situation in terms of the Council financing and investment policies, and in terms of quantifying any subsidy car drivers may be receiving, or in terms of assessing the need for or feasibility of providing additional parking in areas of high demand. The following table shows an example of a resource costs calculation for parking for several scenarios of different land costs and parking formats in Dunedin City.

Table 3.1: Parking Resource Cost Examples: Differing land cost and parking formats

	30 Thomas Burns St	130 Great King St	15 Dowling Street	4 Church St (Mosgiel)	414 Moray Pl
	Surface	Building L5	Surface	Surface	Building L2
Land area / Car Park (m ²)	28.0	5.6	28.0	28.0	14.0
Land cost (\$/m ²)	\$466	\$1,384	\$631	\$322	\$849
Land Cost / Car Park	\$13,048	\$7,750	\$17,668	\$9,016	\$11,886
Construction (\$ / Car Park)*	\$2,200	\$20,100	\$2,200	\$2,200	\$20,100
Annual OPEX / Car Park	\$500	\$1,000	\$500	\$500	\$1,000
Establishment cost / Car Park space	\$15,248	\$27,850	\$19,868	\$11,216	\$31,986
Annualised construction cost / Car Park Space	\$915	\$1,671	\$1,192	\$673	\$1,919
Annual Cost / Car Park Space	\$1,415	\$2,671	\$1,692	\$1,173	\$2,919

*Based on standard figures derived from Quotable Values

In terms of the implication of this for the planning process; if parking revenue from a defined area of car parking is significantly less than the resource cost of parking (i.e. parking is being subsidised), this may indicate an over-supply of car parking is present, and the under-pricing of the car parking may be inducing higher levels of demand / vehicle travel (subject to consideration of utilisation levels). On the other hand, if parking revenue is significantly higher than the resource cost of parking, this may indicate a scarcity of parking / accessibility, and the Council might consider augmenting the parking supply or enhancing accessibility to the area via public transport or active travel mode improvements.

Understanding the resource cost of parking may also be useful in benefit cost evaluations dealing with the best use of land where there are competing uses for the land and a weighing up of objectives is needed.

Table 3.1 contains approximate land and construction costs for developing parking. However, the construction costs are often much higher than this and in some projects around New Zealand the construction costs for new parking have been as high as \$50,000 per parking space created. Tauranga City Council intended to construct a 550-space central city car park building costing \$29 million at over \$52,000 per space¹⁹. However, after construction issues in 2020 the project was abandoned after already spending \$19 million and partially constructing the building. The Lichfield parking building in Christchurch opened in November 2011, providing

¹⁸ Refer to Volume 4, Sections 3.4.2 and 6.5 of the *National Guidelines for Transportation System Management in Australia*, Australian Transport Council 2006.
<https://www.atap.gov.au/technical-support-library/ngt-sm/index.aspx>

¹⁹ <https://www.stuff.co.nz/bay-of-plenty/300027834/council-spent-19-million-on-failed-tauranga-car-park-complex>

805 spaces at a cost of \$31 million, or around \$39,000 per park. Construction costs have risen considerably in the past ten years so the same project today would be likely to cost much more.

3.4.4 Area Parking Management Plans²⁰

The preparation of a comprehensive / area parking management plan is a planning process in which all the different streams of information discussed above are considered against a set of objectives and parking policies / principles to arrive at the best course of action regarding management measures at a detailed level across a defined area, e.g. a town centre or City Centre precinct. Parking management measures have interrelated effects and dependencies and generally need to be considered and implemented in an integrated manner. The area parking management plan process facilitates this integrated consideration. For example, re-purposing on-street parking for a separated cycleway can be complemented by augmenting the parking stock or more efficiently managing the parking stock on adjacent streets / facilities, or divestment activities can be complemented by wayfinding improvements or phasing in additional parking supply in more favourable locations.

The scale and level of detail in a plan is context dependant, but an example of the matter that can be addressed by a management plan are:

- **Area Context**, including relevant transport projects, parking policy, public transport services, results of parking user surveys, parking utilisation survey results, special events etc.
- **Analysis** of parking patterns, including parking supply, parking utilisation, spatial variation in utilisation patterns, off-street parking, on-street parking, duration of stay, visitor origin, mobility parking, park and ride etc.
- **Planning and development implications**, including key observations, future parking scenarios, impacts of street upgrades, weekday versus weekend impacts, future parking demand, implications of Council growth or spatial plans, implications of mobility trends (e.g. electric bikes), implications for commercial activities, implications for residential activities, enforcement, technologies etc.
- **Recommendations**, including short, medium, and long-term recommendations, e.g. parking restriction changes, demand management measures, monitoring, divestment initiatives, event management etc.

3.4.5 Car sharing

Car sharing has proved very popular in overseas cities. Car sharing allows members to book a vehicle online by the hour. In Sydney, there are over 2000 car-share vehicles across the city with over 100,000 members. In Europe, there are multiple car share services with many companies offering electric only vehicles. Car sharing can reduce private vehicle ownership and international research indicates for every car share vehicle there is a reduction of 7 - 10 private vehicles²¹. Car sharing is useful for businesses and can wholly or partly replace traditional fleet vehicles.

After the 2011 earthquake Christchurch City Council looked at ways to encourage businesses back to the city centre and to support sustainable transport initiatives. They decided to run a tender process for a car share company to provide a shared fleet of vehicles that the council and other businesses could use instead of

²⁰ A good reference when considering best practice parking management and parking management measures is contained in a 2016 paper prepared by Todd Litman of the Victoria Transport Policy Institute titled 'Parking Management: Strategies, Evaluation and Planning'. Refer to: http://www.vtpi.org/park_man.pdf

²¹ <https://www.transport.govt.nz/assets/Uploads/Research/Documents/2018-Transport-Knowledge-Presentations/c36e037d96/Car-sharing-in-New-Zealand-benefits-and-barriers.pdf>

dedicated fleet vehicles. Christchurch City Council's analysis indicated that this approach offered significant financial benefits as a car share vehicle is used much more efficiently over a seven day and 24-hour period. The council also wanted the vehicles to be 100% electric, to meet Christchurch's green policy objectives. The tender was won by Yoogo (now called Zilch) and the scheme launched in 2018. In 2020, there are over 50 vehicles in operation, and they are shared by the council and several other businesses and residents. Vehicles are located in off-street parking across several hubs, including a library. The scheme has reduced the number of individual vehicles and parking spaces needed in the new city centre and has attracted businesses back into the city.

3.4.6 Parking in residential streets

Parking in residential streets is a contentious issue where residents often feel they have preferential rights over other users. Where parking demand is high and there are complaints from local residents the council is pressured to act. However, parking on residential streets is the same as parking on any other street and should be managed in a consistent way guided by a policy.

The principles²² that can be applied when developing a residential street parking policy are:

- Treat residential streets as a wider community resource, with the space in streets used to achieve the most public good benefits.
- Treat general parking demand pressures in residential streets in line with demand management and pricing policies.
- Only consider prioritising on-street parking for residents where residents are unable to park on private property. Some older suburbs lack space for on-site vehicle parking.
- Residential parking schemes should be as fair and equitable as possible.
- When managing parking on adjacent residential streets, consult local retailers and business association to ensure the needs of the wider community are considered, not just those of the residents.

Some councils use residential parking permits as a way to respond to pressure from local residents. Dunedin has an existing residential parking policy (in the 2009 Parking Strategy) and has a few hundred residential permits issued.

Residential parking permits are not a very equitable way to allocate parking as they heavily prioritise one group of people over others. However they are an effective way to gain public support. A permit model that offers an exemption to a time limit rather than dedicated spaces is more equitable because anyone can use the parking when there are no residential permit holders parked.

The following considerations should be applied to the policy for residential permits:

- Use tight eligibility criteria
- Limit the number of permits issued either per household or per area
- Limit the ability for new development to apply for permits. This avoid developers pushing the costs of parking to the council.
- Price permits to reflect the market price of parking in the area.

²² These principles are from the Waka Kotahi National Parking Management Guidance. (MRCagney was an author on this document)

4 Aligning Parking and City Strategic Direction

This section explains how parking management aligns with Dunedin's strategic objectives. There is additional evaluation provided in Appendix B.

4.1 Dunedin City Spatial and Central City Plans

Dunedin's Spatial and Central City plans express a vision of Dunedin being **one of the world's great small cities**. The six key strategic directions are:

- A liveable city
- An environmentally sustainable and resilient city
- A memorable and distinctive city
- A memorable and distinctive city
- A vibrant and exciting city
- An accessible and connected city

Under each strategic direction the documents explain how planning can contribute to achieving the goals, including the main urban planning and design principles necessary for success.

Parking management is identified as a significant policy under two of the key strategic directions, however the plans seem to understate the importance of the role public parking management can play in achieving the strategic direction. Under Part 3 the Spatial Plan identifies a need for a parking strategy to provide specific guidance on parking management. This presumably recognises that ample amounts of subsidised parking will induce traffic to, and within, the CBD, reducing amenity and safety for pedestrians and cyclists, and potentially resulting in street designs that prioritise movement of for cars rather than pedestrians. Streets cannot be filled with 'people of all ages' if the space is allocated to cars and safety is compromised in favour of car levels of service.

The Spatial Plan also contains an urban form objective:

The overall objective for urban form and future development for Dunedin is to have a Compact City with Resilient Townships. ... will be achieved through urban consolidation, which includes prioritising the use of existing capacity in land already urban in nature (urban land), prior to consideration being given to the expansion of urban limits...

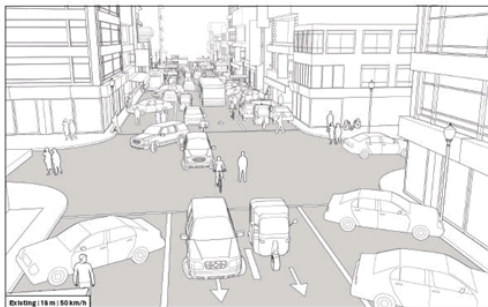
Parking management is not identified under this section as being an important policy, notwithstanding that Policy 'C' is to 'promote urban consolidation by identifying opportunities to use existing urban land more efficiently, including through promotion of more mixed-use residential development in the central city and suburban centres and provision of intensification of residential activity in appropriate locations'. This aligns well with the recently introduced NPS-UD. Good parking management can clearly contribute towards these objectives by more efficient use of public space and freeing up land for higher-value use such as mixed-use development which will help to create a more compact and walkable city.

Further content on how improved parking management can contribute to the strategic direction and outcomes of the Spatial Plan can be found in Appendix B.

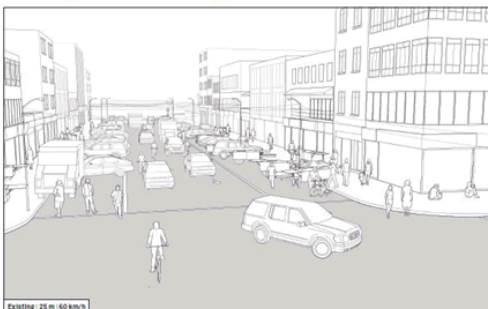
4.1.1 Global Street Design Guide

The relationships between the outcomes of the Spatial and Central City Plans and public car parking management are highlighted in the **Global Street Design Guide** adopted by the Council in 2018. Many of the examples of street and public space enhancements, designed to achieve revitalised multi-mode environments, highlight the need to balance the provision of parking by applying prioritisation methods such as a street space priority and kerb side priority hierarchies. This is demonstrated in the following before/after examples from the guide, where street space is re-allocated to more valuable uses.

10.5.2 | Neighborhood Main Streets | Example 1: 18 m



Central One-Way Streets | Example 2: 25 m



Operational strategies including pricing of parking and prioritising different types of on-street parking are identified in the guide as important demand management tools. This helps to ensure vehicle traffic does not undermine pedestrian amenity and the vitality of the streets, and to create efficient and equitable access to car parks.

4.2 Evaluation of Dunedin's existing parking issues

This section provides an evaluation of the issues identified in Section 2 above, aggregated under ten main themes. The discussion under each theme suggests principles that could be embodied within parking policy to guide operational responses to the parking issues. Case studies are also included where they demonstrate how other councils have successfully applied the principles to address comparable issues in their cities and districts.

1. The public perception of the need for plentiful and 'affordable' public parking

Dunedin City Council, through its public roads and off-street parking assets, provides a large amount of free or cheap all-day parking in comparison with other cities. This is inducing high demand for long-stay parking and creating an availability problem.

This issue seems to reflect a general expectation that the Council is responsible for providing land for vehicle storage for people who drive cars. This approach means all community members contribute to the cost of providing the parking, even if they don't use it. This situation exists despite any legal requirement for the Council to provide land for parking, and the apparent lack of any Council policy that recognises the implicit subsidy, which might be expected to be developed in the case of allocating community resources for the exclusive benefit of individuals.

Sufficient parking for the new Dunedin Hospital was a particular topic of concern in many of the stakeholder conversations. Hospital parking is a contentious subject across New Zealand and parking charges are often purported as being unfair on families who need to visit patients. There is no doubt that parking is important for visitors, patients and staff, and many people will be unable to use alternate modes due to ill health. However, providing a large supply of cheap parking is very expensive and will induce private vehicle travel over other modes such as walking, cycling and public transport. A staff travel plan should be put in place that supports the use of non-car modes, and the health service should investigate offering a public transport subsidy for staff. Additionally, many hospitals in New Zealand engage private parking operators to invest in parking infrastructure and manage their parking assets. Aiming to provide cheap parking for the new hospital may mean private operators do not have the incentives needed to enter the market. Southern DHB will undertake travel planning to help support uptake of sustainable transport modes for the new hospital. The provision of parking for the new hospital is being planned and discussed between the various stakeholders involved to ensure a balance between the access needs of the hospital and the transport outcomes for Dunedin.

If the Council aims to reduce their subsidy of parking in Dunedin, a useful first step is to facilitate discussion with the public on the principles that should apply to the provision of public parking. This can be achieved through the public engagement process in the development of a parking policy.

Relevant principles include:

- Equitably pay for the costs of parking provision
- Ensure parking supports wider transport outcomes

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User Pays or Subsidised Parking?

Location: Hastings, NZ

Under its Central City Strategy, the Hastings District Council adopted the Hastings Vibrancy Plan in October 2015, which supported a trial of free parking pilot for the city centre. To determine the impact of the trial, parking occupancy surveys were conducted before and after the free parking was introduced. The evaluation report about the free parking trial was inconclusive about any positive effect to Hastings' retail activity or vibrancy. The evaluation of the trial also showed the loss of \$805,000 of parking revenue created an affordability problem for Hastings District Council and would result in an increase in rates to offset the loss. The rates forecast for 2017/18 was 0.9% higher if free parking was retained.

In the consultation for its Draft Annual Plan, the Council included a question for residents as to how they would like to pay for city centre parking – a) user pays, or b) through an increase in rates. The Council made it clear that providing parking in Hastings town centre has a financial cost which needs to be paid for. The clear majority of those who responded felt the introduction of a targeted rate to fund the revenue shortfall was not a fair and equitable system for paying for parking, and that a user pays system was a fairer. Subsequently 'user pays' was adopted as the preferred policy.

Hastings District Council took an innovative approach to resolve the difficult decision around parking charges. By presenting the relevant information in a transparent manner to the public, it was easier for elected councillors to make a decision on what is normally a contentious topic.

2. Need parking to be included in Integrated transport management

Parking management is not well integrated with the rest of the transport system in Dunedin. There appears to be little consideration of the way in which parking prices affect public transport patronage.

This issue seems to relate to a lack of appreciation of how parking management can assist the community with achieving broader goals for the City such as the strategic directions from the Spatial and Central City plans. For example, creating high quality pedestrian oriented public spaces within the city centre requires a limit on the quantity of parking to limit traffic volumes. Favourably located parking can also promote pedestrian footfall and improve business vitality on retail streets. Overall, the design of streets should be guided by the strategic directions related to the quality of the urban environment rather than vehicle level of service outcomes that can take over the design process if high car traffic volumes are assumed.

Relevant principles include:

- Ensure parking supports wider transport outcomes

Integrated Parking Policy

Location: Queenstown

The Queenstown Lakes area is a high-growth area and has experienced problems with traffic congestion and parking availability in the centre of Queenstown. In late 2017, the council responded to these issues by increasing parking fees, extending paid parking and starting to remove discounted long-term commuter parking from the town centre. At the same time as the parking changes were introduced, improvements were made to the public transport bus service including more frequent services and a subsidised \$2.00 flat fare.

Since the changes were implemented, bus ridership has shown a dramatic and sustained increase, while parking occupancy rates have dropped by around 17% between 2017 and 2019. Data from June 2019 show a 64% year to date increase in bus patronage compared to 2017/2018. Parking revenue has also increased due to the increase in parking rates.

A 2019 survey showed that peak occupancy intensity for the town centre was 79% at 1pm, within the typically recommended target occupancy rate of 70-90% to support effective parking turnover. It can be expected that this will also have resulted in a reduction in congestion as there are fewer people "cruising" for parking.

Following the increase in parking fees, the council reported a parking revenue surplus of approximately \$1.3 million for 2017-2018. This surplus was then invested into the bus service to improve bus stop infrastructure and wayfinding.

This is a good example on how parking management can be integrated with public transport management. The objective in Queenstown was to shift people to using public transport to relieve the congestion on the roads and increase vitality in the town centre. This was achieved through increasing the cost of parking and reducing the cost of using the bus, as well as improving the bus level of service by increasing the service frequency. The results to date demonstrate that this has been successful.

Public transport levels of service can also be improved through implementing bus priority measures, which can involve re-purposing car parks for bus lanes around intersections etc, so that public transport can compete effectively in terms of travel times.

3. Commuter parking in residential streets and other public spaces

This issue reflects competing demands for parking on residential streets between residents, visitors to local properties, and local workers. Complaints related to this circumstance can arise out of resident's sense of ownership of the street, and from a feeling that a relatively quiet residential amenity is being disturbed by visitors.

So why do parking pressures exist in city fringe residential areas? In the absence of detailed survey data for these areas which may reveal more about who is parking on these streets, reasons may include:

- Residents having more cars than the number of on-site parking spaces available, spilling over onto the street.

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- Given the amount of 'free' parking on the street, residents have no incentive to park their cars on site (i.e. on a driveway, or in a garage space), and use the garage space instead as storage space or other habitable space. These residents' cars therefore use on-street parking spaces instead of parking on-site.
- A high number of workers/commuters/shoppers parking on residential streets because of the attraction of free parking.

Given the competition for on-street parking in residential streets, it is useful to consider that the road is a community asset and on-street parking in these streets remains a public resource available for everyone, not just the residents of that street. Therefore, matters of equity arise when considering a management approach in a broad community sense, and a hierarchical structure for allocation kerb space, where one group of users' needs are considered first before considering the next groups' needs, could be appropriate for managing this aspect.

Council policy should signal to public what the approach is for managing on-street parking in residential areas, so that the public do not expect parking will be maintained and available in perpetuity if there is a higher value use for the street space such as cycleways or bus lanes.

Relevant principles include:

- Prioritise public space to deliver the highest value
- Efficiently use space dedicated to parking
- Prioritise those with the greatest need for parking

Auckland Parking Strategy

The *Auckland Transport Parking Strategy* (2015) contains policies for residential neighbourhoods experiencing on-street parking pressure. The context for residential parking pressure in Auckland is that it often occurs in fringe suburbs near Auckland's city centre where there are many heritage properties built without on-site parking (e.g. lot sizes are too small as these properties were built before the car era). Therefore, the longstanding residents' parking on the streets of these heritage city fringe suburbs compete with commuters parking, local workers, and visitors.

The management response to residential parking pressures is guided by two objectives, being:

1. Reduce the negative impacts of high parking demand on local communities.
2. Discourage CBD commuter parking in city fringe suburbs.

In the heritage city fringe suburbs, the application of a residential parking zone across a large area is preferred, where visitors can park for a maximum of two hours.

Those who wish to park for longer in a residential parking zone need to apply for a residential parking permit, valid for one year which needs to be applied for annually. A permit does not guarantee a parking space within the parking zone street and there will be a cap on the total number of permits available (as a percentage of overall spaces within a zone) to ensure that the scheme is sustainable.

In order to meet the objectives noted above, which prioritise reducing the impacts of parking on local communities, residential parking permits are issued with priority given to owners/occupants of properties without on-site parking, then those with only one car park, then businesses.

In addition to the priority above, the *Auckland Parking Strategy* states that residential parking permits will not be issued to properties built after the release of the Unitary Plan (30/09/2013), which enabled residential intensification in some of these heritage suburbs and throughout Auckland, to avoid developers passing the costs of providing parking on to Auckland Transport.

Examples of residential parking zones implemented since the adoption of the *Auckland Parking Strategy* in 2015 include Freemans Bay, Grafton, Mt Eden, Parnell, Ponsonby, and St Mary's Bay, which are all predominantly heritage suburbs on the fringes of the city centre.

Outside of city fringe suburbs, the *Auckland Parking Strategy* recognises that most properties have on-site parking, particularly in the context of a long history of minimum parking requirements in the suburbs. As such, these suburbs' streets that experience parking pressure (e.g. due to commuters parking to access frequent public transport nearby or local workers or visitors accessing a nearby town centre) will typically not be eligible for a residential parking zone and will instead be subject to P120 time restrictions during working hours for sections of a street (approximately 25%).

4. Lack of wayfinding causing localised congestion

There is no wayfinding system to inform the public on where available parking is located, potentially resulting in localised congestion and lower utilisation in some off-street car parks.

There are a variety of methods for improving wayfinding to/from car parks, e.g. car park counting signage that informs drivers of the quantity and location of available car parks saves drivers' time and limits congestion caused by drivers hunting for empty carparks.

These types of measures can be combined with pricing strategies to encourage customers to use off-street car parks rather than drivers circling to find on-street car parks.

Relevant principles include:

- Efficiently use space dedicated to parking
- Ensure parking supports wider transport outcomes

Consolidating parking and wayfinding

Location: Takapuna, Auckland

Takapuna is a suburb on the north shore of Auckland. In 2017 Panuku, the property development arm of Auckland Council, initiated a plan to revitalise the town centre and improve public spaces. The centre of Takapuna is dominated by a large at-grade car park of 250 spaces. While this is an important component of transport in Takapuna it represented a poor use of space in such a central location. Panuku's plans were to work with the community and private developers on plans to redevelop the central car park into a mixed-use development and a new town square. To make this development possible a new car park building was proposed for the edge of Takapuna to replace parking from the central car park. There is wayfinding signage directing drivers into this car park and reducing traffic on the main pedestrian streets in the centre. This new car park replaced several at-grade parking areas that were scattered around the town centre. The new car park opened in November 2020 and the central car park development site is in concept designs with the new town square to be the first stage of the development.

5. An over-supply of public car parking may be crowding out more valuable land uses in the city centre

Dunedin City Council has a relatively large portfolio of off-street parking assets when compared to other similar sized cities. Some of these are at-grade and located in the core city centre which present a considerable opportunity cost. A significant amount of this parking is free or relatively cheap, so the utilisation levels represent demand for an under-priced resource rather than reflecting the 'actual' demand for public parking.

Pricing strategies can be implemented to manage demand for the public parking resource in a coordinated manner with public transport improvements to encourage behaviour change. Once the

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actual demand for parking is better understood, the likely impacts of activities such as street upgrades that involve the removal of on-street car parking, divestment of surface off-street parking facilities, and consolidation of public parking in structured parking facilities will also be better understood.

There may be significant benefits in reducing the number of off-street parking sites in the central city. With a possible reduction of long-stay parking through an uptake of public transport and the Covid-related work from home trend there could be less requirement for off-street parking sites. As occurred with the Dowling Street car park, there is an opportunity to realise the value of the land in some of these sites by removing parking and developing the site. Another approach is to consolidate parking onto fewer, more strategically located sites. This may require investment in multi-level parking.

Relevant principles include:

- Prioritise public space to deliver the highest value
- Efficiently use space dedicated to parking
- Ensure parking supports a quality urban form

6. A general lack of policy guidance on parking management, resulting in inconsistency with broader strategic objectives

When no clear parking policy guidance exists, decisions around parking management can become ad-hoc and reactive. A parking policy or parking strategy that accounts for the broader objectives and policies of the Council can be an effective means of avoiding ad-hoc decision making and guiding parking management to contribute to the broader outcomes sought by the Council.

A parking management policy will create collective buy in and a mandate to manage parking in an agreed way. If policies are well communicated, the public will understand the rationale for managing parking even if they don't agree with the approach. A parking management policy will lead to more consistent decisions that should contribute towards the strategic outcomes set for the city.

Relevant principles include:

- Prioritise public space to deliver the highest value
- Prioritise those with the greatest need for parking
- Make evidence-based decisions

Wellington Parking Policy

In 2018 Wellington City Council started a process to update their 2007 Parking Policy. This followed a comprehensive process that included two rounds of public engagement. In late 2018 the council produced a background Information and Issues Report. This report identified the key parking issues in the city and an assessment on what is contributing to each issue. The purpose of this report was to engage with the public on the causes of parking issues and the linkages to the wider transport system. They also included a case study of an area of Wellington near the hospital to demonstrate a localised issue. In Wellington there was a lot of focus on public engagement and communications. Following this early engagement, a parking discussion document was developed that outlined the draft parking policy with justification for the proposed approaches. This went through another round of detailed public consultation to determine the level of public support for the principles and policy approach. A detailed consultation report was produced to share the results of the feedback. The final parking policy was then developed and was approved by the council in August 2020.

The council used some useful techniques for engaging with the public and sharing information on parking management such as hosting public events with speakers discussing the issues and ideas from other cities.

7. A general lack of policy guidance on parking management, resulting in inefficient parking utilisation

Many areas of the city centre experience high parking occupancy. This may result in vehicles circling to find available parking, increasing traffic, and creating unsafe and unappealing streets.

This issue can be a symptom of either a lack of publicly accessible parking in the area, or a lack of parking restrictions that would encourage turnover, such as time limits or parking fees. The issue can also be a symptom of under-priced parking in the popular parking locations (e.g. on the main shopping street), or under-priced parking overall.

Demand responsive pricing is where the price of parking is set to achieve an optimal level of utilisation. This is a method used successfully in many cities to manage parking demand. 85% utilisation is a well-recognised target however a range of 80% - 90% is often more practical. Demand responsive pricing ensures there is enough availability to prevent cruising for parking and ensuring efficient turnover of visitors to enhance the vitality and economic success of shops and services in the area.

Relevant principles include:

- Make evidence-based decisions

8. A general lack of policy guidance on parking management, resulting in poor parking experiences for customers

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On-street parking restrictions are confusing to the public and are not easy to enforce. There are a wide range of time limits applied to paid parking (P30, P60, P120, P180, P240, all-day) within the core city centre. This is confusing for the public and likely increases the chance of getting an infringement. It also creates operational difficulties for enforcement.

Ideally, the parking experience for customers should be as simple and stress free as possible, to enhance visitors' experiences in the area. However, currently Dunedin uses a combination of time limits and pricing for the same car parks, and the time limits used range from 5 minutes to 240 minutes. This is not a user friendly regime for customers to understand or conform to, and consequently there is a relatively high infringement rate in the popular parking areas of the central city.

Relevant principles include:

- Prioritise those with the greatest need for parking
- Ensure parking supports wider transport outcomes
- Make evidence-based decisions

Auckland Transport Parking Strategy

Auckland Transport approved AT Parking Strategy in 2015 which supports high-level strategic outcomes in the Auckland Plan. This strategy included a demand responsive pricing policy. Under this policy, parking prices are set to target 70 – 90% occupancy at peak times. If the parking utilisation is found to be above or below this range, the price is either increased or decreased. Prices are also aligned with the periods of the day with the highest parking demand. For example, in Kingsland, which has a strong night-time economy, the parking prices apply from 9am – 9pm. The policy states that on-street parking occupancy is recorded every 3-12 months and prices are amended in line with measured occupancy levels. Since the adoption of the Parking Strategy in 2015, AT has managed to keep peak parking occupancies within this range even though on-street parking has been steadily removed and demand has risen.

There is also no time limits applied to paid parking with the price achieving turnover and availability. This approach resulted in a 25% drop in infringements as people could choose to pay for the time they needed. This is also good for businesses as customers have the option of staying longer and doing more business. All paid parking has a ten-minute grace period so there is no payment required for very short stays. This enabled the removal of all P5 and P10 parking across the city. With the removal of time limits the signage of paid parking was much easier and enabled the move to a zone approach where signs are placed every 200 meters resulting in the removal of hundreds of parking sign and creating a much cleaner less confusing system.

9. Low enforcement coverage and perceived high levels of non-compliance with parking restrictions

There appears to be a relatively low coverage of parking enforcement across the central city contributing to perceived high levels of non-compliance. Parking enforcement also appears to be inefficient and makes little use of technology enhancements.

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Parking restrictions are only worth implementing when they are enforced properly to encourage high levels of compliance. While parking enforcement is often unpopular it is a critical part of the transport system. It ensures the safety of all road users by enforcing vehicles that are parked illegally or dangerously. Non-compliance can also impact access for high priority users such as mobility card holders or delivery vehicles.

The number of infringement tickets issued per parking officer in Dunedin compares relatively well to other similar sized cities however better data on vehicle duration of stay would provide a clearer picture on levels of non-compliance. Many councils are now starting to use licence plate recognition camera technology to improve the efficiency of enforcement.

Relevant principles include:

- Efficiently use space dedicated to parking
- Prioritise those with the greatest need for parking
- Make evidence-based decisions

10. High levels of repeat parking violations

There is a relatively high level of recidivist offending with 284 unique vehicles receiving more than five infringements in the three-month period (March – May 2019) reviewed for this report.

For these people, the risk of receiving an infringement is not significant enough to comply with the restrictions. This is a symptom of very low infringement fees in New Zealand. Recidivist offending creates a sub optimal use of parking space as the offending vehicles stay longer than time restrictions and don't pay the full amount in paid parking areas. Recidivist offenders are more likely to be city workers who are aware of ways to avoid enforcement or at least pay less than the daily parking rates. This is inhibiting access for customers to local shops.

Relevant principles include:

- Efficiently use space dedicated to parking
- Prioritise those with the greatest need for parking
- Make evidence-based decisions

The Ministry of Transport has set up an advisory group to work on parking regulation reform. Parking infringement fees are within the scope of the brief for this working group. They are looking for changes to be made towards the end of 2021.

5 Recommendations

This section provides the recommendations for DCC to move forward with improved parking management. These recommendations align with local and national strategic direction and will deliver benefits to the city.

5.1 Develop a Parking Management Policy for Dunedin

The Dunedin Spatial Plan, Integrated Transport Strategy and Dunedin Central City Plan all contain recommendations to develop a parking management policy. The Climate 2030 Rapid Review also recommended a parking strategy as a way to support transport alternatives to single-occupancy internal combustion engine vehicles. Parking is part of the overall transport system therefore it is critical that parking is managed in a way that supports over transport objectives for the city. A parking policy is an important tool to ensure that parking is being managed in an integrated and coordinated way. A parking policy should clearly outline the objectives, principles and approach for management of Dunedin City Council parking assets. All decisions on parking and projects that affect parking should be consistent with this policy.

An important step in the policy development is engagement with the public. This will enable a two-way sharing of information so that the public understands the principles and intent for parking management, and the policy is responsive to the needs of the public. Public engagement is key to influencing public perceptions on parking and effort should be invested to ensure that engagement is done well. Below is an indicative process that development of the parking policy could take.



Parking policy development can take time but there are clear and measurable benefits in going through this process. It will help address the public perception issues allowing for a more informed conversation with the public about parking. It will support efforts to encourage mode shift which will reduce traffic in the city centre and support future growth. Better parking management will result in a more efficient use of parking resources (on street and off street) which will assist in reallocation of street space and land used for parking.

More information on a parking management policy is in Section 3.4.1. Also Section 4.2 explains how a parking policy can address the identified issues and what principles could apply. Included in this section are some

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relevant case studies. Additional information on developing a parking policy in the Waka Kotahi Parking Management Guidance document which is currently out for consultation with local councils.

5.2 Develop a Dunedin City Centre Parking Management Plan

Once a parking management policy has been through public engagement and is approved by council the next step is to develop a Parking Management Plan (PMP) for the central city. A review of central city parking is a longer-term action under the Dunedin Central City Plan.

A PMP contains a set of actions and timeframes to move forward with improved parking management. A PMP will address on-street parking and off-street parking. Typically, a PMP will contain:

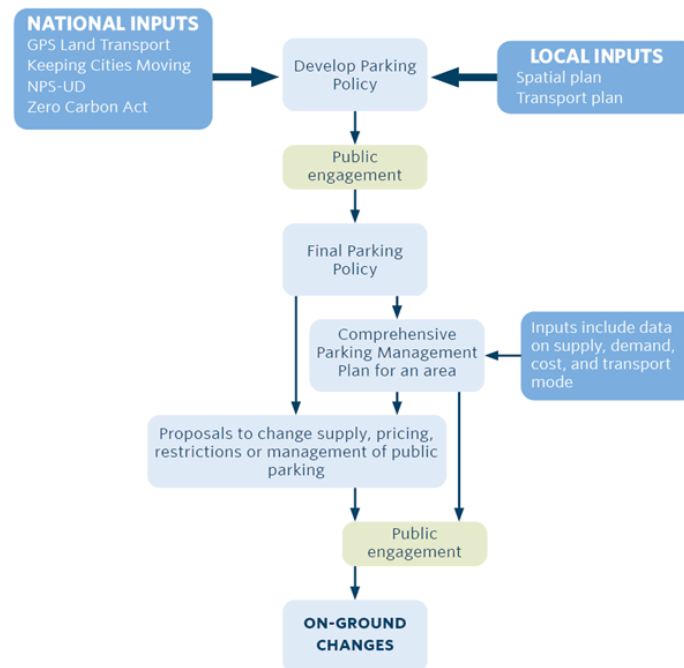
- Background information including parking policy, relevant strategic documents, planned transport projects, parking occupancy surveys, and visitor or customer surveys.
- Analysis of parking supply and demand, existing parking operational approaches, and plans for car park divestment or consolidation. This could include parking questionnaire surveys to understand specific needs across the city.
- Information on the transport networks including traffic, public transport, walking and cycling.
- Planning and development implications including urban growth strategies, planning policies, and traffic and parking growth projections.
- A set of recommendations for short-term, medium-term and long-term. This will cover parking supply and management.

The PMP can ensure that parking is being used to support certain user groups in each area of the city. For example, short-term customer parking could be prioritised near to George Street and retail areas, and longer-term parking allocated on the fringe of the city centre.

A PMP should evaluate the opportunity for consolidation of off-street parking sites. There are around 14 off-street parking sites owned by Dunedin City Council. This represents a lot of land tied up in parking and much of it used for relatively cheap all-day parking. Dunedin should go through an exercise to rationalise the parking into fewer sites that are strategically located to reduce traffic flows on streets with high pedestrian volumes. There is further information on this in Section 3.4.3.

There is further information on Parking Management Plans in Section 3.4.4.

Figure 5.1: Parking management process, Waka Kotahi National Parking Guidance



5.3 Short-Term Operational Recommendations

Below is a list of operational parking recommendations that could be implemented in advance of an approved parking policy. These recommendations are in priority order and each recommendation explains the benefits to the city and alignment with Dunedin's strategic objectives.

- 1. Develop a parking wayfinding plan for Dunedin City Centre**

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Wayfinding signage directs drivers in the most optimal way to selected off-street parking locations. Wayfinding signage can be static information simply showing where off-street parking is located or can include live availability information. Wayfinding is best suited to short-term customer parking sites as they attract drivers that may not be as familiar with available parking locations. A wayfinding plan should evaluate the off-street parking sites that are best suited to short-term parking and the main traffic routes to access them. Wayfinding signage should be located on the edge of the city centre on major access points, then at points along the access route to each off-street parking site. Ideally wayfinding signage should include live occupancy information showing the number of vacant spaces at each site. This will allow for even better traffic reduction. Consider working with Meridian Mall and Wilsons Parking to include their main sites in this wayfinding plan.

Developing wayfinding signage is a recommended action in the Dunedin Central City Plan.

Benefits to the city:

- Move vehicles more directly to off-street parking sites reducing traffic caused by circling to find available parking
- Incentivise off-street parking which will reduce pressure on on-street parking and help with reallocation of parking space.
- Customer convenience

2. Develop a business case for investment in parking technology

There have been significant advancements in parking technology in recent years that have offered both operational efficiencies and convenience to customers. However, the range of technologies can be confusing for councils and it can be difficult to know what to invest in. It is important to go through a business case process to fully understand the problems that exist and the benefits of addressing them.

These are a list of parking technologies that can offer customer benefits or operational efficiencies:

- **Car counting system in off-street car parks.** There are several different ways of achieving this but the end benefit is that a live parking availability can be determined and displayed on electronic signage at key locations around the city. This live parking occupancy information can also be used for data analysis and evidence to support price changes. Technology providers can explain the best ways of determining car park occupancies based on the type of parking. This information can also be surfaced on the Pay my Park app.
- **Licence plate recognition (LPR) camera enforcement** systems can create operational efficiencies - that is a much larger enforcement area can be covered with same number of staff. These cameras are very accurate and can enforce time restricted parking and paid parking so long as customers are paying with their licence plate. Auckland, Tauranga and Hamilton are using these systems can share information with Dunedin.
- **Investigate moving to licence plate payment systems for all DCC paid parking.** DCC's current on-street parking machines can be converted to Pay by Plate. This will enable enforcement with LPR camera systems as above. It will also make it easier to determine when vehicles are moving to avoid time restrictions or graduated pricing systems.
- **Incentivise app-based payments over parking meter payments.** Parking meters are expensive to purchase and maintain and add to footpath clutter. Incentivising parking payments through the smartphone app is a much cheaper way to operate paid parking and makes rolling out new areas much quicker and cheaper. Parking meters will still be required for those people that do not have a smartphone or don't like using apps however parking meters can be thinned out to reflect the shift to

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app-based payments. New paid parking areas could be supplied by thinning out parking machines from existing areas, removing the need to purchase any new parking machines. A simple way to incentivise app payments is to remove the surcharge for using the app.

Benefits to the city:

- Enforcement efficiency. Better coverage of the city and more ticket issuance with the same number of staff.
- Car counting will allow drivers to make informed decisions and reduce traffic searching for available parking.
- Cheaper and quicker roll out of new paid parking areas.
- Customer convenience with live parking availability information and no surcharge for using app.

3. Collect and analyse data to inform future decision making

Decisions on parking should be guided by policy and informed by data. Parking generates a lot of useful data that should be collected and utilised to develop a robust evidence base for making decisions. There are existing data sources from parking machines, parking payment apps, infringement ticketing systems and traffic counting systems. As parking management is part of an integrated transport management approach, it is also useful to collect other data sources such as transport mode share trends and consumer spending.

In the development of this Roadmap, accurate data on the use of DCC off-street parking assets was not readily available. It is recommended that data should be collected over a six-month period that clearly shows the occupancy, price, and type of parking (e.g. short-term, long-term and leased) present in all DCC off-street car parks. This should include whether leased spaces are being used or not.

A data analysis and visualisation tool such as Microsoft Power BI is a useful way to understand data and track key metrics for parking. These tools can utilise many different data sources including real-time live feeds and display a useful dashboard for operational staff and managers to get an accurate picture of parking. Other non-parking data can also be tracked and analysed to gain an understanding of macro-trends occurring in visitation and spending in Dunedin city centre.

There is further information on the importance of collecting data in Section 3.4.2.

Benefits to the city:

- Collecting and utilising data provides evidence to support parking changes and can be used to help defend decisions in case of public scrutiny.
- Utilising data can save money on manual surveys.

4. Talk to car share operators about the potential of establishing car share operations in Dunedin

Car sharing is working successfully in Auckland, Wellington and Christchurch. Car sharing ideally needs population and density to be successful however central Dunedin is relatively large and dense and this service could work well for a combination of private and business use. The Dunedin City Council could consider converting some of its vehicle fleet to car share as Christchurch City Council did in 2018. This was a recommendation of the Climate 2030 Rapid Review. Car sharing results in more efficient use of a vehicle thus reducing operational costs for businesses. There are car share operators that offer fully electric fleets which can help achieve climate change targets and give the public an opportunity to use an electric vehicle.

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There is further information on car sharing in Section 3.4.5.

Benefits to the city:

- Car sharing can reduce vehicle ownership and international research indicates for every car share vehicle there is a reduction of 7 - 10 private vehicles²³
- Car sharing in a city centre is often used by businesses who can replace their fleet with car share membership. This can significantly reduce the amount of land taken up by parking.
- Research carried out by Auckland Transport showed that people who start using car share typically reduce their vehicle ownership and use public transport more than prior to using car share.

5. Build relationships with businesses to help with communication and collaboration

One of the initiatives in the Dunedin Central City Plan is to: *Encourage formation of retail/neighbourhood association to improve engagement with council.* This should be prioritised. Retail associations can be very effective organisations for the two-way sharing of information and a way to engage with businesses. They become a key stakeholder for city projects and make it easier to get alignment on key projects or changes that they can then communicate back to individual businesses.

Overall, Dunedin has a large supply of parking in the city centre. Parking exists under a wide range of ownerships and time of day demand profiles. Consequently, it is likely that there is a level of vacant parking at different times of the day or days of the week. In other cities, retail associations have acted as parking brokers where they connect people wanting parking with businesses that have an excess of parking. This could be a time of day consideration where customers of night-time activities like cinemas or restaurants can use the parking facilities of day-time businesses like retail or offices. In Auckland and Wellington there are private parking sharing apps such as Parkable²⁴ that allow for sharing of private car parks.

Benefits to the city:

- A retail association can become a key stakeholder making it easier to communicate complex changes.
- More efficient use of existing parking resources can reduce the need for additional parking. This saves money and improves land-use.

6. Start reducing lease parking from Dunedin City Council off-street parking sites

As mentioned in Section 3.2, lease parking does not align with the strategic direction of DCC. It is recommended that lease parking is steadily removed from central Dunedin off-street parking sites, starting with Great King Street. This can take a phased approach and should be coordinated with other changes, such as public transport improvements and projects that involve reallocation of on-street parking to other purposes.

7. Apply for EECA funding for EV charging facilities in Great King Street car park

Funding is available through the Low Emission Vehicles Contestable Fund administered by the Energy Efficiency and Conservation Authority (EECA). The fund has been established to support early and innovative investment in promoting, enabling and/or accelerating the uptake of electric and other low-emission vehicles in New Zealand. EV charging is suitable for off-street car parks as slow charging takes some time and can occur while the driver is out and about. Great King Street car park is a suitable place to provide EV charging as it is a customer car park and provides good opportunity for promoting the uptake of EVs.

²³ <https://www.transport.govt.nz/assets/Uploads/Research/Documents/2018-Transport-Knowledge-Presentations/c36e037d96/Car-sharing-in-New-Zealand-benefits-and-barriers.pdf>

²⁴ Parkable is a company that offers a sharing platform where people wanting parking are connected with people who have excess parking.

Dunedin Parking Roadmap
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Appendix A: Parking data analysis report

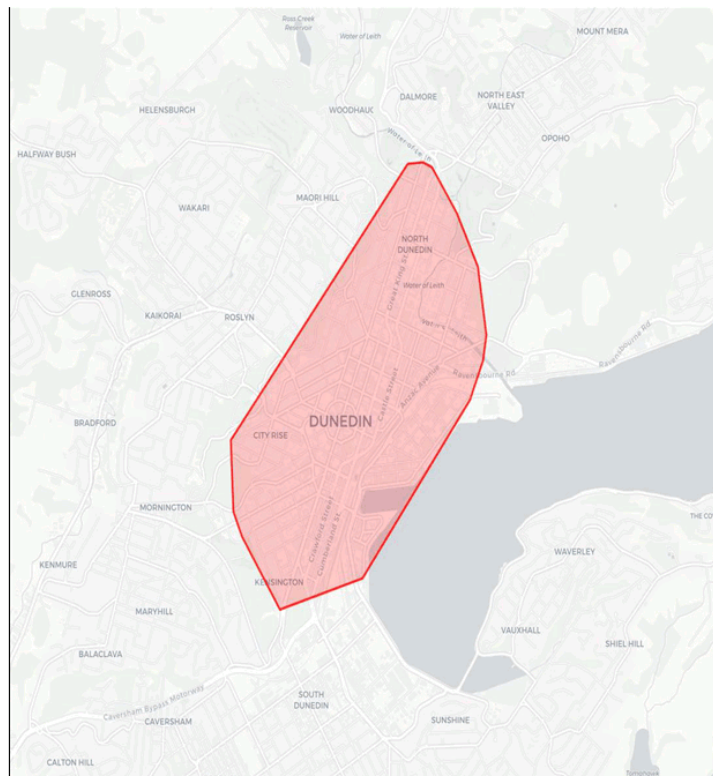
Parking supply inventory

Background

Dunedin City Council maintains an up-to-date GIS layer that contains all restrictions on parking. This layer is updated whenever there are changes made to on-street parking. It should be noted that this is a valuable asset management system that many councils do not have. This parking occupancy survey data was linked with the data layer to allow for spatial view of parking occupancies from the survey. This data set also provides a picture of how on-street parking is controlled and allocated in Dunedin.

Data picture

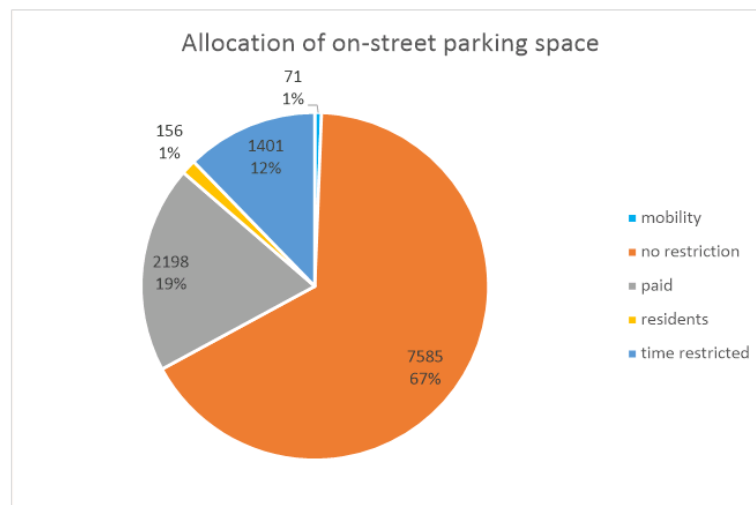
Figure 5.2: Parking survey area



Dunedin Parking Roadmap
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In the central Dunedin area covered by the 2020 parking occupancy survey and shown in Figure 1 there are approximately 11,440 parking spaces. As seen in Figure 2, 67% of these on-street spaces are unrestricted, 19% paid and 12% time restricted.

Figure 5.3: Allocation of on-street parking within the study area

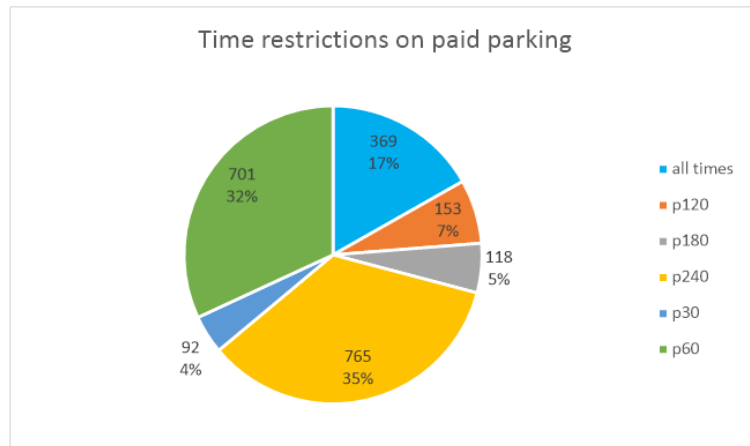


Within the study area there are 2,198 on-street paid parking spaces. This is an increase of 257 spaces (13% increase) from the April 2019 data. It is a relatively high number considering the population of Dunedin. For comparison Auckland city centre has around 2,600 on-street paid parking spaces although this has been steadily decreasing as streets space is reallocated to other uses.

In Dunedin there are a range of different time limits applied to on-street paid parking with 52% of parking having either a four-hour time limit or no time limit. This can be seen in the Figure 3 below.

Figure 5.4: Allocation of on-street parking within the study

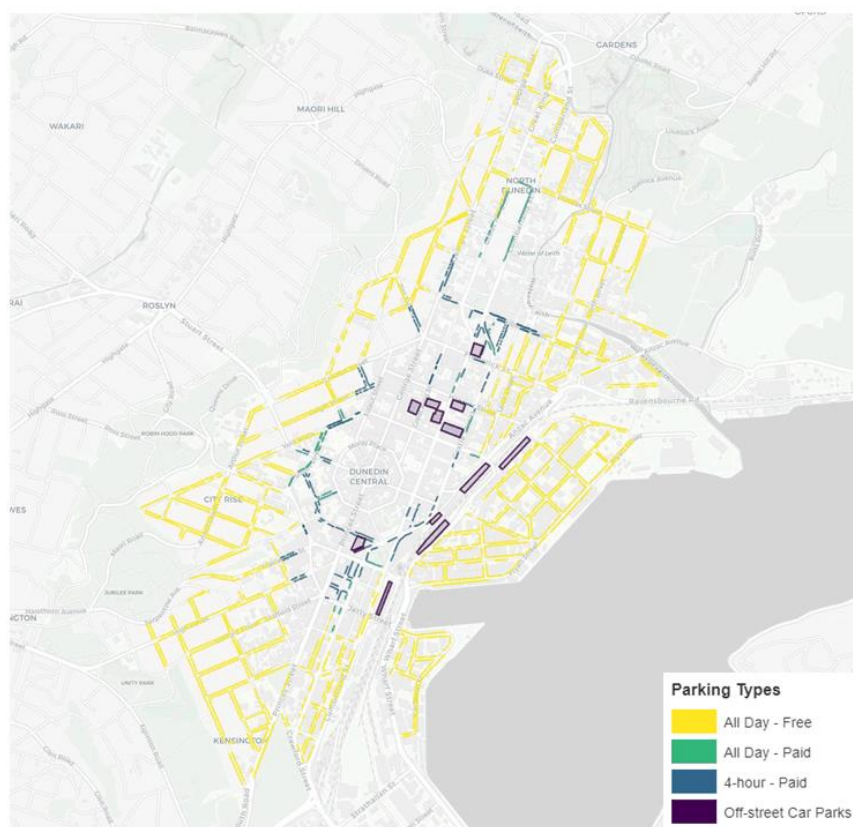
Dunedin Parking Roadmap
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In total 78% of on-street parking in the study area is allocated for long-stay use. This is a high proportion of on-street parking in central Dunedin that is being used for car storage by city workers. It is also a high proportion in comparison with other cities. Wellington has around 3,300 on-street paid parking spaces in the city centre and all are managed for short-term use with a time limit of two-hours or under.

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Figure 5.5: Location of long-stay parking



There are 1,647 Dunedin City Council off-street parking spaces in central Dunedin. These are spread across 14 different sites with three car park buildings and 11 at-grade car parks. There are 603 leased spaces (37% of total off-street supply) and 1044 casual parking spaces (63%). It is unknown how many of the casual spaces are used for all-day parking versus short-term parking.

Parking prices

The table below describes the parking prices for the different types of parking provided by Dunedin City Council.

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Table 5.1: Pricing of Dunedin City Council parking assets (Monday – Friday rates, November 2020)

Parking type	Hourly rate	Daily rate	Leased rate (weekly)
On-street paid parking central core	\$2 - \$4 (varying time limits)	None	None
On-street paid parking outside core zone	\$1 - \$1.50 (varying time limits)	\$6	None
Central off-street car parks	\$2.50	\$8 - \$20	\$40 - \$45
Fringe off-street car parks	\$1	\$6	\$20 - \$24
Source: Dunedin City Council website			

Wilson Parking charges around \$4 per hour in central Dunedin and between \$8 and \$11.50 per day. A central car park run by Wilsons in Hamilton is \$6 per hour and \$15 per day.

Observations

- There is a large amount of unrestricted parking on residential streets surrounding the city centre offering a plentiful supply of free all-day parking within walking distance of the city centre.
- In total 78% of on-street parking in the study area is allocated for long-stay use. This is undermining efforts to increase mode shift for city centre workers. This is a high proportion of all-day parking allocation in comparison with other cities.
- 1,134 paid on-street parking spaces (52% of total paid on-street spaces) are allocated for long-stay use²⁵ in city centre.
- There are a wide range of time limits applied to paid parking (P30, P60, P120, P180, P240, all-day) within the city centre. This is confusing for the public and likely increases the chance of getting an infringement. It also creates difficulties for enforcement.
- P240 restrictions are very difficult to enforce as they require parking officers to chalk a vehicle and re-visit four hours or more later. Consequently, it is easy for drivers to park all-day in a P240 restriction especially with app-based payments allowing remote payment from someone's place of work. There are P240 restrictions on streets within the core Dunedin city centre such as Great King Street near the hospital.
- There is a large amount of off-street parking allocated for all-day use. This is relatively cheap when compared to market rates charged by private operators. Dunedin City Council charges \$6 per day for most fringe CBD car parks and Wilsons charges between \$8 and \$11.50 for its central Dunedin car parks.

²⁵ Long-stay parking is any unrestricted parking, paid parking with no time limits or any parking with four-hour time limits or greater including P240

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Occupancy surveys

Background

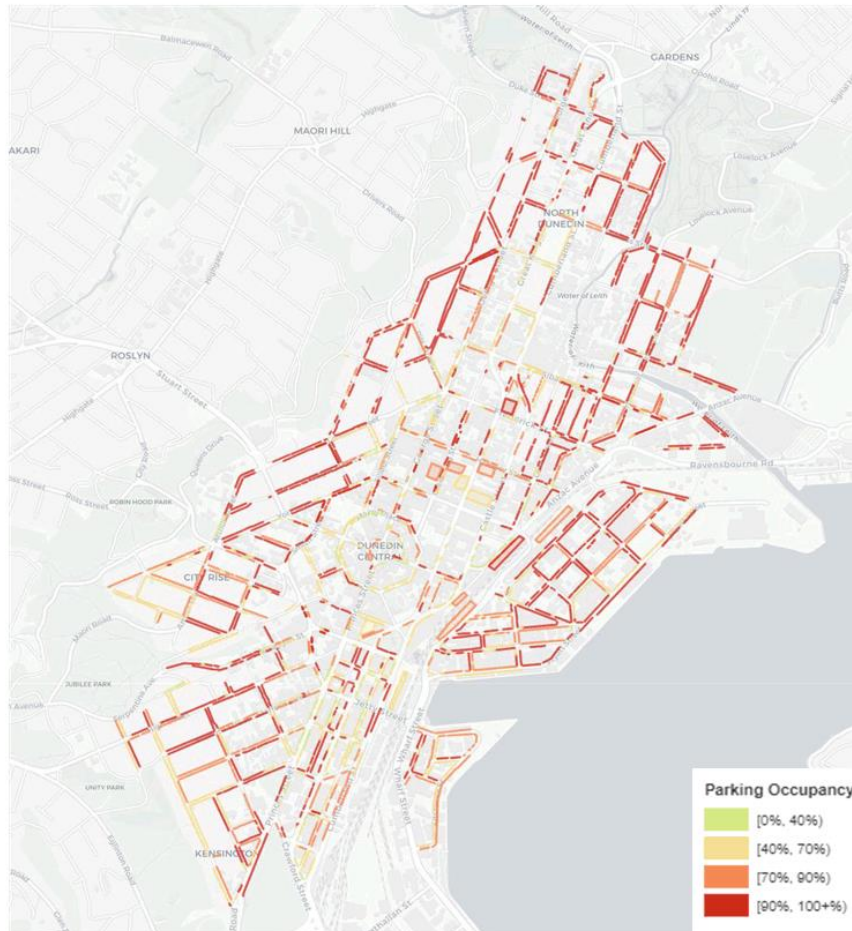
Dunedin City Council commissioned a parking occupancy survey in March 2020 as part of the Retail Quarter Upgrade Project. This survey was completed on Wednesday 18th March which was six days before the first Covid-19 lockdown was implemented. Cruise ship visits had already been cancelled. This could have had some impact on observed parking numbers. Note, that some of the occupancy data for off-street car parks was missing.

Data picture

The surveys covered around 13,000 parking spaces. The majority of these were on-street spaces (11,448) and had an average peak occupancy of around 81%. The off-street parking that was surveyed included 1,755 spaces with an average occupancy of 71% at peak times. The off-street parking spaces were mostly Dunedin City Council car parks however a Wilsons car park was included.

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Figure 5.6: Heat maps showing occupancy during Count 1 (around midday) of the March 2020 survey



Overall, the parking occupancy in central Dunedin is within an acceptable range (80% - 90%) however there are hotspots of high occupancy particularly in streets around the outside of the core city centre. A large proportion of the long-stay parking (4 hours or more) is above 90% occupancy as city workers take advantage of cheap or free all-day parking within walking distance of their employment.

Observations

- Figure 5 shows that there is high parking occupancy in several areas of the city centre but particularly in streets around the fringe of the city centre. Parking occupancies above 90% can lead to drivers circulating local streets looking for available parking adding to congestion. It also leads to higher levels of illegal parking especially by delivery vehicles and very short-term parkers.

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- There are some areas of low parking occupancy particularly around Albany Street and the southern part of city centre around Vogel Street. However, the observations on Albany Street do not align with comments from Otago Museum about on-street parking being very difficult to find. The observations in Vogel Street could relate to an abundance of cheap all-day parking options around this area and a low demand for short-stay parking.
- Some central off-street car parks appear to be under-utilised. This could be due to the narrow survey window and the day being a Wednesday. It would be good to obtain some more data from these off-street sites. Low utilisation could also be due to poor wayfinding and a lack of knowledge of where off-street parking is located.
- Most short-stay parking areas appear to be working well and occupancy levels within an acceptable range. However short-stay parking time limits can result in high numbers of infringements as can be seen in the analysis of the infringement data.
- As the survey only included vehicle counts, we have been unable to determine a picture of vehicle turnover to understand compliance levels. Knowing length or stay (or turnover) is important as it will indicate where additional enforcement resources might be needed and whether the time restriction is appropriate for people's needs.

Parking infringements

Background

Dunedin City Council provided us with three months' worth of infringement ticket data from March to May 2019. This period was chosen as it is before the impacts of Covid-19. The infringement data includes all types of offences that the council issues infringements for including traffic offences such as WOF and vehicle registrations. The infringements were mapped spatially however the data only included the street and suburb that the infringement was issued on. Dunedin has some long streets and therefore it is unknown the exact location of the infringement.

Analysing infringement ticket data gives insights into where most offences occur. It can also be used to determine where time limits might not correspond to people's needs. For example, a 60-minute time restriction may be too short to support many visitation requirements and therefore people either cut their trip short (spending less money) or risk getting an infringement ticket.

In New Zealand, the parking infringement fine levels are significantly lower than in many other countries. The fine for overstaying a time limit by up to 30 minutes is \$12. The same fine in NSW is ten times higher at AUD\$114. The consequence of low value parking fines is that compliance is also low. The cost of all-day parking in many private car parks is approaching the same value as some parking infringements.

Data picture

For the period we had infringement data for there were 17,410 infringement tickets issued. This equates to 5,800 per month or 189 infringements issued per day²⁶. This equates to 19 infringements issued per officer per day²⁷. The infringements were grouped into categories and shown below in Figure 5.6. Hamilton is a similar size to Dunedin and has nine fulltime parking officers and one part-time. Hamilton issues around 3,000 tickets per month. Tauranga has seven parking officers and they issue around 1,500 parking infringements per month.

²⁶ The three-month period had 92 days although it is unknown if parking enforcement occurred every day during this period. It is likely that some days were much higher than others.
²⁷ This is based on ten parking officers although it is unknown how many work on any given day.

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Dunedin appears to have higher productivity compared to Hamilton and Tauranga. Tauranga reported that they have recently started using a Licence Plate Recognition camera on an enforcement vehicle and they are issuing around 200 tickets per day with this.

Figure 5.7: Allocation of infringements issued by category, March to May 2019

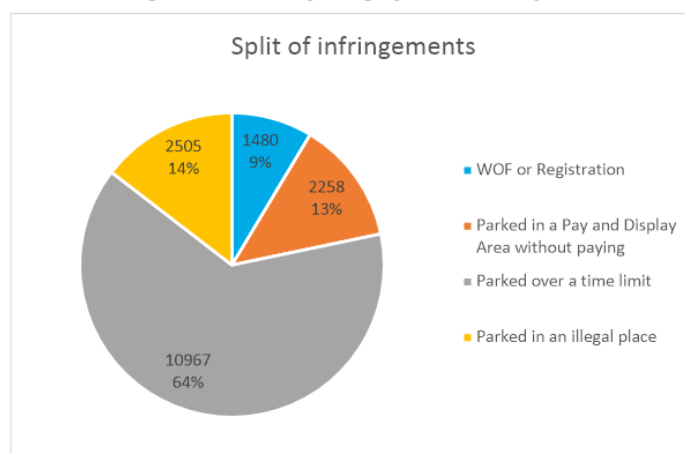
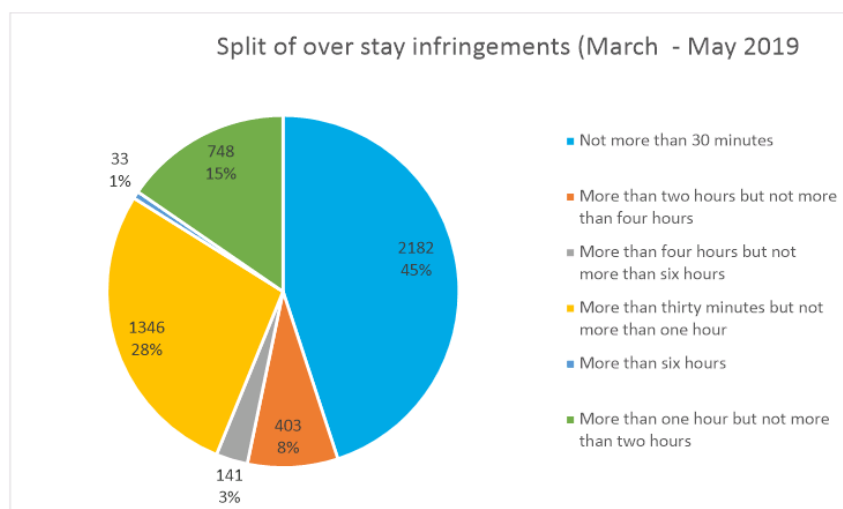


Figure 5.8: Split of overstay type infringements. March to May 2019

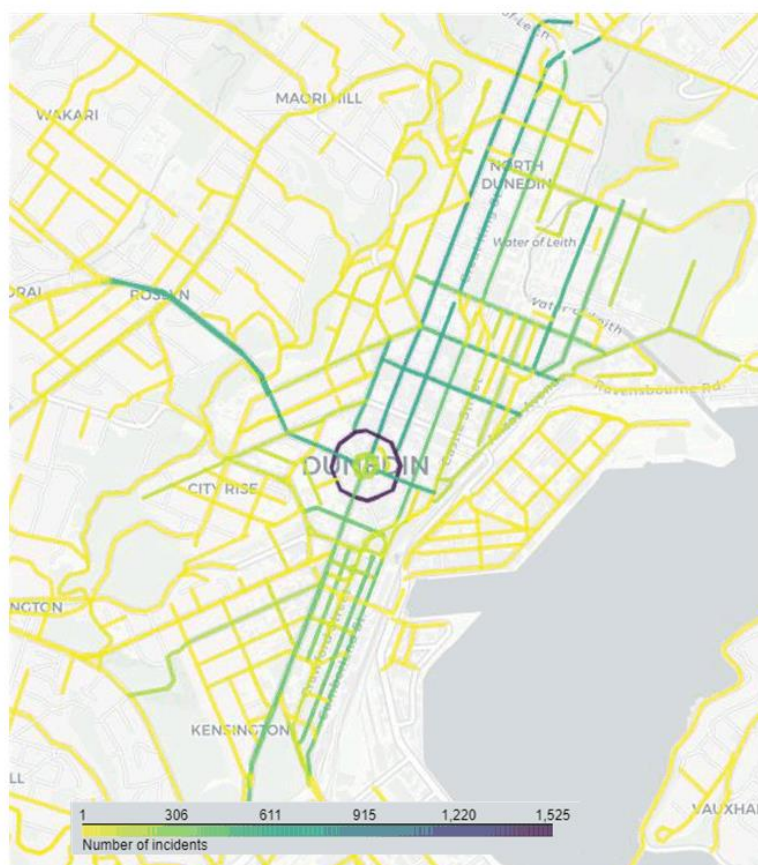


As expected, central Dunedin has the most parking infringements issued. A consequence of low value infringement fees is a high occurrence of non-compliance and recidivist offending. Recidivist offending is where someone receives multiple infringements in a period of time indicating that they are choosing to ignore the parking restrictions. As we only received three months parking infringement data, we determined that anyone getting more than five infringements during the period is a recidivist offender. It is likely that the risk

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of getting a ticket is not providing an incentive for these people to comply with the parking restriction. It is likely that these people were parking illegally a lot more often than the times they received an infringement.

Figure 5.9: Heat map showing parking infringements in central Dunedin



Observations

- Streets with a higher proportion of short-term restrictions (P60 and below) have the highest number of infringements issued. While this can be expected it is also an indication of the time limit not aligning with people's needs. When this happens people either cut their trip short (spending less money) or risk getting an infringement ticket.
- There is a relatively high level of recidivist offending with 284 unique vehicles receiving more than five infringements in the three-month period we had data for. For these people, the risk of receiving an infringement is not significant enough to comply with the restrictions. It is difficult to

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know if these recidivist offenders are local staff, students, or customers. If fine levels are not increased recidivist offending will become worse as the cost of parking increases. The Ministry of Transport has set up an advisory group to work on parking regulation reform. Parking infringement fees are within the scope of the brief for this working group. They are looking for changes to be made towards the end of 2021.

Parking machines

Background

Data on paid parking transactions at parking machines was obtained for July 2020. This time period was chosen as New Zealand was on L1 Alert Level and business was relatively normal although there would have been some impact from Covid-19. We did not receive any data from the Pay My Park app payments although it is understood that app payments are around 24% of total volume.

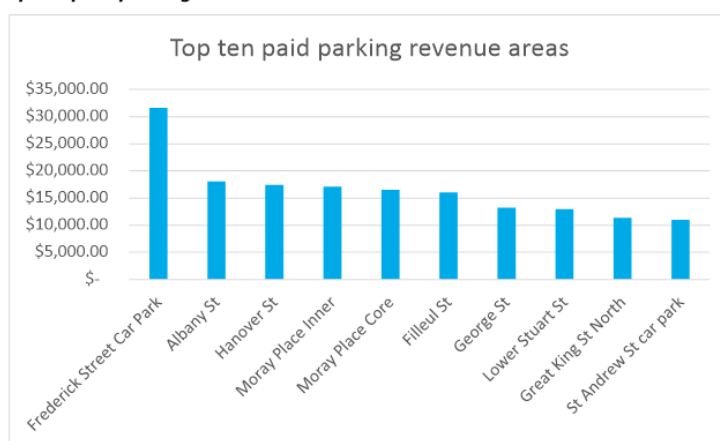
Data picture

Insights from the parking machines included a very low proportion of people paying by credit card. 99% of transactions through the machines were by cash and only 1% by credit card. While this did not include app payments usually regular all-day parkers have a higher uptake of using parking apps for payment. Although in Dunedin there is a surcharge for using the app that would discourage use somewhat.

Figure 8 shows the top ten areas for parking revenue grouped by street or off-street car park. Note that each of these areas has a varying number of parking spaces. Frederick Street car park has the highest revenue from parking machines with \$31,630 collected in July 2020. There are 111 parking spaces in this car park and therefore revenue is \$285 per space. It is understood that this car park is very busy across seven days per week as it is near Dunedin Hospital. The highest number of individual transactions is shown in Figure 9, the highest being Moray Place.

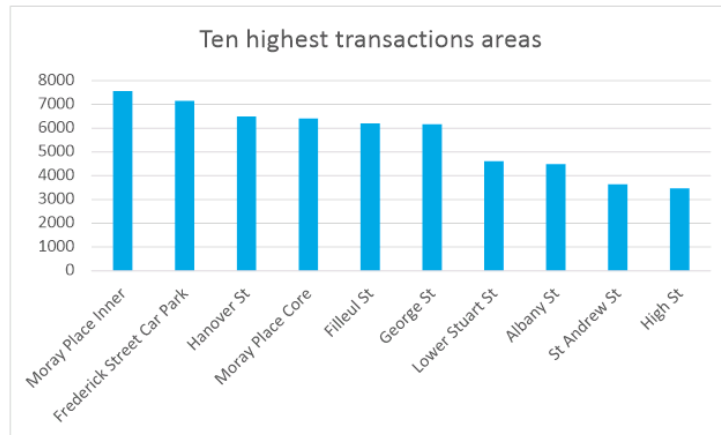
It is important to note that this revenue is only from parking meters and does not include revenue from off-street parking buildings such as Great King Street as that is collected through a different system.

Figure 5.10: Top ten paid parking revenue areas



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Figure 5.11: Highest ten parking transaction areas



Observations

- It appears that fringe streets where more all-day parking is occurring are experiencing much lower transactions than central streets. These areas may have a higher uptake of app payments although we have not seen any app payment data. There could be opportunity to thin out parking machines in these areas.

Appendix B: Spatial Plan Alignment

The following tables suggests some of the ways in which public parking can be managed to effect progress towards the direction in the Dunedin Spatial Plan.

Direction:

A liveable city

Aspiration:	<i>In 2050, Dunedin is made up of a strong network of accessible, connected rural and urban communities and neighbourhoods that are socially connected, and designed to promote physical and psychological wellbeing. All citizens have a wide choice of affordable housing types that are warm and energy efficient. The city and settlements have safe and pleasant public spaces that are designed for people and provide a strong community identity where social interaction and civic pride is valued.</i>
Relevance	Parking is not identified under this direction as being an important policy; however, this does not seem to recognise that streets are public spaces and good street design, including appropriate design of parking provision, contribute to community identity and social interaction, e.g. low traffic neighbourhoods.
Policy Suggestion	<u>Kerbside space hierarchy policy</u> that provides guidance on balancing competing demands for kerbside space and recognises varying benefits for different uses, and that benefits are not equal in all locations

Direction:

An environmentally sustainable and resilient city

Aspiration:	<i>Dunedin is an eco-city where sustainability and resilience is integral to all development and actions... Future growth is accommodated by existing infrastructure where practicable and infrastructure investments are financially sustainable. Dunedin supports sustainable transportation by having an accessible and connected city that supports all modes of travel...</i>
Relevance	Parking is not identified under this direction as being an important policy; however, this does not seem to recognise that public parking may be subsidised and this subsidy encourages car use, i.e. there is a lack of recognition of parking provision and management practices that are car-centric and do not support all modes. Nor is there recognition that there may be more value in PT priority measures, cycleway provision, and wider footpaths in allocating road space.
Policy Suggestion	<u>Kerbside space hierarchy policy</u> that provides guidance on balancing competing demands for kerbside space and recognises varying benefits for different uses, and that benefits are not equal in all locations. <u>Demand management policy</u> that prioritises parking for short-stay visitors and customers and adopts a management response that is adaptive to varying levels of parking demand. And accounts for the resource cost of parking.

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Direction:

A memorable and distinctive city

Aspiration:

*The city has clearly defined commercial and social cultural precincts and centres, and **an integrated network of inspiring public spaces, streets and places that connect people and enable ease of movement, and which facilitate expression of culture and identity.** The central city is the heart of the network with strong connections to the Harbour, coast, the Tertiary-Medical Precinct, and the hills.*

All development in the central city and commercial centres applies principles of good urban design integrating and enhancing adjoining public spaces and buildings, and making a positive contribution to the distinctive character of the city.

Relevance

Parking is not identified under this direction as being an important policy; however, this does not seem to recognise that parking management can support (or detract from) the creation of inspiring public spaces and streets and can support good urban design and distinctive character of the city. Streets are public spaces and good street design, including appropriate design of parking provision, contribute to how inspiring public spaces turn out to be. Standard street design with plenty of parking is not distinctive, it looks the same as most other urban areas in NZ. Street layout and design is the foundation of good urban design. Off street parking in the CBD detracts from the quality of the urban experience. Ample parking supply that is under-priced induces traffic, reducing the quality of experience for pedestrians and cyclists.

Policy Suggestion

Kerbside space hierarchy policy that provides guidance on balancing competing demands for kerbside space and recognises varying benefits for different uses, and that benefits are not equal in all locations.

Demand management policy that prioritises parking for short-stay visitors and customers and adopts a management response that is adaptive to varying levels of parking demand. And accounts for the resource cost of parking.

Off-street parking divestment policy that considers resource costs and opportunity costs of developing and maintaining off-street parking.

Direction:

A vibrant and exciting city

Aspiration:

*The central city has a network of **attractive pedestrian routes connecting** the main retail, entertainment, visitor accommodation, and arts and cultural precincts.*

*The **revitalisation of under-utilised parts of the central city and suburban and rural centres** has been supported through the provision of high-quality public spaces...*

*Dunedin has successfully avoided shopping centres located outside the established hierarchy of centres and **managed the location of retail in a way which has allowed the central city and existing centres to thrive. Our centres are the focus for a range of activities with public spaces and facilities that meet the needs of young and old. The public spaces in the central city, suburban centres and settlements are often filled with people engaged in recreation, leisure and social activity. The focus of our central city and suburban centres as people places is supported by appropriate streetscape design.***

Relevance

This direction specifically identifies roading and parking management as an implementation mechanism. Although the spatial plan does not include any specific guidance on how to manage parking, the policies include:

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	<ul style="list-style-type: none"> • 'provide a high quality public realm designed for people in the central city and suburban and rural centres' • 'encourage higher density residential activities and mixed use development in appropriate locations in and around the central city and suburban centres' • Manage the location and design of retail activities to have positive impacts or negligible negative impact on the viability and vibrancy of the central city and existing centres <p>The spatial plan identifies a need for a parking strategy to provide specific guidance on parking management under Part 3 Implementation: Action Plan section B 'Strategic Integration'. The parking strategy would presumably recognise that ample amounts of subsidised parking will induce traffic to and within the CBD, reducing amenity and safety for pedestrians and cyclists, and potentially resulting in street designs that prioritise level of service for cars rather than pedestrians and consequently resulting in an unbalanced allocation of space within the street network, i.e. the streets cannot be filled with 'people of all ages' if the space is allocated to cars and safety is compromised in favour of car levels of service – car levels of service typically follow from car parks and traffic modelling.</p>
Policy Suggestion	<p><u>Kerbside space hierarchy policy</u> that provides guidance on balancing competing demands for kerbside space and recognises varying benefits for different uses, and that benefits are not equal in all locations.</p> <p><u>On-street parking prioritisation</u> that prioritise parking for short-stay visitors and customers And adopts a management response that is flexible to varying levels of parking demand.</p> <p><u>Demand management policy</u> that prioritises parking for short-stay visitors and customers and adopts a management response that is adaptive to varying levels of parking demand. And accounts for the resource cost of parking.</p> <p><u>Off-street parking divestment policy</u> that considers resource costs and opportunity costs of developing and maintaining off-street parking.</p>
Direction:	An accessible and connected city
Aspiration:	<p>... residential and business communities are connected by a highly efficient transportation network</p> <p>... residents live within a ten-minute, safe and pleasant walk of a suburban or town centre These centres are connected to the central city and each other by a frequent and fast public transport service. It is safe to cycle to the local centre, and from the local centre to other local centres and the central city. Vehicular traffic is slowed in all local centres, many of which operate as shared spaces with a high amenity value.</p> <p>Within the central city, most people move around on foot, by bicycle or by public transport. These travel modes are well provided for, and many central city streets have been transformed into attractive boulevards and avenues.</p> <p>The city's public transport service is fully accessible, affordable, reliable, pleasant and well-utilised...</p>
Relevance	<p>This direction specifically identifies roading and parking management as an implementation mechanism and recognises that parking management is important in terms of providing for balanced multi-modal transport networks with safe and amenable pedestrian and cycling networks.</p>

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Policy Suggestion	<p><u>Kerbside space hierarchy policy</u> that provides guidance on balancing competing demands for kerbside space and recognises varying benefits for different uses, and that benefits are not equal in all locations.</p> <p><u>On-street parking prioritisation</u> that prioritise parking for short-stay visitors and customers And adopts a management response that is flexible to varying levels of parking demand.</p> <p><u>Demand management policy</u> that prioritises parking for short-stay visitors and customers and adopts a management response that is adaptive to varying levels of parking demand. And accounts for the resource cost of parking.</p> <p><u>Off-street parking divestment policy</u> that considers resource costs and opportunity costs of developing and maintaining off-street parking.</p>
Direction:	A city that enables a prosperous and diverse economy
Aspiration:	<i>Business collaboration is enhanced by the clustering of similar businesses in attractive and visible locations in the city and the ease with which people can connect in person, or through use of digital technology...</i>
Relevance	Parking is not identified under this direction as being an important policy; however, this does not seem to recognise that effective parking management influences the ease of connecting in person within clusters, nor does it recognise the density implications of providing ample cheap parking in the city centre.
Policy Suggestion	<p><u>Demand management policy</u> that prioritises parking for short-stay visitors and customers and adopts a management response that is adaptive to varying levels of parking demand. And accounts for the resource cost of parking.</p> <p><u>Off-street parking divestment policy</u> that considers resource costs and opportunity costs of developing and maintaining off-street parking.</p>

Overall urban form

The spatial plan also includes an **overall urban form objective**:

The overall objective for urban form and future development for Dunedin is to have a Compact City with Resilient Townships.
*... will be achieved through urban consolidation, which includes **prioritising the use of existing capacity in land already urban in nature (urban land)**, prior to consideration being given to the expansion of urban limits...*

Parking management is not identified under this section as being an important policy, notwithstanding that for example policy 'C' is to 'promote urban consolidation by identifying opportunities to use existing urban land more efficiently, including through promotion of more mixed-use residential development in the central city and suburban centres and provision of intensification of residential activity in appropriate locations'. In the existing urban area, land may be used for parking when there would be more value in using the land for mixed use development or to provide public good amenities to support consolidation of development within the existing urban area, and therefore there would be benefit in having public parking management policies to manage this issue.

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Policy Suggestion: Demand management policy that prioritises parking for short-stay visitors and customers and adopts a management response that is adaptive to varying levels of parking demand. And accounts for the resource cost of parking.
Off-street parking divestment policy that considers resource costs and opportunity costs of developing and maintaining off-street parking

THE FUTURE OF DUNEDIN RAILWAYS

Department: Enterprise Dunedin and Executive Leadership Team

EXECUTIVE SUMMARY

- 1 This report provides options regarding the continuation of Dunedin Railways Ltd (DRL) operational services for 2021/22.
- 2 Analysis of options for services beyond 2021/22 will be undertaken to allow for formal public consultation as part of the 2022/23 Annual Plan.
- 3 The report includes financing options for Council to consider as no funding has been provided for in the draft 10 Year Plan 2021/31.
- 4 Support has been offered to the Otago Central Rail Trust (OCRT) to seek funding for feasibility work on possible extensions to the Otago Central Rail trail between Middlemarch and Wingatui in collaboration with mana whenua and other interested parties. This will also be included in the planned analysis.

RECOMMENDATIONS

That the Council:

- a) **Notes** the initial staff feedback on strategic and financial implications of retaining Dunedin Railways Ltd services in city ownership as requested by Council on 13 April 2021.
- b) **Confirms** the recommended option for Dunedin Railways Ltd operational services to include the KiwiRail national rail network and the Taieri Gorge service to Hindon for 2021/22.
- c) **Directs** DCHL fund the 2021/22 Dunedin Railways Ltd service based on the recommended option of providing a service using the national rail network and the Taieri Gorge line to Hindon.
- d) **Notes** Council will support the Otago Central Rail Trust to seek funding for feasibility work on possible extensions to the Otago Central Rail trail between Middlemarch and Wingatui in collaboration with mana whenua and other interested parties.

BACKGROUND

- 5 DRL was incorporated in 1995 with the purpose of continuing excursion trains on the Taieri Gorge Railway. The company was jointly owned by DCHL (72%) and the Otago Excursion Train Trust (OETT) (28%). OETT sold the 28% shareholding to DCHL in April 2020.
- 6 In recent years DRL has operated tourist rail services to various points along the Taieri Gorge as well as the “Seasider” services travelling north along the coast on the KiwiRail national rail network. Cruise ship passengers were provided with a specific shore excursion product which collected passengers from Port Otago directly for a journey on the Taieri Gorge. These excursions helped offset the fixed costs of running Taieri Gorge line and provided positive cash flow to the business.
- 7 Covid-19 reduced revenue earning opportunities for DRL from early 2020 due to the loss of the visitor market including cruise. Early analysis undertaken in March 2020 indicated an economic impact of between \$6.9 - \$7.9M on GDP from a loss of visitors undertaking rail excursions.
- 8 In April 2020 Council agreed to provide up to \$1.05m to allow for assets to be retained and possible options considered for future services (CNL/2020/060). This funding was provided as “hibernation” costs.
- 9 On 10 November 2020 Council agreed to underwrite a summer experience service to DCHL of up to \$65,000 per month during the 2020/21 summer season. This service was subsequently referred to as a Summer of Trains not Planes (CNL/2020/097) and was operated by Dunedin Venues Management Ltd (DVML).

DISCUSSION

- 10 On 13 April 2021 Council received a report from Dunedin City Holdings “Future Options for Dunedin Railways Ltd” and resolved as follows:

“Moved (Mayor Aaron Hawkins/Cr Chris Staynes):

That the Council:

- a) **Requests** a report for the Ten Year Plan deliberation meeting that includes:
 - a) i) Staff analysis of the financial and strategic implications of retaining a train operation in city ownership using either:
 - The national rail network only (Option 3) or
 - The national rail network and the Taieri Gorge line (Option 4).
 - ii) the implications of maintaining the existing arrangements until June 30 2022, allowing for formal public consultation on future options through the Annual Plan 2022/23 process.
- b) **Supports** the Otago Central Rail Trust to seek funding for feasibility work on possible extensions to the Otago Central Rail trail between Middelmarsh and Wingatui in collaboration with mana whenua and other interested parties.

Division

The Council voted by division:

For: Crs Sophie Barker, David Benson-Pope, Rachel Elder, Christine Garey, Doug Hall, Carmen Houlahan, Marie Laufiso, Mike Lord, Jim O'Malley, Jules Radich, Chris Staynes, Steve Walker, Andrew Whiley and Mayor Aaron Hawkins (14).

Against: Cr Lee Vandervis (1).

Abstained: Nil

The division was declared CARRIED by 14 votes to 1

Motion carried (CNL/2021/062)"

- 11 Work on the analysis of strategic and financial implications has begun and will be completed during 2021/22. The analysis includes looking at rail options in conjunction with possible cycleway extensions to the Otago Central Rail trail between Middlemarch and Wingatui.

Funding options

- 12 No funding was included in the 10 Year plan 2021-31 to support continued operations of DRL.
- 13 The following options for 2021/22 have been considered as part of this report:
- DCC rates funded operational grant to DRL which would have no impact on operating surplus for Council but would result in Council exceeding its self-imposed rates increase limit;
 - DCC debt funded operational grant to DRL which would impact the operating result of Council and increase the level of debt;
 - DCC debt funded equity injection to DCHL resulting in increased level of debt for Council;
 - DCHL funds the cost through debt and/or revenue resulting in no financial impact on Council.
- 14 The recommended option is to instruct DCHL to fund the 2021/22 costs through debt and/or revenue resulting in no financial impact on DCC. The mechanism for doing this will be delivered by DCHL and reported back to Council.
- 15 DVML estimates \$250k revenue will be generated from ticket sales across the two options during 2021/22. This could increase over time once borders re-open.

The following table provides service options and costs prepared in conjunction with DCHL and DVML

<i>(CNL/2021/062) Resolution</i>	<i>Cost</i>	<i>Proposed service</i>
<p>Option 3</p> <p>Retain a train operation in city ownership, using KiwiRail's national rail network only</p>	Up to \$1.579 million	<p>Decisions on destination, scheduling and timetables are currently being worked through with DCHL and DVML and will be subject to agreement with KiwiRail. As an indication the 2021/22 programme could include:</p> <p>Winter season of 1-2 services per month. Services would be based around events/charters rather than regular services.</p> <p>Summer season of ~3 services per week, spread over 2 days. Likely to be made up of Sunday services to Waitati, as per Trains Not Planes, plus a Saturday service to a third destination.</p>
<p>Option 4</p> <p>Retain a train operation in city ownership, using both the national rail network and the Taieri Gorge line.</p> <p>(Recommended option)</p>	Up to \$2.119 million	<p>This includes option 3 above plus travel on the Taieri Gorge line as far as Hindon (as per Trains not Planes summer initiative).</p> <p>The cost is made up of \$1.579m as per Option 3, plus an additional \$540k of Taieri Gorge line renewals and maintenance. This cost represents the critical Year 1 spend of the 10-year programme included in the April 2021 paper to Council, for the stretch of track between the 4km peg and Hindon.</p> <p>Full Year 1 renewals and maintenance costs for this stretch of track is \$688k. Up to \$148k can be deferred from Year 1 but would need to be addressed later within the 10-year programme should Council subsequently choose to retain the Taieri Gorge line under Option 4.</p> <p>This option assumes no investment is made in the stretch of track between Hindon and Middlemarch over FY2022.</p>
		<p>DCHL have indicated that for 2021/22 there is no option for a service to Middlemarch due to the time that would be required to undertake maintenance requirements.</p> <p>\$698k was estimated for work required to be undertaken from Hindon to Middlemarch.</p>

Additional Support

- 16 Initial support has been offered to OCRT to seek funding for feasibility work on possible extensions to the Otago Central Rail trail between Middlemarch and Wingatui in collaboration with mana whenua and other interested parties.
- 17 Interest has been expressed by OETT in operating future services which will form part of the stakeholder engagement for identifying future options for Council to consider.

OPTIONS

- 18 The shortlisted options have been presented below. Each option is based on DCHL funding 2021/22 costs through debt and/ or revenue.

Option One – KiwiRail network only for 2021/22

- 19 Council confirms the scope of DRL services to the KiwiRail network only for 2021/22.

Advantages

- Supports the continuation of short-term operations by DRL and services similar to Seaside and Trains not Planes Summer initiative;
- Allows for consultation with community and stakeholders while further analysis is undertaken on options;
- Gives time to understand the future of tourism and the longer-term impact of Covid-19 on the visitor market including cruise as part of analysis in advance of 2022/23 Annual Plan;
- Supports the wider offering of tourism service within the city;
- Reduced maintenance required.

Disadvantages

- Operations and service limited and dependent on access to KiwiRail network;
- Defers investment on the Taieri Gorge line resulting in potential increased cost and time of track reinstatement should operations be recommenced in future years.

Option Two – KiwiRail and Taieri Gorge to Hindon network for 2021/22 (recommended option)

- 20 Council confirms the scope of DRL services to the KiwiRail network and Taieri Gorge to Hindon for 2021/22.
- 21 The funding of the provision of this service will be determined by DCHL.

Advantages

- Supports the continuation of short-term operations by DRL and services similar to Seaside and Trains Not Planes Summer initiative;

- Allows for consultation with community and stakeholders while further analysis is undertaken on options;
- Gives time to understand the future of tourism and the longer-term impact of Covid-19 on the visitor market including cruise as part of analysis in advance of 2022/23 Annual Plan;
- Maintains investment on the Taieri Gorge line and assets to Hindon;
- Supports the wider offering of tourism service within the city;
- Supplies an additional shorter journey alternative on the Taieri Gorge Line to Hindon for customers;

Disadvantages

- Operations and service limited to KiwiRail network and Taieri Gorge to Hindon;
- No service available beyond Hindon on the Taieri Gorge Line;
- Additional cost required for maintenance on track to Hindon.

NEXT STEPS

- 22 Once Council confirms its preferred option, the Chief Executive Officer will inform the DCHL board of Council's decision.
- 23 Staff will continue with the financial and strategic analysis on options three and four in conjunction with DCHL, OCRT, mana whenua and stakeholders.
- 24 The item will be added to the Council work program and changes will be reported there including when the financial and strategic analysis report will be presented to Council. This will be in advance of consultation on the Draft 2022/23 Annual Plan.
- 25 Staff will continue to support OCRT to seek funding for feasibility work on possible extensions to the Otago Central Rail trail between Middlemarch and Wingatui in collaboration with mana whenua and other interested parties. Progress on these matters will be reported back to Council.

Signatories

Author:	John Christie - Manager Enterprise Dunedin Gavin Logie - Chief Financial Officer
Authoriser:	Sandy Graham - Chief Executive Officer

Attachments

There are no attachments for this report.

SUMMARY OF CONSIDERATIONS
Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities.
This decision promotes the economic well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The operation of Dunedin Railways Limited and its assets contribute to the city's economic development strategy theme "compelling destination" through the tourism service it provides. DRL operations also contribute to the Social Wellbeing strategy by supporting stronger communities.

Māori Impact Statement

Options for the future of Dunedin Railways including possible extensions to the Otago Central Rail Trail between Middlemarch and Wingatui will be undertaken in collaboration with mana whenua and other interested parties.

Sustainability

There is no known impact on sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

No funding has been included in the 10 Year plan 2021-31 to support continued operations of Dunedin Railways Limited.

Financial considerations

Financial support for Dunedin Railways Limited has not been included in the draft 10 Year Plan 2021-2031.

Significance

The decision is considered low in terms of the Council's Significance and Engagement Policy.

Engagement – external

The options report has been prepared in discussion with Dunedin City Holdings Limited with input from Dunedin Venues Management Limited. Initial discussion has also been held with Otago Central Rail Trail Trust and Otago Excursion Train Trust.

Engagement - internal

There has been internal engagement with Enterprise Dunedin and Finance on this options report.

Risks: Legal / Health and Safety etc.

The risks associated with the various options are detailed in the attached report.

Conflict of Interest

There are no known conflicts of interest.

SUMMARY OF CONSIDERATIONS

Community Boards

Any decision on the future of Dunedin Railways Limited will be of interest to Mosgiel-Taieri, Strath Taieri and Waikouaiti Coast Community Boards.

NEW ZEALAND SPORTS HALL OF FAME: UPDATE

Department: Executive Leadership Team

EXECUTIVE SUMMARY

- 1 The report provides an update on the work to identify the future location of the New Zealand Sports Hall of Fame (NZSHF).
- 2 Recreation, Sport and Leisure Consultancy (RSL) has undertaken an initial assessment of the potential options for the future location of the NZSHF. This work has been commissioned by the NZSHF Project Steering Group (PSG) and funded by Sports New Zealand. However, the work is not yet complete.
- 3 RSL are currently preparing a report to the PSG which will recommend that an Expression of Interest (EOI) process be undertaken as the next phase.
- 4 Through this EOI process Council would have the opportunity to indicate willingness to take over operation of the NZSHF as part of the existing suite of cultural facilities. However, there is no operational or capital funding currently included in the 10 year plan.
- 5 Council could respond to the EOI with a commitment of funding from 2022/23 but would need to consider what support could be provided to NZSHF until 1 July 2022.

RECOMMENDATIONS

That the Council:

- a) **Decides** whether to express formal interest in taking over operation of NZSHF noting that operational and capital costs are currently unbudgeted.
- b) **Considers** what support (if any) to provide to NZSHF in 2021/22.

BACKGROUND

- 6 In December 2020 Council requested a staff report on options and costs to integrate the NZSHF into the Ara Toi Group. Council also resolved to underwrite the NZSHF up to \$50k to ensure the facility remain open until June 2021. NZSHF has indicated it will draw down this funding before 30 June 2021.
- 7 In January 2021 Council considered a report which outlined the operational and capital costs to integrate the NZSHF into the Ara Toi Group. The report included the findings from Manuireva Consulting who had been commissioned by NZSHF and funded by Sports New Zealand to look at the future sustainability of NZSHF (the Manuireva report has not been attached but is linked [here](#)).

- 8 In January 2021 the NZSHF Board set up a Project Steering Group (PSG) to consider future options. Sports New Zealand agreed to fund a further piece of work which would provide an objective assessment of the potential location options for NZSHF.
- 9 Recreation, Sport and Leisure Consultancy (RSL) was commissioned to undertake this work and report back to the PSG. The PSG has been delegated to make the final decision on the future of NZSHF.
- 10 On 27 January 2021, Council resolved to delay any decision of any future support of NZSHF until this work was complete:

“Moved (Cr Sophie Barker/Cr Chris Staynes):

That the Council:

- a) ***Delay a decision on any future support for the NZ Sports Hall of Fame until the Recreation, Sports and Leisure (RSL) report has been completed.***

Motion carried (CNL/2021/026)”

- 11 This report provides an update on progress of the RSL work and options for support of NZSHF.

DISCUSSION

- 12 RSL has completed an initial assessment of the potential options for the future location of the NZSHF but a final site has not been identified.
- 13 RSL is currently preparing a report to the PSG which will recommend that an Expression of Interest (EOI) process be undertaken as the next phase. The EOI is expected to occur in June/July 2021.
- 14 Council could submit an EOI as part of the process (noting however, as the 27 January 2021 report to Council indicated, there is no operational or capital funding included in the draft 10 Year Plan).
- 15 An EOI would commit capital (\$650k exhibition redevelopment as a one-off cost) and operational costs (\$630k per annum) from 2022/23. These costs have been developed based on the needs identified in the Manuireva Consulting report to ensure the NZSHF becomes a sustainable visitor attraction. These have been benchmarked against other Ara Toi cultural facilities.
- 16 If Council wishes to respond to the EOI, it would also need to decide if and how it wishes to support the NZSHF until 1 July 2022. NZSHF has indicated it would require an underwrite of up to \$100k to remain operating until 1 July 2022. NZSHF would consider ‘hibernating’ for this period if funding were not available.

Economic Impact of NZSHF

- 17 Research into the economic impact of the NZSHF has not been feasible. However, visitor numbers are currently relatively small and have been adversely affected by reduced international tourism.

- 18 Annual visitor numbers have been declining since 2016/17 when visitor numbers were 10,254 to 2018/19 when they were 8,741.
- 19 In March 2020 Council staff worked with the NZSHF and developed a brief survey for visitors to the NZSHF aimed at establishing who was visiting the attraction, where they had come from and, if visitors to Dunedin, whether they had come specifically to visit NZSHF, or had encountered the facility as part of a general visitor to the Railway Station building. The COVID lockdown cut short this survey, resulting in low level of responses making the results not statistically reliable. However, they are included below for noting.
- 20 The survey was undertaken from 9 to 21 March 2021:

Number of responses	63
Visitors from NZ	13 (1 from Dunedin)
Visitors from Australia	20
Came specifically to visit NZSHF	6 (9.5%)
Discovered NZSHF as part of a visit to the Railway Station	55 (87%)
Did not answer the question about visit motivation	2 (3%)
Visitor nights in Dunedin by people who specifically come to NZSHF	11

- 21 There are two decisions required of Council. The first relates to the EOI and the other to the level of support offered to NZSHF until a final location has been identified.

OPTIONS

Decision 1

Option One – Express interest in forthcoming EOI process and integrate NZSHF as a new visitor facility operated by DCC from 2022/23

- 22 This option involves expressing formal interest in taking over operation of the NZSHF as a new visitor facility from 2022/23 similar in structure to other DCC cultural facilities. The NZSHF would benefit from the full range of support services including IT, Human Resources, Finance, Marketing and Communications.

Advantages

- NZSHF would remain in Dunedin as a visitor attraction.

Disadvantages

- Annual operational subsidy of \$628,000.
- An initial capital cost of \$650,000 to refresh the permanent exhibition.
- Council would need to employ an additional FTE (possibly up to 4.5)
- Council would assume long term responsibility for collection care and management.
- Considerable uncertainty about the economic benefit and viability of NZSHF as an ongoing visitor attraction.

Option Two – Do not respond to the EOI process

23 This Option would involve not expressing interest in further support for the NZSHF.

Advantages

- No additional budget required.

Disadvantages

- NZSHF would either move from the city or would cease operation.

Decision 2

Option One – Provide interim support for 2021/22

24 Council could decide to support the NZSHF until a decision is made about the final location. NZSHF has indicated it would require up to \$100k to remain in operation for 2021/22.

Advantages

- NZSHF would remain in Dunedin as a visitor attraction.

Disadvantages

- Not budgeted in draft 10 year plan

Option Two – Do not provide interim support for 2021/22

25 Council could decide not to support the NZSHF until a decision is made about the final location. NZSHF has indicated it consider 'hibernation' if funding were not available.

Advantages

- No additional budget required.

Disadvantages

- NZSHF would remain in Dunedin as a visitor attraction.

NEXT STEPS

26 If Council resolves to express interest in taking over the NZSHF, staff will respond to the forthcoming EOI and provide an update to Council via the Community and Culture Committee.

27 If Council resolves to provide support for 2021/22, staff will advise the NZSHF.

Signatories

Author:	Simon Pickford - General Manager Community Services
Authoriser:	Sandy Graham - Chief Executive Officer

Attachments

There are no attachments for this report.

SUMMARY OF CONSIDERATIONS
Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities. This decision promotes the cultural well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Māori Impact Statement

There are no known impacts for tangata whenua.

Sustainability

The report discusses the economic sustainability of the NZSHF.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

At present there is a provisional budget for the NZSHF Property Arrangement Grant of \$46,800.

Financial considerations

The capital and operational costs are covered in the report. Options One is currently unbudgeted

Significance

This decision is considered to be low in terms of the Significance and Engagement Policy.

Engagement – external

Discussions have been held with the NZSHF and Sports New Zealand.

Engagement - internal

Discussions have been held with staff from Ara Toi, Enterprise Dunedin and Property.

Risks: Legal / Health and Safety etc.

The Manuireva report highlights the greatest risk to NZSHF is remaining as a standalone attraction.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

There are no known implications for Community Boards.

WATERFRONT BRIDGE

Department: Executive Leadership Team and Project Management Office

EXECUTIVE SUMMARY

- 1 The purpose of this report is to update Council on the Waterfront Bridge project following the Council resolution in December 2020 that staff should work with mana whenua and other stakeholders to review the scope of the project to ensure it meets broader aspirations for the city including mana whenua cultural values.
- 2 Since December 2020, staff have worked primarily with mana whenua to review the scope of the project and revisit project objectives to include mana whenua values. Discussions with mana whenua have provided a strong foundation to progress further engagement with relevant stakeholders and the wider community.
- 3 The next steps for the project include continued engagement with mana whenua to progress a more 'joined up' approach from a cultural narrative perspective and across DCC projects. This could include integrating the bridge, works in Queens Gardens, Exchange Square and Rattray St to link them together using a cultural narrative approach. Wider engagement with relevant stakeholders and the broader community will also be progressed. Such communities may include cycling and outdoor activity groups, schools, water sports and Dunedin's creative communities.
- 4 An updated project management plan informed by mana whenua cultural values and relevant stakeholder and community aspirations for the city will be developed and reported to the Planning and Environment Committee in November 2021.

RECOMMENDATIONS

That the Council:

- a) **Notes** the Waterfront Bridge update report and the next steps for this project.

BACKGROUND

- 5 The Council consulted the community on options for a City to Waterfront bridge connection as part of the 10 Year Plan 2018-28 and approved funding of \$20m for an architectural bridge linking the city centre and Dunedin's waterfront. The bridge was a response to feedback from the community since 2012 regarding the need for improved access to the waterfront and improved amenity.
- 6 In May 2018 the Council secured broader funding from the Government's Provincial Growth Fund (PGF) to assess the feasibility of the Waterfront vision and develop a business case to support a PGF capital funding application.

- 7 The business case was completed in May 2020 and focussed on improving connectivity between the city and the waterfront, regardless of whether the broader vision for the revitalisation of the waterfront progressed.
- 8 The business case identified that the City to Waterfront bridge would realise strategic links in the pedestrian/cycling network and lead to health and safety benefits and road traffic reduction. The bridge also aims to provide easier access to the waterfront, encourage residents and visitors to connect with the harbour with the potential to sustain further development.
- 9 On 25 May 2020 the Council considered the plans for the Revitalisation of Dunedin's waterfront, including the grant offer from the PGF for the wharf infrastructure. In light of the economic impact of the COVID-19 pandemic, the Council decided to pause the waterfront revitalisation project and decline the PGF grant.
- 10 Work on the bridge was put on hold with staff continuing to progress aspects of design, the business case and consenting processes as far as was practicable.
- 11 On 14 December 2020 an update was reported to Council for noting.

"Moved (Cr David Benson-Pope/Cr Steve Walker):

That the Council:

Notes that staff will work with mana whenua and other stakeholders to review the scope of the project to ensure it meets broader aspirations for the city including mana whenua cultural values and report back to Council in May 2021.

Division

The Council voted by division:

For: Crs Sophie Barker, David Benson-Pope, Rachel Elder, Christine Garey, Doug Hall, Carmen Houlahan, Marie Laufiso, Mike Lord, Jim O'Malley, Jules Radich, Chris Staines, Steve Walker, Andrew Whiley and Mayor Aaron Hawkins (14).

Motion carried (CNL/2020/120) with Cr Lee Vandervis recording his vote against."

- 12 From December 2020, staff have had ongoing engagement with mana whenua to discuss the original scope of the project, to revisit the project objectives and to ensure that the scope of the project includes mana whenua cultural values. These discussions have enabled staff to restart the process of engagement and develop a more effective working relationship with mana whenua.
- 13 Te Rūnanga o Ngāi Tahu were involved as key strategic partners in the Dunedin waterfront revitalisation project, however local Rūnaka were not directly involved. In particular, local rūnaka were not involved in the original bridge design. Mana whenua have indicated that they wish to partner with the DCC to revisit the design of the bridge and explore opportunities through art, sculpture and creative narratives that reconnect the city and harbour with a view to further creating inner-city vibrancy.
- 14 Broader stakeholder engagement occurred during the development of the Dunedin to City waterfront connection business case process. However, it is anticipated that stakeholder and

wider community engagement will follow as a next step now that a strong mana whenua relationship has been established in this project.

- 15 The Architecture van Brandenburg design was offered to the city by the architects, and the design was developed in light of opportunities presented by the Provincial Growth Fund and requirements of potential funders Waka Kotahi.
- 16 In 2020 staff, mana whenua, Aukaha and Architecture van Brandenburg had initial discussions relating to the waterfront and how the bridge design might be developed to better reflect mana whenua values.
- 17 In 2021 discussions with Architecture van Brandenburg occurred and further engagement is required to develop a way forward that considers mana whenua desire to work in partnership with the DCC and revisit the design of the bridge.

Funding

- 18 Funding of \$20m was earmarked for the Bridge in the 10 Year Plan 2018-28 and has been retained in the capital budget for the current draft 10 year plan from 2024/25 to 2027/28. The capital expenditure programme for the City to Waterfront Bridge connection is outlined below.

Capital Project	2024/25 \$000	2025/26 \$000	2026-2027 \$000	2027-2028 \$000	10 Year Total \$000
City to Waterfront Connection	\$750	\$7,125	\$9,625	\$2,500	\$20,000

NO OPTIONS

- 18 There are no options as this report is for noting only.

NEXT STEPS

- 19 Further opportunities around partnership with mana whenua will focus on the value of progressing a more 'joined up' approach from a cultural narrative point of view and in relation to DCC projects in the Central City Plan. This could include integrating the bridge, works in Queens Gardens, Exchange Square and Rattray St to link them together using a cultural narrative approach. In addition, with the upcoming Kai Tahu work on the ACC building site, there is an opportunity for a broader design partnership than just the waterfront bridge.
- 20 Staff will also engage more broadly with stakeholders. In 2019, the key stakeholders included Kāi Tahu, Port Otago, Otago Regional Council, NZTA, KiwiRail, Chinese Garden Trust, owners and lessees of Cumberland Street retail businesses and building owners in the area. Staff will look to re-engage with these stakeholders, but engagement with a wider community focus will also occur and could include community cycling and outdoor activity groups, the Dunedin creative and business communities, schools, water sports and water safety organisations.
- 21 This broader community engagement will be important in the next phase of the Waterfront bridge development to ensure city wide aspirations are met. Such aspirations include enhancing

the pedestrian and cycling network, reducing road traffic; cultural and economic revitalisation, inner city regeneration, creative and artistic outcomes and sustainability objectives.

22 Staff will provide an update report to the Planning and Environment Committee in November 2021. This report will include:

- Update on mana whenua partnership and progressing a joined up cultural narrative approach that could be reflected in the bridge design. This will include an update on engagement with the original design gifted by Architecture van Brandenburg.
- Update on stakeholder and community engagement and how this has informed the updated project management plan.
- An updated project management plan that includes clearly articulated cultural values, updated scope, objectives and outcomes.
- The project management plan will set out a pathway forward and will consider scale, resources and time frames.

Signatories

Author:	Jeanette Wikaira - Kaiwhakamāherehere Glen Hazelton - Project Director, Central City Plan
Authoriser:	Sandy Graham - Chief Executive Officer

Attachments

There are no attachments for this report.

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities. This decision promotes the social, economic, environmental and cultural well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A bridge will contribute to strategic objectives of providing accessibility, and creating safe, well-connected networks. If art and creativity are integrated into the design, it will also contribute to creating a vibrant and memorable city with exciting public art. The Central City Plan lists the connection as a key transformational project.

Māori Impact Statement

The waterfront area has cultural significance for mana whenua as a landing place, as a site of access to food resources and, with the arrival of Europeans, as a place of interaction and exchange. The development of a bridge is seen by mana whenua as an opportunity to reconnect the city and the harbour, both areas of significant cultural importance for mana whenua and all residents of Dunedin. Engagement has been undertaken with mana whenua regarding cultural values relating to the waterfront and how the bridge design might be developed to better reflect mana whenua values.

Sustainability

Sustainable design and development are principles that underpin the Waterfront bridge development. Use of sustainably sourced materials would be encouraged through the tender process for bridge construction.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

The 2021-2031 draft 10 Year Plan provides \$20m funding for the City to waterfront (bridge) connection from 2024/25 to 2027/28 for this project.

Financial considerations

Financial considerations are outlined in the body of the report.

SUMMARY OF CONSIDERATIONS

Significance

The significance of this decision is assessed as low. The Waterfront Bridge was consulted in full as part of the 2018-2021 10 year plan.

Engagement – external

Key stakeholders have been engaged in parts of the original business case process. There have also been discussions and work initiated with mana whenua as outlined in the report. Further relevant stakeholder and broader community engagement will occur as a next step.

Engagement – internal

Staff from relevant Council departments have been involved in the business case process and analysis of the community feedback on the Waterfront bridge.

Risks: Legal / Health and Safety etc.

There are no known risks.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

There are no specific implications for Community Boards.

10 YEAR PLAN 2021-31 - COMMUNITY ENGAGEMENT SUMMARY

Department: Community and Planning

EXECUTIVE SUMMARY

1. This report summarises the community engagement process and feedback received on the draft 10 year plan 2021-31.
2. Feedback on specific consultation items has been covered in separate reports, including: Kerbside Collection Options; Shaping Future Dunedin Transport; Community Housing; Dunedin Performing Arts Centre; and, Public Toilets and Changing Places.
3. There were a number of submissions from individuals, groups and community boards relating to funding and amenity requests. These requests are covered in separate reports.

RECOMMENDATIONS

That the Council:

- a) **Considers** the feedback received from the community through the 10 year plan community engagement process.

BACKGROUND

4. Formal consultation on the draft 10 year plan 2021-31 occurred between 23 March and 29 April 2021.
5. An online and print consultation document titled '*The Future of Us | Tō Tātou Eke Whakamuri*' was developed and distributed to the community. This was designed to support community participation in Council's decision-making processes in relation to the draft 10 year plan 2021-31.

Community engagement activities and events

6. A range of community engagement activities and events were planned as part of the draft 10 year plan 2021-31:
 - a) Sending the consultation document and feedback form to Dunedin households;
 - b) A dedicated website (www.thefutureofus.nz) with an online feedback form and access to all documents;

- c) A range of shareable digital content including photos and video clips of Dunedin residents talking about what the future of Dunedin is to them and inviting people to participate;
 - d) A range of advertising: radio, local media, community newsletters, signs on the back of buses and Council vehicles;
 - e) Social media, as a means of inviting, receiving and updating on feedback;
 - f) Arts-focused and interactive launch event held at South Dunedin Street Festival on Saturday 27 March;
 - g) Face-to-face opportunities with Councillors and staff, including:
 - i. Drop-In Centre (initially in the Octagon engagement space but moved to the Dunedin City Library following vandalism on 30 March).
 - ii. Presence at scheduled events in the community (e.g. Chamber of Commerce 'Business After 5' events, Blueskin A&P show and Dunedin Farmers' Market).
 - h) Information and feedback stands at Council facilities and other locations with high foot traffic (e.g. University Link, Mosgiel Library and Blueskin Bay Library);
 - i) Youth Council activity;
7. Submitters were given the opportunity to support their submission at public hearings between Tuesday 10 May and Friday 14 May 2021; over 200 submitters spoke to their submission at the hearings.

Targeted engagement hui

8. Several targeted engagement hui were also held during the consultation period to gain feedback from mana whenua, Maatawaka, Pasifika and disability communities.

DISCUSSION

Demographic make-up of submitters

9. For the first time age, ethnicity and suburb were collected for submitters, to enable a demographic analysis of people submitting on the 10 year plan.

Table 1: Age group of submitters

Age group	Number of submissions	Percent of submissions	Percent of Dunedin's population
Under 20 years	162	7%	12%
21 - 30 years	303	13%	20%
31 - 40 years	308	13%	13%
41 - 50 years	273	12%	14%
51 – 60 years	301	13%	15%
61 – 70 years	290	13%	13%
70 years and over	278	12%	13%
Not specified*	387	17%	N/A
Total	2,302	100%	100%

**Includes submissions from organisations*

Table 2: Ethnic group of submitters

Ethnic group*	Number of submissions	Percent of submissions	Percent of Dunedin's population
Māori	124	5%	8%
European/Pākehā	1,630	70%	87%
Pasifika	23	1%	3%
Asian	54	2%	8%
Other ethnicity	159	7%	1%
Not specified	445	19%	N/A
Total	2,327	105%	107%

**Where people provided more than one ethnic group, they are counted more than once*

10. Only 62% of submitters provided their suburb. Given the low response for this question, this information is not provided here.

Submissions and topics counts

11. A total of 2,327 submissions were received during the 10 year plan 2021-31 community engagement process (compared with 1,855 submissions for the 2018-28 10 year plan). The majority of responses (71%) were received via the online feedback form.

12. Feedback was received on 60 topics. The topics most frequently commented on were:

Table 3: Top ten topics in the community engagement

Topic	Number of comments
Property – public toilets	1,023
Kerbside rubbish and recycling collection	903
Transport – moving around our city	785
Ara Toi – performing arts venue	708
Property – our role as a landlord	603
10 year plan – general	188
Transport – amenity request	177
Transport – parking	172
Finance – rates	108
Parks and recreation – amenity request	96

13. Attachment A provides further information about the results of consultation, including a table showing all feedback topics by the number of comments received for all feedback topics.

Community Feedback

14. A summary of the community feedback is provided below.

3 Waters

Looking after what we have

15. Council received 56 comments on looking after 3 Waters infrastructure and services. The vast majority of submitters supported the need to focus on DCC renewal spending on 3 Waters infrastructure over other services, improving these services in areas such as drinking water quality and wastewater and stormwater discharges to the environment, and ensuring these services keep pace with current and future growth requirements. Ten comments focused on South Dunedin flooding, with suggestions on engineering solutions and the need to speed up construction. One comment related to not supporting the redevelopment of South Dunedin due to the risk of flooding.
16. Eight comments related to costal erosion and management, four providing support for groynes at St Clair beach and the others requesting that DCC look to manage and plan for erosion in areas such as Waitati, Harwood, Papanui and Hooper's Inlet. Tomahawk and Smalls Beach were highlighted as areas that need a management and implementation plan that complements community work and aspirations for the coastal environment.
17. Six comments related to the stormwater system in Mosgiel, three specifically requested DCC progress delivery of the Mosgiel stormwater project which includes upgrading the stormwater pump stations. Three comments requested that DCC take more of a lead, or an inter-agency approach, in stormwater management (as opposed to the Otago Regional Council leading this work) for both stormwater quality and flooding risks.

Drinking Water

18. Council received five comments on drinking water; these submissions highlighted the need to focus spending on 3 Waters infrastructure over other services, to effectively manage drinking water.

Services to cater for growth

19. Council received 13 comments on this topic, expressing concern that the DCC is not upgrading 3 Waters infrastructure in order to keep up with growth, creating stress on 3 Waters services and highlighting the need for flood mitigation. This issue was raised by several Mosgiel residents.

3 Waters reform

20. Council received eight comments on 3 Waters reform, mainly seeking further information. Comments sought greater understanding of the issues relating to reform and the process.

Ara Toi***General***

21. Council received 20 comments on this topic, broadly supporting the Ara Toi strategy and on-going and increased arts investment via arts grants and infrastructure. Comments showed continued support for Dunedin Public Art Gallery, Toitū Otago Settlers Museum, Dunedin Public Libraries, Library Book buses and the UNESCO City of Literature. Calls for improved care of DCC Archives were also made in this feedback area. Statements asking for support of music and venues were also made through the general feedback section, along with comments referencing Sammy's.

Dunedin Performing Arts Centre

22. Council received 708 comments on the Dunedin Performing Arts Centre. The community feedback on the Dunedin Performing Arts Venue is the subject of a separate report.

South Dunedin Library and Community Complex

23. Council received 21 comments on this topic; the majority of submitters supported the project either wholly or with some reservations, such as the proposed site. Other submitters did not support the Council spending money on a South Dunedin Library.

City Development***General***

24. Council received 16 comments on this topic, including some about urban amenity improvement projects, a few comments asking about the waterfront project and supporting the revitalisation of this area.

Central City Plan

25. Council received 39 comments on the Central City Plan, predominantly focused on the Retail Quarter. The future layout of George Street was the most popular topic; 13 comments related to 'pedestrianisation' and 19 argued for "no change". The remaining seven comments expressed no strong preference on the layout/form of the street and focus on more specific central city issues.

Growth/Planning Changes

26. Council received 45 comments on this topic showing support for growth planning. A number of key stakeholders highlighted their desire to be involved in this process.

Tertiary Precinct

27. Council received 11 comments on the Tertiary Precinct project, most opposed the deferral of this investment to later in the 10 year plan period (including the University of Otago, the Polytechnic and the Otago University Students' Association). A few comments thought that as non-rate payers, the institutions should invest their own money into any improvements in the area.

The Bridge

28. Council received 46 comments about the waterfront bridge; the majority of which did not support it going ahead. Some submitters suggested that a cheaper version of the bridge be considered.

Community and Planning

Community Development – general

29. Council received 30 comments on this topic including from sector representatives, place-based groups and individuals, for increases in DCC grant funding for community, arts, events and place based grants. Two comments referenced strategic partnerships with groups. Some comments identified the marginalised groups within the city, identifying connection, capability and capacity building as important issues as funding for them, and funding supporting their sustainability.
30. Submissions from members of the Pāsifika community and representatives from the Dunedin Multi-Ethnic Council have highlighted the need for welcoming spaces. This has also been highlighted by the Dunedin Youth Council for young people, particularly LBGTQIA and Māori youth. Submissions on behalf of Araiteuru Marae noted that their marae provides a well-used and important community cultural space, however it is one which cannot be sustained without additional funding.

Corporate Policy

Responding to Climate Change – adaptation and mitigation

31. Council received 68 comments in relation to climate change, mainly supporting keeping the focus on responding to climate change, with 37 submissions urging for further, faster action generally. Three comments questioned the need to focus on climate change or the approach, and one comment sought greater clarity on costs. Overall themes were in relation to focusing on resilience measures, ensuring development and support for local resilience (such as water storage), supporting residents to install solar, etc., increasing tree planting, food security and resilience activities. There was a strong theme of desire for collaboration with the community, including rural communities, residents, businesses, students, iwi, disability communities, as well as interest and place-based groups.
32. 15 comments specifically provided feedback in relation to the Zero Carbon 2030 target, carbon mitigation and energy concerns. 13 were particularly in support of the Zero Carbon 2030 goal, 8 called for further, faster action and provided ideas and considerations, one comment suggested alignment with central government's 2050 target was preferable. Four comments were calling for more attention to energy resilience.

33. 12 comments specifically provided feedback in relation to climate change adaptation in South Dunedin, eight called for additional consideration to be given to areas such as heritage protections, location and support of recreational facilities, recognition of the disability communities needs and the importance of collaborative partnerships with community groups, business, and other stakeholders. Four of these comments were hesitant about further development in the South Dunedin area, and three comments were in favour of progressing with climate adaptive development in the area.

Fees and Charges

34. Council received eight comments on this topic. The community feedback on fees and charges is the subject of a separate report.

Mana whenua, Mataawaka, Treaty of Waitangi and Māori development

35. Council received 19 comments on mana whenua, Mataawaka (non-Ngā Tahu Māori communities), Treaty of Waitangi and Māori development related matters.
36. 11 comments were mana whenua focused, mainly supporting the DCC's increased emphasis on a partnership approach including the appointment of the Kaiwhakamāherehere role and collaboration with Aukaha. Submissions also commented on ensuring a clearer articulation of how this partnership will be embedded within DCC projects and initiatives and the need for a strong mana whenua voice within the development of the South Dunedin Library and the Dunedin Performing Arts Centre.
37. The remaining comments focused on mataawaka and more broadly on Treaty of Waitangi and Māori development topics. Submissions raised the need for the DCC to focus on developing strong relationships with wider Māori communities within Dunedin, particularly the community of Araiteuru Marae. Submissions also commented on the importance of developing safe and engaging spaces for rangatahi (Māori youth) within the City and ensuring that rangatahi voices were represented in decision-making. The topic of COVID-19 was raised in terms of the new and challenging circumstances that it has created, and that COVID-19 recovery funding of projects have the potential to empower Māori communities in the city.

Regulatory Services

General

38. Council received 15 general comments on regulatory services including two comments supportive of current policies such as promotion of smokefree outdoor dining, gambling and legal high related policies. Three comments concerned noise pollution. Noise control is available 24 hours a day, seven days a week. Two comments concerned alcohol abuse.
39. There was also a comment questioning the value of transitioning Council's fleet to electric vehicles when New Zealand appears to be importing more coal. Some comments were on streamlining consents processes.

Animal Services

40. Council received 12 comments on Animal Services, some commenting on more than one topic. Three comments asked for Dunedin to be stricter on dog control, one asked for Dunedin to be more dog friendly particularly within the central business district and five asked for better

maintenance of dog parks. Five asked for Animal Services fees to be reduced. Two commented on the free dog poo bags.

Parking Enforcement

41. Council received four comments on Parking Services, including two on parking fines being too high.

Live Music

42. Council received 62 comments relating to live music at city venues and noise control issues. 49 submitters used a pro forma submission asking Council to explore live music licensing options, expand the zone in which live music is to be expected, specify what “reasonable” noise is, support live music, all in consultation with the Dunedin music community.

Enterprise Dunedin***General***

43. Council received 24 comments on economic development. There was general support for measures to stimulate sustainable economic growth, the innovative and entrepreneurial business sector (including start-ups) and the tertiary sector, reflecting the breadth of the Dunedin 2013-23 Economic Development Strategy. There was an overarching theme for a sustainable and environmentally focused approach to the activity undertaken, including support for Good Food Dunedin.

Impact of COVID-19

44. Council received two comments on this topic that have been reflected in the Economic Development general comments.

Tourism

45. Council received nine comments in relation to tourism, including ongoing support and the development of product including Dunedin Railways, the waterfront development, and completion of the Peninsula Connection together with a focus on eco-tourism, heritage and wildlife.

Finance***Dunedin Railways Limited***

46. Council received 14 comments on Dunedin Railways, mainly expressing support for continued ownership and running of rail services.

Development contributions

47. Council received four comments on development contributions. A more detailed summary of community feedback on this topic is provided in a separate report.

Debt

48. Council received 50 comments on debt, mainly expressing concern about the proposed level of debt. Around 20 submitters expressed concern about the debt increase, noting the need to maintain debt at current levels or that the proposed level is too high. Six submitters agreed with the use of debt to fund projects therefore spreading the costs across generations.

Rates

49. Council received 108 comments on rates, mainly expressing concern about the impact of the proposed rate increases on those ratepayers on fixed incomes. Submitters also noted the need to keep rates increases as low as possible or close to the inflation rate, and to prioritise spending/remove other 'nice to have' projects. Four submitters also suggested exploring other revenue streams to offset rates increases.

Parks and Recreation

Looking after what we have

50. Council received 50 comments on this topic. The comments were mainly in support of investment in Parks and Recreation initiatives, including the Moana Pool upgrade and Mosgiel Pool, improvements for tracks and trails, playgrounds, parks and sportsgrounds. Submitters also noted specific upgrades for Moana Pool, including a sauna, a dry gym, more disability parking, and better cleaning of the facility. Other topics noted include more weed management, upgrade of existing toilets, focus on biodiversity, and development of an urupa to support tangi and tikanga in Dunedin.

Aquatics

51. Council received 18 comments relating to Aquatics. The majority of comments specifically requested an extended open season at Port Chalmers Pool and/or the St Clair Salt Water Pool. Other comments included calling on DCC to support the Physio pool, the importance of building cycle links to the Mosgiel pool, and suggestions to improve Moana Pool. One submitter also raised the need to fence outdoor paddling pools such as in Woodhaugh Gardens.

Playgrounds, sportsfields and tracks

52. Council received 41 comments on playgrounds. The majority of these related to improving playgrounds, improving or building new skate parks and two comments requested new pump tracks. A number of playground comments related specifically to the building of a new Destination Playground (most referenced the Christchurch "Margaret Mahy" Playground). A small number of comments related to the provision of dedicated horse riding tracks and areas.

Property

Looking after what we have

53. Council received five comments on this topic, mostly requesting improved venues (and regulations) in support of live music, including requests for an update on the future of Sammy's.

Our Role as a Landlord

54. Council received 603 comments on this topic. A more detailed summary of community feedback on this topic is provided in a separate report on Community Housing.

Public Toilets

55. Council received 1023 comments on public toilets. A more detailed summary of community feedback on this topic is provided in a separate report on Public Toilets.

Housing

56. Council received 12 comments on this topic, mainly requesting that housing is made a high priority in the 10 year plan, including freeing up land for development. The comments also recognised the need for energy innovation and support for the Cosy Homes programme.

Transport

Looking after what we have

57. Council received 92 comments on this topic. 46 comments concerned the need for better maintenance, often mentioning specific locations and issues. 23 comments were against spending money on new projects at the expense of maintenance and looking after basic transport infrastructure. 24 submitters mentioned the need for better vegetation management and street cleaning. 18 comments wanted better pedestrian facilities, such as more drop kerbs, wider footpaths and better crossing points.
58. Other themes in the comments included safety improvements, with the majority supportive, including seven specifically supporting slower speeds.

Bus fares

59. Council received 67 comments relating to public transport, the majority of which were asking for improvements to Dunedin's bus service. Proposed improvements included smaller buses operating on a more frequent timetable, ensuring that the buses are reliable, and introducing electric buses. There was a lot of support for the bee card and bus hub. Many submitters advocated for DCC taking over ownership of the buses.

Moving around our city

60. Council received 785 comments on this topic. A more detailed summary of community feedback on this topic is provided in a separate report on Shaping Future Dunedin Transport.

Parking

61. Council received 172 comments on parking. There were 169 comments noting that more inner-city parking is required, with many submitters wanting more parking buildings to be built. 53 submitters commented on the need for adequate parking for the new Dunedin hospital. 30 submitters were opposed to the provision of more parking in the central city. 80 submitters commented on the removal of car parking in the central city, with 62 opposed to the removal and 18 submitters in favour. 38 submitters also commented on the price of parking, with 32 wanting free or cheaper parking.

Peninsula Connection

62. Council received twelve comments including one from the Otago Peninsula Community Board asking for completion of the final section of the Peninsula Connection.

Waste & Environmental Solutions

Kerbside collection

63. Council received 903 comments on the proposals. A more detailed summary of community feedback on this topic is provided in a separate report on Kerbside collection.

Reducing our waste

64. Council received 59 comments on this topic, including requests for additional funding in the 10 year plan for recycling and waste minimisation initiatives, requests for additional funding towards waste education initiatives, requests for DCC to fully subsidise home composting systems and community composting schemes, and to provide an annual inorganic collection service for large items.

65. There were also calls for additional recycling options for businesses and residents in the central business district, calls for homes with home composting systems to be rewarded via a rates rebate scheme, calls to reduce waste from construction and demolition activities, and questions relating to the end use of materials collected for recycling and composting.

Smooth Hill/Green Island Landfill

66. Council received 25 comments on this topic, including support for a circular economy and zero waste approach to waste in the Dunedin region, and calls to halt the Smooth Hill landfill project.

Otago Regional Council

67. Council received 56 comments relating to the Otago Regional Council. The majority of these comments related to improving the public transport network in Dunedin.

10 year plan - general

68. Council received around 180 submissions which made general comments about the 10 year plan. Of those around 60 submitters wanted Council to focus on infrastructure, the basics and essential services. Around 30 submitters asked council to not waste money and focus on important things, and to consider affordability for ratepayers. Around 35 submitters commented generally on the consultation document and its content. Some submitters provided feedback on the consultation and engagement website being clear and easy to use, and appreciated the engagement, while others wanted more options, and more statistical information to be provided to enable better decision making.

Community Boards

69. Submissions were received from all six community boards.

Mosgiel Taieri Community Board

70. The Mosgiel Taieri Community Board submission highlighted concerns about the proposed debt level. They support infrastructure being prioritised over other spend and support for more central government involvement in 3 Waters. The Board consider transport options are vital for commuters from the Mosgiel Taieri area, with rapid growth in Outram and a new retirement village at East Taieri. The Community Board supports the proposed Park and Ride, the linking of cycle trails and raised a concern with the lack of parking in the central city. The Community Board thanks the Council for progress made on the Mosgiel Pool.

Otago Peninsula Community Board

71. The Otago Peninsula Community Board highlighted the need for future funding for better street drainage, curb and channelling and guttering across the whole community board area to cope with increased heavy rainfall events. They would like to see improvements in footpaths and residential drainage to accommodate new development, safety and accessibility.
72. The Board ask Council to consider investing in bilingual visible place-based signage and in research into the effects of tourism on the Peninsula, to assist decision making on infrastructure, conservation, promotion and climate change. The Board would like to plant 100,000 trees over the next 10 years to reduce the effects of tourism and carbon emissions and support habitat creation for critical species. They would like to see partnership and investment in reserves to protect vulnerable species and habitats from further decline. The Board request Council develop

a management and implementation plan for coastal habitats. The Board considers the Otago Peninsula track network requires capital investment and maintenance to reach its full potential.

Saddle Hill Community Board

73. The Saddle Hill Community Board would like the Council to withdraw the resource consent application to the Otago Regional Council for Smooth Hill and work together to make an alternative plan for future waste disposal. The Board would like coastal erosion planning and management over the next 10 years, including urgent assistance for residents in Brighton Road and Ocean View who experience flooding during extreme weather events. They would like to see the Council work with local developers who are willing to purchase unused Council land and develop small affordable apartments to allow older residents to stay in the community.

Strath Taieri Community Board

74. The Strath Taieri Community Board would like the Council to address the issue of ongoing flooding in the area as a priority. They consider this needs a co-ordinated inter-agency approach with the widest possible community engagement.
75. The Community Board also seeks continuation of the Taieri Gorge Railway to Pukerangi and to Middlemarch. They see cycle safety as a priority, particularly the safety of cyclists crossing March Creek. The Board would like to see the DCC prioritise looking after what we already have before committing to new projects and they are concerned with the lack of weed spraying and maintenance of street trees and roads.

Waikouaiti Coast Community Board

76. The Waikouaiti Coast Community Board submission was focused on tourism, growth and consenting issues. The Board would like to work with the Council and others to promote and establish tourism opportunities in the North Coast area. They would also like to understand in detail what might be proposed through the 2GP in the North Coast area in the way of population expansion and would welcome a discussion with staff about communication around consenting issues.

West Harbour Community Board

77. The West Harbour Community Board sees George St in Port Chalmers as well overdue for an upgrade and see the need for a community survey to identify what's required in the upgrade. The Community Board is also fully supportive of the continuation of the Sycamore removal programme.

Hui feedback***Pāsifika***

78. A dedicated Pāsifika hui was held on 10 April at the Burns Hall.
79. Hui attendees supported the four bins for kerbside recycling plus one option but called for extra education around introducing the change. It was raised that more education in general is needed around recycling. Zero waste was an area of interest.

80. There was support for Harbour arterial improvements, park and ride facilities at Mosgiel and Burnside, and central cycle and pedestrian improvements. Attendees recognised that initiatives such as this help to reduce congestion. With regard to central city parking management, attendees believed that people with a disability/low mobility need more parking. In particular, there is a need for parking around the hospital. Hui attendees did not support the Princess St Bus Lane as the road is already narrow.
81. Housing is a big issue for the Pāsifika community. Poor rental conditions, high rent, cold homes and the lack of housing were raised at the Hui. Attendees supported those who are 65 and over being prioritised for community housing. It was mentioned that the funding for the performing arts venue might be better spent on housing, particularly to increase the number of community houses and to upgrade existing ones. Questions were raised about the performing arts venue proposal such as accessibility, parking, and public transport. Of the two options, the Athenaeum was preferred.
82. Several new locations for public toilets were suggested, including parks and playgrounds around the city, Corstorphine, and cemeteries. The Pāsifika community spend a lot of time with their family and friends at Dunedin's cemeteries as part of cultural activities, so would appreciate public toilets there, as well as more seating. This was also raised during the 2018-28 10 year plan consultation.
83. In general, for future consultations interpreters, written translations and ethnic specific consultation were requested.

Mana whenua hui

84. A dedicated mana whenua hui was held on 17 April at the Dunedin Public Art Gallery.
85. Rūnaka see opportunities to partner with the DCC to enrich the social, environmental, economic, and cultural fabric of Dunedin, particularly under the existing partnership between the DCC and Aukaha.
86. They would also like to see deeper engagement with the DCC to ensure the Treaty partnership relationship is effective, enduring and valued. Rūnaka would like to partner to create a shared vision for the future of the city, however they recognise the need for capacity building within the DCC and Aukaha to ensure both parties have an adequate number of staff with the right skills to progress partnership work.
87. The natural environment was highlighted as a key area of concern for Rūnaka, and there is desire for a high level relationship between Rūnaka and the DCC to ensure environmental obligations are being met.
88. Rūnaka requested that the DCC explore a social procurement framework approach with regards to DCC procurement and contract management. Rūnaka emphasised that social procurement frameworks built with indigenous communities are proving successful on a global scale and could be used as a way to build Māori economic development in Dunedin.

Mataawaka hui

89. A dedicated Mataawaka hui was held on 24 April at Araiteuru Marae.

90. Araiteuru Marae and the mataawaka community noted that the issues they face within Dunedin have been exacerbated by COVID-19. The Araiteuru community expressed a desire for a stronger relationship with the DCC to support Māori, non-Māori, the environment, and Dunedin's culture.
91. The Araiteuru community undertakes a wide range of voluntary work supporting the community (Māori and non-Māori, new immigrants, schools, university students etc) with challenges they face. Some of these challenges include Māori housing and support for Māori students living in poverty. The mataawaka community face major challenges as a voluntary organisation and the on-going need for financial investment to ensure they can continue to support the community. They also noted they are well positioned to support wellbeing; however greater city partnership and capacity investment is required.
92. The Araiteuru community would welcome partnership projects that supports the wellbeing of the Kaikorai river and whenua.
93. The lack of urban urupa in Dunedin was highlighted, as mataawaka have no dedicated cemetery in Dunedin to practice Māori rituals in relation to death. Māori who cannot be buried in their ancestral lands have no culturally appropriate local option.

Disability hui

94. A dedicated disability hui was held on 21 April at the Toitū Otago Settlers Museum.
95. The four bins plus one option was supported by attendees. It was noted that a complex system makes it difficult for caregivers when people have support. The question was also raised if there could be a choice in the size of bins. The idea of educating residents around the change was supported; not only on recycling, but of being considerate of footpath space and other users.
96. Regarding the moving around our cities proposals, attendees were in favour of the harbour arterial improvements. The call for improving the safety and number of accessible/mobility parks, particularly around the hospital was strongly made. In addition, technology advising where accessible parks are available (in real time) would be welcomed. The proposal for park and ride facilities in Mosgiel and Burnside was also supported, but buses must be suitable for people with disabilities. Examples of this included having space for more than one wheelchair and voice announcements for bus arrival information. Most attendees supported the Princes Street bus lane and cycle and pedestrian improvements, but there were concerns over how narrow Princes Street is, the need to increase the number of pedestrian crossings, drop curbs/ramps and separating bike lanes on wide footpaths. More mobility parks and larger parks for mobility vans, were requested.
97. The community was split on prioritising housing for those aged 65 or over. Many attendees supported people with a disability also being prioritised. There was strong support for making houses accessible, with Universal Design specifically mentioned.
98. There was no consensus on the performing arts venue proposals, but attendees want to ensure that whatever is decided, the venue is accessible. The attendees mainly supported DCC preferred options on the specific items of consultation. On each item though, accessibility should be better considered (e.g. disability parking, accessible buses from Park and Ride, bikes hubs not taking up the pathways, need to divide the bike and pedestrian lanes). For future consultations, the consultation document should be available in braille and the room used for the hui should be more accessible for the blind and deaf to participate.

99. No options are provided as this is a summary of the community responses from the 10 year plan community engagement process.

Signatories

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Attachments

	Title	Page
↓A	10 Year Plan 2021-31 Feedback Topics	234

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities. This decision promotes the social, economic, environmental and cultural well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The 10 year plan 2021-31 contributes to all of the objectives and priorities of the strategic framework as it describes the Council's activities; the community outcomes; and provides for decision making and coordination of the Council's resources, as well as a basis for community accountability.

Māori Impact Statement

Mana whenua and mataawaka specific hui were held as part of the 10 year plan community consultation process.

Sustainability

The summary of community feedback includes the views of the community across a number of sustainability focus areas.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

Submissions on budget or options are included in topic specific reports. The report provides the summary of community responses for non-budget or option specific reports.

Financial considerations

There are no financial implications arising from the summary of community responses on the 10 year plan report. Any financial implications from the submissions are included in topic specific reports.

Significance

- This report summarises the community responses on the 10 year plan community engagement process. This report is of low significance in terms of the Council's significance and engagement policy as the report is for noting only.

Engagement – external

Community responses on the community engagement on the draft 10 year plan 2021-31 has been summarised in the report.

Engagement - internal

Staff and managers from across the Council have been involved in the analysis of the community feedback.

Risks: Legal / Health and Safety etc.

There are no known risks.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

The summary of submissions from community boards is included in this report.

Topic	Submissions received
Property - Public Toilets	1023
Waste & Environmental Solutions Kerbside Rubbish and Recycling Collection	903
Transport - Moving around our city	785
Ara Toi - Performing Arts Venue	708
Property - Our Role as a Landlord	603
10 year plan - Questionnaire only	381
10 year plan - General	188
Transport - amenity request	177
Transport - Parking	172
Finance - Rates	108
Parks and Recreation - Amenity Requests	96
Transport - Looking after what we have	92
Corporate Policy - Responding to Climate Change	68
Transport - Bus Fares	67
Regulatory - Live Music	62
Waste and Environmental Solutions - Reducing our waste	59
3 Waters - looking after what we have	56
Civic - Otago Regional Council submission	56
Finance - Debt	50
Parks and Recreation - Looking after what we have	50
City Development - The Bridge	46
City Development - Growth/Planning Changes	45
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City Development - Central City Plan	39
10 year plan - Funding Requests	35
Community & Planning - Community Development General	30
Waste and Environmental Solutions Smooth Hill/Green Island Landfill	25
Enterprise Dunedin - General	24
Waste & Environmental Solutions - Amenity Requests	22
3 Waters - Amenity Requests	21
Ara Toi - South Dunedin Library & Community Complex	21
Ara Toi - General	20
Parks and Recreation - Mosgiel Pool, Moana Pool	18
City Development - General	16
Civic - General	16
Corporate Policy - Late Submissions	15
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10 YEAR PLAN 2021-31 - FUNDING REQUESTS

Department: Corporate Policy

EXECUTIVE SUMMARY

- 1 This report summarises funding requests received from submitters during the community feedback period on the 10 year plan 2021-31. The requests received are summarised in Attachment A.
- 2 Requests for new amenities and projects are the subject of the separate report “10 year plan 2021-31 – Requests for New Amenities” also being considered at the 31 May 2021 Council deliberations meeting.

RECOMMENDATIONS

That the Council:

- a) **Considers** the requests for funding from submitters, for inclusion in the 10 year plan 2021-31.

DISCUSSION

- 3 Requests for funding have been identified from 41 submitters, as summarised in Attachment A. Staff have attempted to capture all requests, but if any have been missed, then these can be raised at the meeting. For each request identified in this report, staff comment has been provided.
- 4 Most requests received are for funds that Council would treat as an operating expense. Some funding requests are for capital expenditure, e.g., funds to replace seating in a Council owned community hall.
- 5 A few submitters have requested funding for assets. It is unclear if the Council would be the owners of those assets. If Council is only making a funding contribution towards those assets, then the requests would be treated as an operating expense. If Council were to own the assets, they would be a capital expense. In Attachment A, these requests are noted as “To be determined”.
- 6 As a guide for decision making, an addition of \$163,000 of operating expenditure would add 0.1% to the 9.8% rate increase proposed in the 10 year plan.

OPTIONS

- 7 There are no options.

NEXT STEPS

- 8 The level of funding, if any, determined by Council, will be included in the 10 year plan 2021-31.
- 9 Staff will provide specific feedback to submitters on these requests.

Signatories

Author:	Sharon Bodeker - Corporate Planner
Authoriser:	Sandy Graham - Chief Executive Officer

Attachments

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SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities, and promotes the social, economic, environmental and cultural well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The 10 year plan contributes to the objectives and priorities of the strategic framework as it describes the Council's activities, the community outcomes, and provides a long term focus for decision making and coordination of the Council's resources, as well as a basis for community accountability. Funding requests contribute to the development of the 10 year plan.

Māori Impact Statement

A funding request has been received in respect of the Araiteuru Marae.

Sustainability

The overall impact of the funding requirements on the current and future social, economic, environmental and cultural wellbeing of the community is considered when deciding on funding requests.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

These considerations are the subject of the report.

Financial considerations

The financial considerations are detailed in the report.

Significance

The requests for funding have resulted from full community consultation on the draft 10 year plan.

Engagement – external

The requests for funding have resulted from full community consultation on the draft 10 year plan.

Engagement - internal

Staff and managers from across Council have been involved in the analysis of the funding requests received.

SUMMARY OF CONSIDERATIONS

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Funding requests have been received from the Waikouaiti Coast Community Board.

10 year plan - Funding Requests															
	Sub #	Funding request	Staff comment	Operating or Capital	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Total
Community development - Grants Funds															
1	815874	NZ International Science Festival, Dan Hendra Increase DCC Major Community Events and Premier Events Grants by \$100,000 each year for 10 years.	Not provided for in the 10 year plan.	Operating	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	2,000,000
2	816288	Otago Neighbourhood Support Charitable Trust, Pat Tutty Increase funding for Community, Arts and Place-Based groups. Amount of increase not specified.	Current Place Based budget is \$300,000 per annum. Refer to submission 817467.												-
3	817121	Otago Community Trust, Barbara Bridger Explore with the DCC the establishment of an ongoing funding pool to support local Māori and Pasifika organisations. Requests that the DCC consider setting aside a sum of money to establish within its Community Development and Events funding a specific Hapori Māori and the Pasifika Funding pool to provide funding to Māori and Pasifika Groups to deliver projects and activities that enhance social and economic benefit. Amount of fund not specified.	No budget has been provided in the 10 year plan for a new fund. Staff would be happy to work with the Trust.												-
4	817189	Desiree Mahy Araiteuru Marae - Note the importance of the Araiteuru Marae, which is not being supported as it should. DCC should grant ongoing funding. Amount of support requested has not been specified.	Contestable funding through the City Service City Project Grants has previously been provided.												-
5	817446	Tess Trotter Request that Place Based funding be increased by at least 100%	Current Place Based budget is \$300,000 per annum. Refer to 817467.												
6	817450	Matthew Hamilton Increase the funding for place-based groups and community grants. These organisations effect a large number of areas for my family and they are struggling with the current level of funding. Amount of increase not specified.	Current Place Based budget is \$300,000 per annum. Refer to 817467.												-
7	817467	Anna Parker The funding pool for Place-based community groups needs to be significantly increased to 800 K - \$1 million.	Current Place Based budget is \$300,000 per annum.	Operating	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	5,000,000
8	817490	Dunedin Community Builders, Gina Hu'akau, Carol Melville Recommend that DCC increases the existing place-based fund, increases community grants, and addresses equity issues for Māori and Pacific groups accessing community grants and place-based funding. Amounts of increases not specified.	Current Place Based budget is \$300,000 per annum. Refer to 817467.												-

	Sub #	Funding request	Staff comment	Operating or Capital	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Total
9	817585	South Dunedin Community Network, Eleanor Doig Grow the Place Based Community Development fund and extend its life to at least the next 10 years. Amount of increase not specified.	Current Place Based budget is \$300,000 per annum. Refer to 817467.												-
10	817638	Dunedin Symphony Orchestra, Philippa Harris Re-instating funding to the DSO to \$120,000 so that the orchestra can operate sustainably.	DSO is a recipient of contestable funding allocated through the Grants Subcommittee.												
11	817827	Wild Dunedin Festival, Jeannie Hayden Request increased funding so festival can flourish and continue to grow. Amount of increase not specified.	Wild Dunedin Festival is a recipient of contestable funding allocated through the Grants Subcommittee.												-
12	816285	Nigel Westbrook Double budgeted payments to Taskforce Green	A budget of \$30,000 is currently provided for volunteer payments.	Operating	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	300,000
13	Total funding requested for Community Development				730,000	730,000	730,000	730,000	730,000	730,000	730,000	730,000	730,000	730,000	7,300,000
Parks and Recreation Funding Requests															
14	815336	Diving Otakou, Alison Derbyshire Request funding for a feasibility study for a dry dive space at Moana Pool. Supported by submission 816490 - Diving NZ Board	A dry dive space is not provided for in the Moana Pool Master Plan. Space is not available for what is requested. Will continue to engage with stakeholders to make optimal use of the space available.	Capital	60,000										60,000
15	815980	Dunedin Amenities Society, Robin Hyndman "Kaituna"" redevelopment on corner of Maori Road and Serpentine Avenue. Development estimated to cost \$230k. Contribution from DCC requested of \$75k to \$100k. Timing unknown	Not provided for in the 10 year plan.	Operating		100,000									100,000
16	816236	Dunedin North Intermediate School, Heidi Hayward \$187,500 additional funding to keep the DNI pool operational - for structural work.	Not budgeted for in the 10 year plan. DNI recieves an annual grant of \$12,000 .	Operating	187,500										187,500
17	816922	Middlemarch Swimming Club, Kate Wilson The Middlemarch Swimming Club has not been afforded an annual increase that the DCC administered pools. Request that the grant increase from \$10k to \$15k per annum. Submission supported by 816196 - Strath Taieri Community Board.	Not budgeted for in the 10 year plan. Currently undertaking an aquatics network review (completed November 2022) and the review incorporates looking at grants paid.	Operating	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	50,000

	Sub #	Funding request	Staff comment	Operating or Capital	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Total
18	817184	Sport Otago, John Brimble Request an increase in grant funding of \$25,000 for the Dunedin city Schools to Swim programme (66 participating schools). Previously received funding from Kiwi Sport, but this has ceased. The grant is used to subsidise the children's entry fee into Moana Pool.	The funding requested replaces that previously provided by Kiwi Sport. DCC currently pays an annual grant of \$30,000 to Sport Otago for the Skills to Swim programme. Requested additional funding is not budgeted for in the 10 year plan.	Operating	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	250,000
19	817569	Tennis Otago Inc., John Alexander Seek financial support from the DCC for Stage 2 of the redevelopment of Logan Park Tennis Centre. Looking for a 1/3 contribution from DCC, around \$1 million. Construction would be in late 2022.	Not budgeted for in the 10 year plan .	Operating		1,000,000									1,000,000
20	817647	Tomahawk Smaills Beachcare Trust, Nicole Bezemer Request an increase in service level agreement (SLA) from \$6,500 to \$23,000 to cover annual operational costs. Current SLA provides that the Trust will plant a minimum of 1,000 locally sourced plants in the Ocean Grove reserve.	Not budgeted for in the 10 year plan.	Operating	16,500	16,500	16,500	16,500	16,500	16,500	16,500	16,500	16,500	16,500	165,000
21	817720	Predator Free Dunedin, Rhys Millar Ask that DCC contribute funding towards maintaining low possum densities. \$3.1 m of funding is available if Predator Free can match the funding. Other funders incl. ORC and DoC. Amount of funding required not specified.	No funding has been provided in the 10 year plan.	Operating											-
22	817734	Otago Cricket Association, Michael Coggan Request permission to build on Tahuna Park to establish a permanent greenhouse that supports covered outdoor training pitches for use throughout autumn/winter/spring, including land to build appropriate associated toilet, changing facilities. Request that the DCC consider a contribution to the cost of 3 phase power install and capital costs of water connection associated with the project completion. Amount requested not specified.	A contribution to the cost of power install and water connection is not provided for in the 10 year plan.	Operating											-
23	817755	Gymnastics Club, Camilla Cox Request creation of a fit-for-purpose and permanent gymnastic facility/facilities for Dunedin. Cost implications - \$50 to 100k for DCC staff person to liaise/coordinate, \$5 to 15m over 10 years capital costs.	Not provided for in the 10 year plan. Also see submission 819417.												-
24	817811	Mountain Biking Inc., Greg Bouwer Request \$40k per annum to develop new tracks. Request investigate replacing the pedestrian bridge to Morrisons Burn, and investigate the provision of a toilet at the top of Signal Hill.	Not provided for in the 10 year plan. A Recreational Track Plan is underway, due for completion by November 2021.	Operating	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	400,000

	Sub #	Funding request	Staff comment	Operating or Capital	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Total
25	817811	Mountain Biking Inc., Greg Bouwer Increase annual maintenance grant from \$30,000 to \$80,000 using funds from existing Parks and Recreation budgets.	Increase in grant funding not provided for in the 10 year plan.	Operating	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	500,000
26	817923	Greater Green Island Community Network, Larna McCarthy Has fundraised half the funds for the BBQ area at the Green Island playground, and will now apply for funding to complete the playground concept. Amount wanted not specified.	Not provided for in the 10 year plan.	To be determined											-
27	818036	Waikouaiti Coast Community Board Requesting \$70,000.00 per annum for the next five years towards the creation of play spaces to suit older children. The Community Board would undertake to match that amount through fundraising efforts and it would 'drive' the projects to completion.	Not provided for in the 10 year plan. A Play Spaces review is underway, and will be completed by August 2021.	To be determined	70,000	70,000	70,000	70,000	70,000						350,000
28	818036	Waikouaiti Coast Community Board Request the creation of a Bike Park/Mountain Bike course on Council owned land in Waikouaiti- a contribution of \$75,000.00 from Council in the second year of the 10 Year Plan to enable this facility to be constructed. The CB will fund the rest through sponsorships and grants.	Not provided for in the 10 year plan. A Recreational Track Plan is underway, due for completion by November 2021.	Operating		75,000									75,000
29	819417	Dunedin Gymnastics Academy, Gwen Harrop Request \$70k per annum to help pay for the commercial rental currently being paid for gym facilities of \$120k per annum, and which is increasing by 5% in May. Gym membership around 770. Unable to increase fees as would make inaccessible for many.	Not provided for in the 10 year plan.	Operating	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	700,000
30	819417	Dunedin Gymnastics Academy, Gwen Harrop Request DCC build a 2,000m2 facility to house all gym clubs in Dunedin, as issues of leaking buildings, access issues, flood issues etc. Est. cost of \$4m to build.	Not provided for in the 10 year plan. A Sports Facilities review is in progress and the gymnastics clubs have been active participants in the review. Review will be completed October 2021.	Capital			2,000,000	2,000,000							4,000,000
31	Total funding requested for Parks and Recreation				524,000	1,451,500	2,276,500	2,276,500	276,500	206,500	206,500	206,500	206,500	206,500	7,837,500

	Sub #	Funding request	Staff comment	Operating or Capital	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Total
Property Funding Requests															
32	816787	Mosgiel Coronation Hall Development Trust, Robert Cochrane Request funding to replace the seating in the Hall Auditorium - estimate to cost 200k. Also request funding to replace the current heating for the Auditorium of the Mosgiel Coronation Hall, amount not specified.	The 10 year plan includes a budget of \$500,000 per annum for maintaining community halls. The funding is spent based on priority of need. Staff have agreed to work with the Trust on the seating for the hall, and heating can be part of the discussions.	Capital	200,000										200,000
33	817085	Port Chalmers Foundry Trust, Kris Smith Request funding for asbestos removal from the Sims building	This is not provided for in the 10 year plan.	Operating	700,000										700,000
34	Total funding requested for Property				900,000	-	-	-	-	-	-	-	-	-	900,000
Other Funding Requests															
35	814432	Wildlife Hospital Trust Request \$97,700 each year for 3 years to secure the employment of Hospital Director, Dr Argiulla.	Not provided for in the 10 year plan.	Operating	97,700	97,700	97,700								293,100
36	816141	NZ Memorial Museum Trust, Rt Hon Sir Don McKinnon Requests a donation of \$100,000 paid over 3 years, towards a Museum and Visitor Centre in Le Quesnoy, France, to remember those who gave their lives in the World Wars.	Not provided for in the 10 year plan.	Operating	33,000	33,000	34,000								100,000
37	816565	Broad Bay Community Centre, Jane Ashman Ask Council to consider waiving the consent fee for Temporary Change of Use for non-profit organisations. An example faced last year: The Scouts and Guides each wanted to hire our hall for an overnight stay, but the Council fee to obtain permission for a Temporary Change of Use was prohibitive. The premises need to be inspected, and the charge out rate is \$190 per hour. It is unknown how long the inspection would take, and the charges may be subject to review each financial year.	Generally Council receives less than 10 applications, with an estimated revenue of \$1,500 per annum. There is no policy in place to waive any consent fees.	Operating	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	15,000
38	816851	Abbeyfield Dunedin, Alan Somerville Allocate some of the proposed spending on community housing to an Abbeyfield project. The figures above show this could be in the range of \$900,000 - \$1,400,000.	This request is in relation to any decision Council may make on investing in growing the community housing portfolio.												-

	Sub #	Funding request	Staff comment	Operating or Capital	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Total
39	817259	Our Food Network Dn Inc., Andy Barratt Request a budget of at least \$10,000 per annum for the provision of education re skills in growing food in our local conditions.	Not provided for in the 10 year plan.	Operating	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	100,000
40	817279	OneCoast Resource Recovery, Judy Martin Request ongoing, secure financial support, rather than through contestable grants funding for resource recovery organisations. Request funding for 2 FTE's. Request funding in the next 3 years for a sound, lockable building at the transfer station, that can be leased at peppercorn rentals to local community waste minimisation organisations. Amount requested not specified.	OneCoast is a recipient of contestable funding allocated through the Grants Subcommittee. The request has not been provided for in the 10 year plan.												-
41	817666	Otago Polytechnic, Megan Gibbons Ask Council to consider supporting the build of a purpose built Wildlife Hospital and visitor centre. Request \$50,000 for a scoping document	Not provided for in the 10 year plan.	Operating		50,000									50,000
42	817666	Otago Polytechnic, Megan Gibbons Requesting \$300,000 towards the delivery of a dedicated multidisciplinary work based learning facility within the Otago Polytech, for CODE and the "Dunedin School of Games"	Not provided for in the 10 year plan. Enterprise Dn is actively engaged with the Polytechnic on CODE initiatives, including the Dunedin School of Games.	Operating	300,000										300,000
44	817757	ARANZ, Peter Miller Provide for new archives accommodation in the second half of the Plan's period, to meet its statutory responsibilities and safeguard the archives, for future use by the Council and its ratepayers.	See the Otago Museum, submission 816991 below.												-
45	817791	Save Foulden Maar, Kimberley Collins Provide funding to purchase Foulden Maar	Amount not specified.	Capital											-
46	817817	NZ Marine Studies Centre, Sally Carson Signs of the Sea project - request funding for manufacture and installation of multiple permanent signs, and their maintenance. The signs are to encourage coastal connection and awareness of environmental change. Estimate cost of \$8,000 for 30 signs, need 4 - 8 signs at each location, and have 3 - 4 case study sites. Many more potential sites.	Not provided for in the 10 year plan.	Operating	8,000										8,000
47	818018	Gordon Dickson \$45,000 to get a legal opinion including a remedy to establish why my two formally submitted submissions to the last DCC Annual Plan process and acknowledged by the DCC were withheld from the Plan itself. Also request the sum of \$5000.00 per annum to enable both local ratepayers' groups to pay their meeting room hire, two Dictaphones, cassette tapes and spare batteries etc.	Not provided for in the 10 year plan.	Operating	50,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	95,000
48	Total funding requested for Other				500,200	197,200	148,200	16,500	16,500	16,500	16,500	16,500	16,500	16,500	961,100

	Sub #	Funding request	Staff comment	Operating or Capital	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Total
Otago Museum Funding Request															
49	816991	Requests a one-off 6.5% increase in DCC Levy for 2021/22 followed by CPI increases in subsequent years to enable the Museum to become a Living Wage Employer (4.3% needed for this) and also allow for inflationary increases in other expenses critical to operations such as utilities, insurance and maintenance.	Not provided for in the 10 year plan.	Operating	272,100	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,172,100
50	816991	Requests \$900,000 in capital funding over three years (2023/2026) to support installation of a fire suppression system.	Not provided for in the 10 year plan.	Operating			300,000	300,000	300,000						900,000
51	816991	Requests \$175,000 in FY 2022/2023 to support a new seismic survey of its campus.	Not provided for in the 10 year plan.	Operating		175,000									175,000
52	816991	Requests \$5 million contribution to a new shared collections and archives storage centre spread across FY2022/23 and 23/24	Not provided for in the 10 year plan. Staff are in early discussions with the Museum. However, we are currently looking our own facilities to move archives to, more secure and accessible location.	To be determined		2,500,000	2,500,000								5,000,000
53		Total funding requested for Otago Museum			272,100	2,775,000	2,900,000	400,000	400,000	100,000	100,000	100,000	100,000	100,000	7,247,100
54		Total operating funding requests			2,596,300	2,583,700	1,484,700	1,353,000	1,353,000	1,053,000	1,053,000	1,053,000	1,053,000	1,053,000	14,635,700
55		Total capital funding requests			260,000	-	2,000,000	2,000,000	-	-	-	-	-	-	4,260,000
		Total "to be determined" funding requests			70,000	2,570,000	2,570,000	70,000	70,000	-	-	-	-	-	5,350,000
56		Total of requests			2,926,300	5,153,700	6,054,700	3,423,000	1,423,000	1,053,000	1,053,000	1,053,000	1,053,000	1,053,000	24,245,700

10 YEAR PLAN 2021-31 - REQUESTS FOR NEW AMENITIES AND PROJECTS

Department: Corporate Policy

EXECUTIVE SUMMARY

- 1 This report summarises requests received from submitters for new amenities and projects, that were received during the community feedback period on the 10 year plan 2021-31. The requests received are summarised in attachments A - E.
- 2 Requests for funding are the subject of the separate report “10 year plan 2021-31 – Funding Requests” also being considered at the 31 May 2021 Council deliberations meeting.

RECOMMENDATIONS

That the Council:

- a) **Considers** the requests received for new amenities and projects for inclusion in the 10 year plan 2021-31.

BACKGROUND

- 3 This is a new report for this 10 year plan. It aims to capture specific requests from submitters. Staff have attempted to capture all requests, but if any have been missed, then these can be raised at the meeting.

DISCUSSION

- 4 Requests for new amenities and projects have been received as follows:

Activity	Number
Ara Toi	-
Community & planning	-
Economic development	-
Governance & support	-
Parks and recreation	88
Property	3
Regulatory	-
Transport	150
Waste	17
3 Waters	22
Total	280

- 5 The requests have been grouped by topic within each activity, and in some cases, there have been multiple submissions making the same request.

- 6 Requests made by submitters on the specific consultation topics of kerbside collection, Shaping Future Dunedin Transport, performing arts, community housing and public toilets are included in separate reports on the agenda for this meeting.
- 7 For each request in this report, staff comment has been provided, including if the request is already provided for in the 10 year plan, if the request can be accommodated within existing budgets or if it is not provided for.

OPTIONS

- 8 There are no options.

NEXT STEPS

- 9 Any decision by Council to include new amenities and/or projects will be included in the 10 year plan 2021-31.
- 10 Depending on the outcome of the deliberations, staff will consider how to provide specific feedback to submitters on these requests.

Signatories

Author:	Sharon Bodeker - Corporate Planner
Authoriser:	Sandy Graham - Chief Executive Officer

Attachments

	Title	Page
A	Parks and recreation - new amenity and projects	253
B	Property - new amenities and projects	269
C	Transport - new amenities and projects	270
D	Waste & environmental solutions - new amenities and projects	284
E	3 Waters - new amenities and projects	288

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities, and promotes the social, economic, environmental and cultural well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The 10 year plan contributes to the objectives and priorities of the strategic framework as it describes the Council's activities, the community outcomes, and provides a long term focus for decision making and coordination of the Council's resources, as well as a basis for community accountability. Requests for new amenities and projects contribute to the development of the 10 year plan.

Māori Impact Statement

As part of the 10 year plan consultation process, a Maori consultation Hui was held at Araiteuru Marae with the mataawaka community. At this hui the need for an urupa (cemetery) was discussed, as a place where customary Maori burial protocols can occur. Further consultation is required with both mana whenua and mataawaka to progress this issue.

Sustainability

The overall impact of the funding requirements on the current and future social, economic, environmental and cultural wellbeing of the community is considered when deciding on new amenities and projects requests.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

These considerations are the subject of the report.

Financial considerations

The financial considerations are included in the report.

Significance

The requests for new amenities and projects have resulted from full community consultation on the draft 10 year plan.

Engagement – external

The requests for new amenities and projects have resulted from full community consultation on the draft 10 year plan.

SUMMARY OF CONSIDERATIONS

Engagement - internal

Staff and managers from across Council have been involved in the analysis of the requests received.

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

The Community Boards have requested new amenities and projects, and these are included in this report.

	Sub #	Amenity requests - Parks and Recreation	Staff comment
		Aramoana Wharf Restoration	
1	817164	The Aramoana wharf to be restored, with the support of the Trust. This structure will be of great importance in a civil defence event as roads could be closed for long periods of time.	The Council has agreed to maintain the wharf, once it has been restored by the Trust. The Trust is still to obtain a consent and / or a concession. DCC Staff have provided a draft concession. The Trust is to provide detailed designs to support the concession application.
2	817620	Strongly support the allocation of funds and action to enable the restoration of the Aramoana Pilots wharf, an important community resource as well as historical significance.	
3	817627	DCC should honour its previous commitment to supporting the ongoing efforts of the Aramoana Pilots Wharf Restoration Committee. It is important that an historic asset such as this be retained to enable boat access to the Spit.	
4	817628	The pilots wharf is a treasured part of our heritage and is important to us for its practical uses, for fishing and recreation, boating, and emergency access. I strongly support the submission by the Aramoana Pilot Wharf Restoration Committee.	
5	817634	We encourage the DCC to continue their support of the Aramoana Wharf Restoration Charitable Trust toward the restoration of the wharf at Aramoana spit. - <i>Aramoana Pilots Wharf Restoration Charitable Trust</i> .	
6	817640	I support and encourage the DCC to continue their support of the Aramoana Pilots wharf restoration project. This is the most important project to me.	

	Sub #	Amenity requests - Parks and Recreation	Staff comment
7	817651	I support the submission by the Aramoana Pilots Wharf Restoration Charitable Trust. The restoration is important, not just for historic reasons but for recreational use, transport and emergency access.	
8	817653	I strongly support the Aramoana Pilots Wharf Restoration Charitable Trust and encourage the DCC to work with them to restore the Aramoana wharf.	
9	817655	I support and encourage the DCC to continue their support of the Aramoana Pilots wharf restoration project. This is the most important project to our family.	
10	817669	I support and encourage the DCC to continue their support of the Aramoana Pilots wharf restoration project. This is the most important project to me and my family.	
11	817682	I support and encourage the DCC to continue their support of the Aramoana Pilots wharf restoration project. This is the most important project to me.	
12	817691	I support and encourage the DCC to continue their support of the Aramoana Pilots wharf restoration project. I agree with this letter from the APWRCT and stand by this project.	
		Botanic Garden	
13	816471	The Botanic Gardens need a playground or play/activity area for older children. So much space yet the playground is designed for pre-schoolers and with no scooters or bikes allowed the attraction is very	This is not in the budget. A Botanic Garden Plan is underway. Bikes and scooters are not allowed at the Botanic Garden.

	Sub #	Amenity requests - Parks and Recreation	Staff comment
		limited for older kids. It would also be great to add some water play pads somewhere, e.g., Woodhaugh Gardens with the paddling pool.	
14	817925	Council to support the establishment of a dedicated education and information centre role which is an area of the Garden's activities the Friends of the Dunedin Botanic Garden have been supporting with volunteers for the last 25 years. - <i>Friends of the Botanic Garden Inc.</i>	This is not in the budget. A Botanic Garden Plan is underway, and Friends of the Botanic Garden have had input. The plan will be finalised by February 2022.
		Cargill's Castle track	
15	816536	Cargill's Castle Trust has worked with DCC Staff to establish a walking track from Tunnel Beach to Cargill's Castle. Stage 1 of a track will link up with the Esplanade at St Clair via Second Beach. The Trust and Staff have identified a route for the walkway, acknowledging safety issues, maximising views and identifying easements for access through privately owned land. Ask that the project be brought into the 10 Year Plan. - <i>Cargill's Castle Trust</i>	This proposed track is among a number of new-track proposals put forward by stakeholders and the community. No funding is currently budgeted for this track in the 10 year plan. The Tracks Plan review being undertaken will inform future investment priorities for tracks. The draft Tracks Plan review will be complete for Council review by October 2021.
16	817296	I urge the DCC to complete the proposed Cargill's Castle to Tunnel Beach track for biking and walking - this is a spectacular coastline and will add a fantastic recreational asset.	The budget for tracks - new capital in the 10 year plan is \$50,000 per annum, and includes for new signage, fences, paths, and seating.
17	817593	Get on with making the walking track from Cargills Castle to Tunnel Beach. There is community support for doing the work. As the caretaker of the seabird colonies along this cliff coastline, I believe we have a great scenic asset to share with the world.	
		Cemeteries	
18	817848	In the last 10 year plan, as member of the "Advocated or Natural Burials", we were delighted with what was approved at Green Island.	Burials on private land is covered by legislation. Natural burial areas within existing

	Sub #	Amenity requests - Parks and Recreation	Staff comment
		We want the scheme expanded and permission to do the Natural Human Burial in other sites, including privately owned land.	cemeteries will be considered as part of the draft cemetery expansion programme (due for completion by October 2021) and provided for in the budget.
19	818039	Develop an urupa (cemetery) to support tangi (Māori death and burial practices) and tikanga (Māori protocols and customary practices) in Dunedin. - <i>Mataawaka Hui, Araiteuru Marae</i>	Parks has identified Green Park Cemetery as a potential urupa site but further consultation is required with mana whenua on the appropriateness of the site before this can be confirmed. Capital for the development of an urban urupa is provided in Year 3 of the draft budget (23/24).
		Otago Harbour	
20	816262	The poor, deteriorating state of the Otago Harbour facilities is keenly felt by many of our members. Some of the areas we are concerned about are - access to the harbour via boat ramps and other means, - marina facilities, and - mud buildup in various locations. We have been working with and are encouraged by Port Otago and their interest in developing the recreational opportunities in and around the harbour. We ask that the DCC also plan for how this asset can be improved. - <i>Otago Yacht Club</i>	Marine asset renewal capital is provided for throughout the 10-year plan draft budget. Drafting of the Otago Harbour Recreation Plan will commence in 2021/22. Relevant stakeholders, including the Otago Yacht Club, will be invited to take part in a working party.
21	817849	Request a harbour plan that looks at the entire Harbour and not just a large development in one area. - <i>Port Chalmers Yacht Club</i>	

	Sub #	Amenity requests - Parks and Recreation	Staff comment
		Parks and Reserves	
22	814478	A better 4WD access from the Outram glen carpark down to the river would be appreciated. Likewise, a hard sealed portion for access while barriers along the remainder of the track access would prevent damage from negligent 4wd drivers.	The DCC maintains the access road and the carpark surface but does not own the land at the Outram Glen picnic area. Parks have been discussing the Outram Glen area with the ORC and DOC (main landowners) with a view to better coordinating management of the area. These discussions are ongoing. Parks will continue to maintain the access road and carpark surface.
23	815982	Mellor Park has very little activity on the park because it is not flat land and is unsuited to ball games. Consider turning it into community gardens. An orchard could be planted alongside natives which would beautify the area considerably. The Kaikorai Stream could be liberated allowing for flood mitigation.	There is currently no funding provided for this in the draft budget. The Parks Open Space review will be complete by November 2021.
24	817268	Tomahawk car park improvements and Tomahawk gun emplacement improvements: The car park improvements were signalled to begin in June 2020 and were “expected to be completed by the end of July [2020]”. The 6-week project has taken over ten months to date and is yet to be completed. Likewise, the gun emplacement improvements were signalled in September 2020 to start “over the next few months” however appear yet to have begun. I advocate for tighter project management to complete what is started and start what is not.	The car park barriers and surface treatment were completed in September 2020 and have been in use since then. The signage was installed in November 2020. The planting will be carried out in the winter months of 2021. The information kiosk is in place and the notice board content is currently being researched and written. Once all parties have approved the content, the information panels will be installed. Tomahawk Gun Emplacements – Stage 1 (concrete work and safety) has been

	Sub #	Amenity requests - Parks and Recreation	Staff comment
			completed. Stage 2 is currently being discussed with the Heritage Society and will commence once approved.
25	817678	Parks and Reserves need continual investment. Having attractive green spaces within the community creates a destination for exercising, gathering or just sitting in the sunshine. These spaces need to include drink fountains within College Street Park, Sidey Park and Bathgate Park, and a toilet in Caversham Reserve. - <i>Caversham Community Group</i>	Drinking fountains and provision of shade etc., are being considered as part of the Play Space and Open Space reviews. Both review documents will be completed during 2021.
26	817894	Install drinking fountains in public places to support community wellbeing and waste reduction and to help address climate change. Consider adding more shade at playgrounds to reduce harm from ultra-violet (UV) rays.	
27	818036	<p>Truby King Reserve</p> <p>Implementation of a modified version of the Truby King Reserve Management Plan - we are in the process of setting up a working management committee, together with Staff, to bring about much needed improvements to the reserve. We ask that suitable funding will be available early in the plan to enable this important work to proceed.</p> <p>Mount Watkin Reserve</p> <p>Around ten years ago Community Board was involved in the creation of the Mt Watkin /Hikaroroa Reserve Management Plan. Little has been done to implement this plan, and the reserve is still not open to the public. Ask that funding is made available early in this plan, to enable progress to implement the plan.</p>	<p>Truby King Reserve work is in progress.</p> <p>There is no capital budget in the 10 year plan for the Mount Watkin Reserve. Some operational funding is provided in the 10 year plan for pest and weed control.</p>

	Sub #	Amenity requests - Parks and Recreation	Staff comment
		Freedom Camping at Warrington Reserve When overseas tourists are allowed to return to our shores, we would like to be part of the conversation about successful management of Freedom Camping. - <i>Waikouaiti Coast Community Board</i> .	
		Pest control	
28	816354	It would also be great if the possums in town can be dealt with.	DCC's City Sanctuary programme covers many city-centre reserves, including the Town Belt. This project is part of the Predator Free Dunedin and aims to reduce possum, rat and mustelids in urban areas. City Sanctuary also supports residential back-yard predator trapping. Parks also have a dedicated Pest Control contract that includes possum control in reserves across the city.
		Play spaces	
29	811320	Can we get a playground in the Heathfield subdivision reserve on Gladstone Road North reserve in Mosgiel? It is a large subdivision with many families and no playground anywhere close - the existing reserve is a great place to do this.	Play spaces review is underway. The 10 year plan budget provides funding for renewals and new playground equipment, but does not include funding for a Destination Playground.
30	813076	Invest in our Tamariki and build a Margaret Mahy style playground for the whanau of Dn.	
31	813280	I would have liked to see something like the Margaret Mahy Playground etc. in the plan.	

	Sub #	Amenity requests - Parks and Recreation	Staff comment
32	813963	Would love to see improvements to playground - our local is the Macandrew Bay one which could do with a few new features. It would be great for Dunedin to have a 'destination playground' - like the Margaret Mahy one in ChCh or the lakeside one in Queenstown.	
33	814041	Do some fencing around some of the playgrounds in the city - most are near a main busy road and if you have any more than one child and they run in opposite directions - there is nothing to keep them from the road.	
34	814655	Fencing for playground near busy roads would bring peace of mind to breastfeeding mothers who have other young children. An intercity playground would be a busy hub for Dunedin families and tourist families a like.	
35	815280	There should be a really good playground in Dunedin like in Christchurch.	
36	815563	I would love to see the dinosaur park overhauled and transformed into something like the Christchurch Margaret Mahy park.	
37	815590	Update St kilda park it's an embarrassment. It's heavily used by city families and it's old compared to other cities or even small towns do way better. - <i>Dun Eden green Ltd</i>	
38	816544	Play areas/playgrounds for older children (over 10). Many of Dunedin's playgrounds have very little for older children and teens. We need a destination all ages playground, the Margaret Mahey playground in Christchurch is a great example.	

	Sub #	Amenity requests - Parks and Recreation	Staff comment
39	816609	Mosgiel has possibly the best playground in Dunedin, but there are no decent or large playgrounds in the Dunedin area. Redeveloping a playground in the Dunedin city is needed, such as the kettle park playground.	
40	817014	Please upgrade Kettle Park (Dinosaur) Playground to a Margaret Mary standard - this would be a huge boon for the city. - <i>Rock Solid Youth Development</i>	
41	817171	Playground at St Clair needs upgrade, and more equipment for children over 8.	
42	817418	Dunedin needs better quality playgrounds. If you look at any other city in NZ the quality of our play grounds is incredibly poor.	
43	817923	Upgrade of the Green Island Playground. - <i>Greater Green Island Community Network</i>	
44	814775	Build a new skate park!!!	<p>Staff have been working with Dunedin Skateboarding Assoc. on prioritising a proposed work programme of skate park renewals and new facilities.</p> <p>The upgrade of Fairfield skate park has commenced and will be complete in 21/22.</p>
45	814963	Build better skateparks	
46	814973	Investigate a new skatepark for the St Clair, St Kilda area. As a member of the South Coast Boardriders we built a mini ramp and put in near the clubrooms over Easter. It has been super popular with young and old alike. Marlow park has a poorly designed skate area that could easily be redesigned and provide the community with an awesome new skatepark.	

	Sub #	Amenity requests - Parks and Recreation	Staff comment
47	816959	Improve the Thomas Burns skatepark. Needs shelter and seating for adults to supervise children. Space for a coffee cart. A new skatepark facility in South Dunedin.	\$2.25M has been provided in the draft budget in 22/23 for the renewal of Thomas Burns and Mornington skate parks.
48	817624	Improve and redevelop the Thomas Burns skatepark, Mosgiel Skatepark; develop the Fairfield skatepark; add minor obstacles to Mornington; South Dn - have a destination skatepark; a new park for University/North Dn. - <i>Dunedin Skateboarding Association</i>	Approx. \$1.9M of further funding has been provided for in the draft budget for skate facility renewals in Port Chalmers, Corstorphine, Kew, Mosgiel Brockville and Middlemarch spread across the 10 years. Procurement of 2 new half-pipes for Chingford Park and Ralph Ham Park (Macandrew Bay) has commenced and will be complete in Y1 of the LTP.
49	815185	Would like sunshades, seats and water fountains installed in playgrounds by 2028. – <i>Saddle Hill Community Board</i>	Drinking fountains and provision of shade etc., are being considered as part of the Play Space and Open Space reviews. Both review documents will be completed during 2021.
50	815557	Invest in green spaces, walking and cycling, and install water bottle refill stations. Fund built or natural shade near play spaces. - <i>Cancer Society</i>	
		Rubbish bins	
51	811171	Rubbish bins in playgrounds (eg green island).	Rubbish bin provision in parks and reserves will be reviewed under the new greenspace contract to determine usage and distribution. This will commence in July and be completed at the end of 21/22. This will inform future waste solutions and levels of provision in parks and reserves and ensure decisions align with
52	812535	Rubbish bins for dog poop at beaches especially at Smalls beach - no rubbish bins at all.	
53	813119	More bins on city walking areas port side track as there are none.	
54	814765	Rubbish bin at top of John Wilson Drive needed.	

	Sub #	Amenity requests - Parks and Recreation	Staff comment
55	815287	I would like to see rubbish bins in place at either end of the walkway (past the Salmon Farm) from the state highway through to Stevenson Avenue, Sawyers Bay . This is a very well used walk for dog owners with their dogs. "	Council's wider waste minimisation, recycling and diversion policies. Until this review is complete, there are no plans to install additional rubbish bins at reserves.
56	816345	Public rubbish bins are a problem. Some have been removed entirely, e.g. at Shelly Beach, and others aren't emptied enough. New cycling routes/walking areas need bins as well.	
57	817450	Ensure better rubbish facilities and collection at parks and trail heads - often bins are overflowing with dog faeces.	
		Sports Facilities	
58	813539	Have more proper public basketball courts, Dunedin barely has any and the ones that do don't even have paint on the court. This will also help with the community and create more fun for the youth of Dunedin which there should be more activities for youth to do.	A Play Spaces review is being undertaken, and basketball courts are included in this review.
59	814225	More basketball courts.	
60	816500	Sport NZ strongly encourages the DCC to complete development of the Sports Facilities Strategic Plan. Sport NZ is willing to support the development of such a strategy for the Otago region. - <i>Sport New Zealand</i> .	A Sports Facilities review is currently underway. Condition assessments are currently in progress. This review will be completed in October 2021.
61	817155	I belong to an equestrian sport that is not allowed on any council grounds incl. Bland Park at Waitati which was gifted to the community. We want to use grounds between Dec - Feb so no clash with winter sports.	Not supported. Horses damage sports turf and are not conducive with the primary turf usage and long-term maintenance.

	Sub #	Amenity requests - Parks and Recreation	Staff comment
62	817184	Redevelop fitness trail around Logan Park, and introduce similar range of equipment. Consider favourably potential relocation of Dn Gymnastics Academy to Caledonian Gymnasium. Develop plan to progressively construct further artificial playing surfaces. Play spaces plan - look at quality of equipment - most inadequate, very dated etc. - <i>Sport Otago</i> .	Both the Playspaces Plan and Sports Facilities review will consider these points. Gymnastics NZ (the governing body) does not support the relocation of DGA to the Caledonian Gym as it displaces several other gymnastics clubs.
63	817375	Would like to engage in a discussion about long term equitable and accessible funding of turfs and hockey facilities as we develop our strategic plan. The need for carbon reduction means we need to look at smaller localised turfs or half turfs for sports training. Would like to work with DCC in locating suitable sites and planning for them. To look at alternative access especially bus services between turfs/Logan park and schools with DCC, ORC and other sports clubs. Serious consideration to be given to more carparking at Logan Park. Parking access to the area is a huge challenge for users. There are a number of areas in and around Logan Park that could be developed into a carpark. - <i>Otago Hockey</i> .	The Sports Facilities review will consider these matters. Otago Hockey has been involved throughout the engagement phase of the review. Parks are currently undertaking a funding grant review. This will inform the future management of grant funding (Parks) and may include contestable funding within approved budgets. The funding grants review will be completed November 2021.
64	817666	Otago Polytechnic supports the Sports Hub concept for Logan Park. We are in full support of the planned Sports House at the back of the tennis courts. This piece of land is dark and relatively unusable as a sports ground but could easily be built on to get support structures in place for regional sport on Logan Park. It could be the home of Sport Otago which would create a fully integrated Sports House. The Otago Polytechnic would then be able to increase the lease space currently used, and this is further income for the city. Currently we have teaching spaces within the Tennis Centre, this is nearby but there is	No budget provided in the 10 year plan to support this.

	Sub #	Amenity requests - Parks and Recreation	Staff comment
		no room for expansion of practice or numbers of learners - <i>Otago Polytechnic</i> .	
65	817840	Mornington park needs changing rooms and showers for the soccer players. They have to drive to the rugby club down the road.	A Sports Facilities review is being undertaken and will be considered as part of this.
		Swimming Pools	
66	815282	Please keep the Port Chalmers Community pool open until the end of the April May school holidays.	No provision in budget to extend Port Chalmers pool hours. Estimated cost to keep open to end of April is an additional \$28,000 (with estimated revenue of \$2,000) for the month of April.
67	815283	Please keep the Port Chalmers Pool open for the School Holidays.	
68	815287	Keep the port Chalmers community pool open till end of April.	
69	815288	Keep Port Chalmers Swimming pool open during school holidays. Provide a Sauna at Moana if not all pools as they have in New Plymouth.	
70	815306	I support the Port Chalmers Pool remaining open for the school holidays.	
71	816123	The Port Chalmers pool is a wonderful facility for the community but it is only open for half the year, it could be left open all year round.	
72	816286	The West Harbour Community Pool is a well used facility in the area, and the Board would like to see the season continued until the end of April. – <i>West Harbour Community Board</i>	
73	816705	We need another swimming pool in Dunedin. Moana pool is constantly overused and busy. Even though there is planned work on	

	Sub #	Amenity requests - Parks and Recreation	Staff comment
		the pool it does not directly benefit swimmers who are there to swim (e.g., hydro slides and a cafe).	
74	817236	It has been confirmed that the Physio Pool site is not included in the "new Dunedin Hospital site-requirement". It is really important that Physio Pool improvements projects can go ahead. Please set aside some DCC funding to help the Physio Pool continue its vital role.	
75	817298	Dunedin is currently the only city which has no indoor rock climbing facility for adults. When facilities such as Moana pool are upgraded, it would be an excellent opportunity to again consider how an indoor climbing facility could be incorporated.	Rock climbing is not included in the Master Plan for Moana Pool. This could be considered as further stakeholder engagement is undertaken during various phases of the Master Plan implementation. Would require additional staff to supervise. A rock climbing facility for all ages has recently opened in the Dunedin CBD (Moray Place).
76	812355	Please keep St Clair pool open through Easter.	No provision in budget to extend St Clair pool hours. Estimated cost to keep open to end of April is an additional \$45,000, (with an estimated revenue of \$15,000) for the month of April.
77	814765	Please keep St Clair Salt Water Pool open in April or at least until after Easter.	
78	817383	St Clair Salt Water Pool to have later hours over the Christmas/New year Break, when the weather is good and people are on holiday and could enjoy an evening swim or a picnic by the pool. Consider extending the season by a week or 10 days to better account for Easter and good weather.	

	Sub #	Amenity requests - Parks and Recreation	Staff comment
79	817667	St Clair Salt Water Pool to have an extended season from 1 September to 30 April each year and not the current 1 October - 31 March season.	
80	817754	Salt Water Pool – it would be wonderful to be able to swim there through April. Many people would happily pay a higher entry rate if it was kept open through the cooler months.	
		Tomahawk	
81	816654	There are too many cars at the beach. Request closing beach access through lagoon river by putting bollards and a chain there. Give the boating guys access (with code or key lock).	Staff are working with the Community Board, looking at ways to mitigate unauthorised vehicle access.
82	817208	Sand mining: Nash and Ross (NRL) continue to pillage, with consent to do so, Tomahawk Beach. It is time that DCC looked at protecting this beach by not supporting any continued sand extraction and letting the beach return to its natural state.	This is an activity that is regulated by the ORC, who have consented this.
83	817208	Old School Site Planting: There has been no progress on this matter, and this was advised as being looked at in consultation with the community after the Recreation Centre renovation was completed, this did not occur. Staff resources and appropriate funding need to be put aside to both consult with the community and also to plant as appropriate.	Planting projects such as this are funded as part of normal operations. Community still to consider what is wanted at this site. Once this has occurred, plantings will be undertaken.
		Tracks	
84	815898	more signposts/info re the city's walks - they are an asset.	\$50k per annum provided for in draft budget. Ross Creek is planned for 21/22. Asset condition assessments currently underway for

	Sub #	Amenity requests - Parks and Recreation	Staff comment
			all Parks assets (will be complete in 2 years) will inform the forward works programme.
85	815943	Request the development of bridleways/tracks for horses throughout the suburban areas. The roads are very busy and many drivers are inconsiderate and unsafe around horses, especially kids on ponies. Any track would need to be limited to non-motorised access, so could be shared with push bikes and walkers providing there was suitable signage to warn bike riders to be cautious of horses.	Horse Tracks are considered as part of the Recreational Track Plan, due for completion by November 2021.
86	816327	Would love some horse friendly tracks. My daughter is a disabled rider and is led off my horse so needs to be wide enough for side by side riding.	
87	817014	We need all the walking tracks through the town belt (from the Southern Cemetery to Prospect Park) linked up, so it's possible to walk the length of the city in urban bush.	This is already possible. Dunedin Amenity Society run an annual walk using this route.
		Trees	
88	812835	We need more central city trees, gardens and planters and provide seating/rest areas for pedestrians. The total ambience of the city can be greatly enhanced with more greenery.	Budget is provided for tree planting. Plantings will be included in the Central City upgrade plans.
89	816940	Set up a way for residents to apply for trees to be planted on their berms/in unused land. Plant fruit and nut trees in parks and waste land.	Tree planting request forms are available on the DCC website.

	Sub #	Amenity requests - Property	Staff comment
1	815872	House providing community space for Pacific people Given the importance of the 10 year plan for our Pacific people, it is with the utmost respect that I wish to address the issue of a Pacific "Community Space" i.e. House as stated in the 2018 summary. Though this issue was not in the 10 year plan, but we addressed this based on 2018 issues provided by DCC. This is crucial and important for us Pacific people to share and help develop our communities in support of DCC 10 year and long term plans.	This has not been provided for in the budget.
2	816892	Coin lockers I would love to see coin lockers in Dunedin. You can read about them here https://www.japan-experience.com/to-know/visiting-japan/coin-lockers . They are incredible useful not only for tourists but for people who are on foot and don't want to have to try work out the logistics of how to carry things while there out in town but are happy to take their load away at the end of the day.	These are not provided for in the budget.
3	816945	CCTV Invest in upgrading the Central City CCTV, which will add quality to our city environment, adding to the recent Network installed by the Otago Regional Council and adding quality to the wider network available to the NZ police, FENZ, Campus watch and others. - <i>Dunedin City District Licensing Committee</i>	CCTV investment of \$700,000 is provided for in year 1 of the 10 year plan.

	Sub #	Amenity requests - Transport	Staff comment
		Accessibility	
1	817652	<p>Curbing at Cargills Corner – currently wheelchairs are getting stuck in the curbing. One side of the corner has been fixed but other sides still problematic.</p> <p>Not sufficient time to cross the road at this intersection with turning vehicles. A Barnes Dance could help.</p> <p>Need curbs lowered so can use mobility taxis. Curbs are too high, so have to go down the road, to get to the mobility taxi.</p>	The disabilities sector is undertaking an audit of Dunedin Streets. Findings from this audit for accessibility improvements will be incorporated into forward work programmes. There is budget to accommodate this.
		Bus Matters	
2	817050	Recommend the introduction of a free loop shuttle, tram, or bus that runs in a continuous loop around the Dunedin city centre. DCC to work with the ORC for public transport to be transformed in Dunedin. Have either free public transport for students or, at a minimum, student concession rates. Make bus schedule and routes relevant for students - <i>Otago University Students' Association</i>	DCC has asked ORC, the provider of public transport, to consider such a service.
3	817585	Develop a bus hub close to the new Library/Community Complex, as this would enhance the use of that facility. A lot of residents find walking difficult.	This is a matter for the ORC.
		Crossings	
4	815280	I want to walk to school by myself because I'm big enough but I can't because I'm not allowed to cross Highgate on my own because the cars go too fast and they don't always stop at the crossing. I want to go to Prospect Park but I need a grown up to help me cross the road because there is no crossing."	The Minor Works budget provides funding for this work. Timing will be

	Sub #	Amenity requests - Transport	Staff comment
5	816314	Please put Barnes Dance on Hanover/Great King. Put traffic light crossing at OUSA-Uni Library and upgrade pedestrian by business school @ UoO. Put a crossing @ OUSA main building and uni library (with traffic lights for it) and change the pedestrian crossing @ Otago Business school into one with lights.	dependent on receiving Waka Kotahi co-funding. All requests for crossings will be added to the list of proposed crossings. Crossings are established following an assessment of priority.
6	816448	We need more Barnes Dance crossing. Why has one intersection on Great King Street by the hospital been missed when all other intersections along there have one? I seem to recall there has been a pedestrian fatality there, so it just doesn't make sense to miss that.	The Great King St crossing is planned for in year 1 of the 10 year plan.
7	816544	The pedestrian crossing at Cargill's corner is very dangerous. A barns dance needs to be put in here. The elderly and disabled people of South Dunedin deserve better.	A safety assessment of Cargill's corner will be undertaken in year 1 of the plan.
8	816710	The crossing for pedestrians and bikes at Portobello / Shore St needs attention before there is an accident. It has been asked for many times and is still not addressed.	
9	817097	A barns dance crossing is needed at the intersection of Cargill's corner, Hillside Road and King Edward street, as well as at the intersection of George and London street where first church is. A barns dance crossing there would make all the difference. "	Albany St cycleway is included in the central cycle and pedestrian improvements project.
10	817617	I feel safe biking along Albany St because there are more people not in cars around that area, and somewhat enough space on the roads. These things make more of a difference than cycle lanes to me. A pedestrian crossing it that area would be fantastic however!	Shaping Future Dunedin Transport (SFDT) Speed limits is part of Waka Kotahi's School Safety Programme, where speed limits are proposed to drop to 30 km on urban roads, and 60km on rural roads.
11	815279	"I want to be able to cycle to school when I go to Balmacewen Intermediate. Make the pedestrian crossings on Highgate safer. The cars go too fast off the roundabout. I think the speed limit should be lowered, 50 is too fast for urban areas.	
		Cycle Requests	

	Sub #	Amenity requests - Transport	Staff comment
12	817411 814938	Investigate a bridleway/ cycleway from Wingatui up Friends Hill Road, across Halfway Bush Rd down Brinsdon Road, then Dalziel Rd to McMeakin Road down to Abbotshill Rd. Friends Hill/ Brinsdon Rd is already well used though in terrible condition with the water pipe exposed in locations, rutted from motorbikes, and poor drainage. Motorbikes must be banned. Safe cycling and horse-riding facilities be developed in the road reserve on the Taieri particularly around Tirohanga and School roads.	This is not planned for or budgeted.
13	817457	Please adjust the railway crossing barriers on the West Harbour pathway so that a recumbent bike can use the path.	This is a matter for Kiwi Rail.
14	812352	Cycle routes needed on Forbury Rd and Victoria Rd, and to Brighton.	Forbury Rd is included in the Dunedin Urban Cycleways- Arterials project. Brighton is not currently planned for.
15	816601	A bike / pedestrian walkway is needed between Waldronville and Brighton	
16	816995	"Please make it safe to cycle both directions on Princes Street, it's currently really unsafe and a bus lane won't fix that.	This is provided for in the SFDT project.
		EV Charging	
17	816584	Need EV charging stations at some parking locations	Work is underway on an infrastructure plan for where EV chargers should be installed. Implementation is planned for year 2 of the 10 year plan.
18	817014	We need more electric car chargers around the city to encourage more EV use and less carbon emissions: especially at Dunedin Airport (need many chargers placed there - negotiate could ECCA over this); the Esplanade car park, Moana Pool car park etc.	
		Lighting	

	Sub #	Amenity requests - Transport	Staff comment
19	817127	Please could we have light at bottom of Baldwin St as its very dark in that area at nights and I don't feel safe with the new lighting in the city.	We will investigate this as part of the LED rollout.
20	817208	Lighting Planning: DCC does not have a lighting policy and as such has not control over how lighting is managed outside of the DCC streets e.g. private properties and property developments. To keep with the Wildlife Capital of New Zealand and to become a dark skies city DCC needs to allocate resourcing to developing this.	LED’s support a darks skies environment. No plans for developing a lighting policy.
21	814209	"Definitely more lighted pedestrian crossing in north Dunedin "	We will investigate this as part of the LED rollout.
22	816266	DCC please improve the street lighting in the North Dunedin area. This is a big concern - as a lot of students walk around North Dunedin. The new lights are not very good, leaving one side of the street in darkness. This is particularly bad on Castle, Leith, Howe Streets.	
		North Otago	
23	817287 817348 817367	I want the historic underinvestment in the north coast communities to be addressed. We need a cycleway servicing the communities of Waitati, Warrington, Karitane and Waikouaiti. Include this project in the 10 Year Plan's Infrastructure Strategy so that it may contribute to this significant project in the near future and uphold its commitment to promote active transport in all areas the city.	A cycleway between Palmerston and Dunedin was considered by Council at the 15 June 2020 Economic Development Committee. There is no budget allocated for this in the 10 year plan.

	Sub #	Amenity requests - Transport	Staff comment
24	817583	<p>At the weekend, residents in the communities north of Dunedin are effectively cut off from the city and from each other, unless they have a car. We strongly suggest that this imbalance and the historic underinvestment in the north coast communities is addressed.</p> <p>"To support active transport Dunedin City is investigating cycleway projects between Caversham and Mosgiel in the south and in the north servicing the communities of Warrington, Karitane and Waikouaiti".</p> <p>We have applied for funding from ORC for a track to be designed and consents and easements put in place ahead of requesting contributions from funders for infrastructure.</p>	<p>A cycleway between Palmerston and Dunedin was considered by Council at the 15 June 2020 Economic Development Committee. There is no budget allocated for this in the 10 year plan.</p>
25	818036	<p>Road Safety - State Highway 1 - DCC to support our requests to NZTA to allow us to place Driver Feedback Signs at the north and south ends of Waikouaiti main street and at the Waitati Curve, both on State Highway One. We as a Community Board are prepared to source the funding for this and work with NZTA to have them installed. Both areas are subject to excessive vehicle speeds.</p> <p>Road Safety - Local Roads - We have previously requested Road Safety Assessments to be carried out on Beach Street, Waikouaiti and on Doctors Point Road, Waitati. We ask for these assessments to be carried out in the first year of the 10-Year Plan, with any identified problems to be rectified promptly thereafter.</p> <p>Travel Choices - During this 10-Year Plan we would like to see the implementation of 'Park & Ride' facilities at the northern and southern extremes of the city. This is very common overseas and could easily link into a bus loop service, either free or low cost, that would take people where they need/want to go.</p> <p>Cycleways - We ask for DCC to join with ORC in supporting the volunteer groups that have been formed to make progress on the project to link the Waitaki cycleway, through Waikouaiti, and southwards to Dunedin City. - <i>Waikouaiti Coast Community Board</i></p>	<p>A road safety assessment for Beach Street in year 1 of the 10 year plan.</p> <p>Park & Ride for the southern part of the city is in the SFDT project. The northern part of the city is not included.</p> <p>Cycleway projects for Warrington, Karitane and Waikouaiti are not provided for in the 10 year plan.</p>

	Sub #	Amenity requests - Transport	Staff comment
26	817366	Ensure adequate resource is allocated in the next Plan to ensure that the seawall and pathway at Old Head Road, Karitane is reconstructed in a manner likely to withstand coastal changes over (say) the next 50-75 years.	This is not planned for or included in the 10 year plan budget.
27	816926	<p>Waikouaiti - we would like to see a Waikouaiti aesthetics project in the 10 Year Plan with budget of \$30,000 for a feasibility study and \$100,000 for the work assigned to it. Project to include:</p> <ul style="list-style-type: none"> • well identified crosswalks (there is no defined crossing for children on the main street) • designated bicycle parking (particularly at the middle of the shopping area) • better maintenance of existing footpaths (shrubs and weeds make the footpath near impassable in places for mobility scooters and pushchairs) • monthly footpath sweeping, including: SH1, Collins Street and Beach Street - POWA 	<ul style="list-style-type: none"> • This is a matter for Waka Kotahi. • This is not budgeted for. • These concerns are noted and will be considered by operations staff.
		Other Matters	
28	814362	Options for a significantly grander eastern bypass are presented in attachments. Some or all of the options could be considered, although it is recognised that the shifting of Logan Park High School and a tunnel beneath the northern cemetery and botanic gardens are not only expensive but requires many organisations to be consulted.	This is not planned for or included in the 10 year plan, but is considered in the 50 year Infrastructure Strategy.
29	816171	Traffic lights to be installed on Portsmouth drive for cyclist. My children go to school at Logan Park and we live in St Clair, currently it is a nightmare biking across town for teenagers, especially crossing there, then also back onto the cycleway just South of the train station	This intersection is being investigated for possible improvements, to be made in year 1 of the plan.
30	816913	I want the city to look to closing Queens Drive and to make this a people friendly space.	This is not planned for.

	Sub #	Amenity requests - Transport	Staff comment
31	817678	The Caversham Reserve Carpark has been incorrectly labelled Station Road. A blue Park roading sign is required as a correction; Station Road is a walkway (footpath) to the left of the Caversham Reserve Carpark. A sign noting Station Road with a walking man on it is required alongside this walkway; The 50k roading sign in the Caversham Reserve Carpark needs removed. It is a dead end, how would this speed be achieved? - <i>Caversham Community Group</i>	These matters have been noted and will be investigated in year 1 of the plan.
32	817851	John Wilson Drive is a public road and a memorial road. Why can't it be open at the same time as the cemetery adjacent. ie locked overnight at 5.30 in winter and 7.30 in summer.	There are currently no plans to change times.
		Road Sealing	
33	812110	Seal church hill road all the way up to Tunnel Beach!!!! The gravel road is a death trap with multiple crashes often unreported. Dust from road is wrecking house cars health and pets. Dust gets in water supply. Council say it's stopped sealing dirt roads but this is unacceptable. Trying to get regular grading and dust suppressant is fruitless.	Council's policy is that there is no new sealing of gravel roads. Staff are looking at alternative options for gravel roads, for council consideration during the first year on the 10 year plan.
34	815185	Reinstate rural road resealing - McMaster Rd, Chain Hills Rd and Green Island Bush Rd to be sealed - <i>Saddle Hill Community Board</i>	
35	815995	Reinstatement of rural seal extension programme - <i>Mosgiel-Taieri Community Board</i>	
36	817599	Chain Hills Road - sealing gravel roads. We were told nearly 20 years ago that the road would be sealed and it is still unsealed. In winter its really muddy and in summer it's a dust bath. The dust goes into our water tanks when it does rain, and when there is more than one car on the road the dust is so thick you can't see other vehicles. The speed limit is also a problem. We have asked the DCC to reduce the 80km speed limit.	

	Sub #	Amenity requests - Transport	Staff comment
		Safety improvements	
37	814446	Safety improvements in Church, Muir and Kirkland Streets. All provide access to the school and traffic moves too fast.	Safety improvements are being investigated in year 1 for the Green Island area.
38	816448	"The bricks on our footpaths in the Octagon and Central City are a health and safety hazard. They are uneven and extremely slippery. This should be a priority for our elderly, disabled, Mums with buggies and the general public especially with winter coming on and icy footpaths.	This is part of the George Street upgrade project.
39	816530	Can we have a campaign to KEEP THE FOOTPATHS CLEAR. Walk down any City Rise streets like London and Cargill St and it's an obstacle track of waste bins, rubbish, scooters and vehicles, overhanging trees and plants. Walkers and the disabled need a clearway so they can WALK SAFELY - <i>City Rise Up</i>	This operational matter is noted and will be considered by operations staff and covered in existing budgets.
40	817433	Council to include the unfunded section of the Peninsula Connection project, for the benefit and safety of locals and visitors. - <i>Otago Peninsula Community Board</i>	This has not been provided for in the 10 year plan.
41	816980	Turning into Allanton is a death trap on SH1. How many crashes and near misses will it take, will it take the death of one of us for you to either create a turning lane, or reduce the speed limit, like in East Taieri?? Something needs to be done.	This is a matter for Waka Kotahi.

	Sub #	Amenity requests - Transport	Staff comment
42	817678	<p>Traffic and pedestrian movements around Caversham need:</p> <ul style="list-style-type: none"> -Safer road crossings; - Traffic that doesn't back up, leading to drivers panicking and diving into tiny gaps; - Traffic calming measures for traffic coming off the Caversham Motorway and traffic traveling down Corstophine Road; - Caversham Businesses need to be consulted regarding the timed parking out front of their businesses, allot of these time fames don't work in with their customer's needs; - Amber lighting is required in greater Caversham to protect the nocturnal Peripatus population. - <i>Caversham Community Group</i> 	These matters will be considered in year 1 of the plan, with the Green Island safety works.
43	817774	<p>Approvals for building commercial premises to allow for bike parking. Non-existent bike parking is the shopping precinct beyond the Chinese Garden where hunter furniture and Total Food Equipment are.</p>	Requests for bike parks would be considered in the provisions of the District Plan.
44	817923	<p>Concord Underpass Active Transport Safety - Seeking safety improvements for those using active modes of transport in the section of Kaikorai Valley Road and Main South Road connecting under the Concord Underpass. Two suggestions have been a crossing on Main South Road connecting to the On-Ramp to Green Island and the more preferred option of creating a footpath along the access road that travels through Dunedin City Baptist Church land to the rear entrances of several businesses including Havoc Park.</p> <p>To improve road safety at the Off-Ramp to Concord and Kaikorai Valley, we suggest widening of the road at motorway to allow for two turning lanes. Alternatively, a round-a-bout at either site would increase traffic flow and decrease the 'risk-taking' manoeuvres.</p> <p>Burnside Off-Ramp Roundabout - The community has voiced concerns about the intersection, with many members calling for a roundabout. The GGICN has asked the DCC Road Safety Team for a priority assessment be completed. - <i>Greater Green Island Community Network</i></p>	These proposals are being considered in year 1 of the plan, with the Green Island safety works.

	Sub #	Amenity requests - Transport	Staff comment
		Sea wall	
45	817102	Funding should be put in place for a new sea wall at St Clair beach. Major work could easily be needed for this wall within the next 10 years.	Funding is in place for a condition and risk assessment of the sea wall in year 1 of the plan. There is no funding in place for a new sea wall in the 10 year plan.
46	817881	The road from Port Chalmers to Aramoana is regularly affected by high water levels encroaching on the road. The problem only occurs in a few places but with sea level rise will only get worse. The sea wall needs to be maintained to avoid/ repair damage by higher tides pulling the upper layers of rock from the wall.	Lifting the road is not provided for in the 10 year plan. Maintenance is provided for.
		Specific road improvements	
47	812352	Concrete median strip on South Rd heading north out of the Glen up the hill to Eglinton Rd - room needs to be made for cyclists here. No room for bikes and cars at northern end of South Road where it meets Princess St, concrete islands could be trimmed.	This is not supported from a safety perspective.
48	815185	Improve road verge Brighton Rd, Westwood - Ocean View to enable a safe walkway /cycleway - <i>Saddle Hill Community Board</i>	This is not provided for in the 10 year plan.
49	815995	Prioritisation given to repair of footpath along Gordon Rd. - <i>Mosgiel-Taieri Community Board</i>	Renewals budgets are in place. Works are completed on a priority basis. Request is noted.

	Sub #	Amenity requests - Transport	Staff comment
50	816266	Please put a speed ""hump"" along both ends of Castle Street North, as this is a very busy street - with cars and pedestrians. "	This will be considered as part of the low cost/low risk speed management work.
51	816910	Middlemarch footpaths, kerb and channelling all deserve support. "	Request is noted and will be considered by operations staff and covered in existing budgets.
52	816103	Need large improvements to combat traffic congestion in Mosgiel and the arterial routes into Mosgiel. There has been large growth in housing with little spent on roading.	The Infrastructure Strategy considers a heavy vehicle bypass, well beyond the 10 year period.
53	817597	Upgrade the area around John Wilson Drive. The bushes are overgrown over the road nearer the Lawyers Head end causing serious risk to walkers with cars also using the area between 11-3pm week days. The previous contract provider cared for this area better than the new current contractor. I also believe more seating and beautification should be done as this is the jewel in the crown for Dunedin.	This is an operational matter and covered in existing budgets.
		Tomahawk	
54	816654	Pedestrian/footpath Tomahawk Rd into Ocean Grove: existing one side footpath is overgrown and cars parking, so if you want to use it, you have to step on the Road which presents a hazard. Footpath from the lagoon bridge to cemetery gravel road entry is needed for safe beach access and commuting to/from school. Speed limit in Tomahawk 30kph, enforced with speed bumps and other traffic calming measures"	This is an operational matter and covered in existing budgets. A formal consideration will be put forward to the next Speed Bylaw Committee.

	Sub #	Amenity requests - Transport	Staff comment
55	817208	<p>Tomahawk Road from Andy Bay Cemetery to Smails Beach and Centre Road has become a street racing circuit. Traffic calming techniques are critical to ensure the safety of the residents of Tomahawk, by controlling the speed of through-traffic.</p> <p>There are also significant uncontrolled burn outs occurring in the carpark by the Ocean Grove Recreation Centre, Playground Carpark in Tomahawk Road and at the end of Smails Beach Road. This can occur any time of the day or night and is placing significant stress on those that live adjacent to these areas and also a danger to those children that play at the Tomahawk Playground. There needs to be a physical disincentive such as speed bumps. Police have been advised but due to time it takes them to respond the perpetrators have left the area.</p>	Staff will look at the possibility of using temporary speed control devices in this area, in year 1 of the plan.
56	817268	Tomahawk Road/Centre Road/Highcliff Road is a popular street racing circuit, with vehicles regularly exceeding 80 km/h through the 50 km/h built up straight sections of Tomahawk Road. 'Traffic calming techniques' of speed humps, chicanes, or road narrowing were to be trialled in Tomahawk road, but these never eventuated. These speed control techniques are critical to ensure the safety of the residents of Tomahawk.	
57	817344	<p>Install traffic calming measures through Tomahawk and along Smaills Beach access road as has been proposed for years.</p> <p>Shield LED streetlights on the entire Otago Peninsula</p> <p>Provide a safe pedestrian and cycle path between Tomahawk beach access and Lawyers Head reserve access that does not involve crossing Tomoahawk Road on blind corners.</p> <p>Change intersection Tomahawk and Tainui Roads into a roundabout with safe crossings across each arm.</p>	<p>As above.</p> <p>LED streetlights are shielded to provide light only to the footpath and road.</p> <p>There is not budget provided for this cycle path in the plan.</p> <p>This intersection is currently being investigated.</p>
58	817433	Ask that funding for better pedestrian safety, speed reduction and improvements to the troublesome Camp Rd/Highcliff Rd intersection be allocated to this area.	

	Sub #	Amenity requests - Transport	Staff comment
		<p>The Smaills Beach section of Tomahawk Road has become a site for hooning, burn outs and anti-social behaviour. The Board submits that this area needs speed control in the form of judder bars or other infrastructure.</p> <p>An issue is the increase in traffic with the development of 69 lot subdivision in Centre Road. The Council began a process of consultation for curb protrusions and judder bars in the area but stopped the project due to funding constraints. The Board submits that this work be funded to provide better safety and ambience to the local community in wake of future residential developments in the area.</p> <p>Currently the seawall at tidewater Drive is in urgent need of repair and upgrading to protect the road and houses from flooding. Similarly, in Stepney Avenue where the road and sea wall have become undermined and eroding. The Board submits that Tidewater Drive and Stepney Avenue need urgent attention to protect the roading asset in this area along with associated housing.</p> <p>The continual growth of the NZ Sea lion population on the Otago Peninsula has been one of our conservation success stories. Being wild animals they will roam where they are comfortable for shelter food and company. The Board submits that the City Council should allocate \$25,000/annum to its Transportation Section to deal with minor traffic works and signage that keep sea lions and motorists safe - <i>Otago Peninsula Community Board</i>.</p>	<p>See comments above.</p> <p>This is not provided for in the 10 year plan.</p> <p>This is not provided for in the 10 year plan.</p> <p>Staff will look at options for safety measures within existing budgets.</p>

	Sub #	Amenity requests - Transport	Staff comment
		Tunnels Trail Project	
59	89 subs received in support of the Tunnels Trail project	<p>I wish to submit in support of the Tunnels Trail project, and want to see this project advancing as soon as possible, as practically as possible.</p> <p>There are currently no safe or accessible routes connecting to the Southern Suburbs of Dunedin. This needs to change now.</p> <p>The Tunnels Trail needs to be a multi-stage project, with the target of getting parts if not all operational as soon as possible.</p> <p>The Tunnels trail project should be given immediate and high priority as a Council / Community joint project with a focus of delivering operational sections as soon as possible.</p> <p>The point about the number of residents in the commuting catchment is impressive however the recreational catchment will be the entire city. Just as people now go to the harbourside track for biking or walking, they will go to the Tunnels Trail for active recreation.</p> <p>The DCC projected funding cost of the Tunnels project is to high when comparing it to other trails e.g., Clyde to Cromwell and Lawrence to Milton. The costing needs reviewed as it's a major factor in making progress on this important project</p>	<p>The 10 year plan includes a budget of \$22 million for Dunedin urban cycleways.</p>

	Sub #	Amenity requests – Waste and Environmental Solutions	Staff comment
		Big rubbish kerbside collection, skip days	
1	817613	I want to see an annual or twice-yearly big rubbish kerbside collection, as is done in every other city I've lived in. How come the DCC subsidises student landlords with monthly skip placements but not general ratepayers with troublesome rubbish?	This is not included in the 10 year plan. Skips in the University area are provided by the University of Otago, not by DCC.
2	817680	I would like to see an annual big rubbish kerbside collection, as is done in every other city I've lived in. The DCC subsidises student landlords with monthly skip placements but not general ratepayers with troublesome rubbish, this is anomalous.	
3	817778	Should be allowed to have a clean up every 6 months free you can do it for the students.	
4	818036	We are grateful for the implementation of the 'Skip Days' at Warrington Domain and we request that this valuable service is continued. – <i>Waikouaiti Coast Community Board</i>	The continuation of rural skip days will be explored during procurement for new kerbside service contracts in 2021/22.
		Rubbish bins	
5	812278	I would like to see more rubbish bins around the streets.	The 10 year plan budget includes funding new and replacement kerbside rubbish and recycling bins, plus funding for additional Central Business District community recycling hubs.
6	816459	More bins! Forbury road and Princes street have very few bins.	
7	817014	We need more rubbish bins on our main thoroughfares - so hard to find when you need one.	
8	817159	Waikouaiti - Please upgrade all rubbish bins to the three bay recycling bins	

	Sub #	Amenity requests – Waste and Environmental Solutions	Staff comment
9	815296	More Rubbish bins around might stop so much littering.	
10	814159	I would like the "clean streets" policy to reinstated so the rubbish is collected even if the bags or bins have been tipped over by cats or dogs or the wind.	Our current collection contract specifies that (where possible) spilled rubbish from bags or bins will be collected.
11	817547	I work at the University and I'm disappointed the City does nothing for this part of the city. The area around the Polytechnic and University are drab and grey. There are rubbish bins crowding the footpaths and smashed glass everywhere.	Council currently provides a number of additional services in the University Campus area including 2 community recycling hubs, 5 glass bottle collection banks, additional kerbside collections for waste, glass, and mixed recycling coinciding with the beginning and end of each semester, plus weekly street cleaning. Further additional kerbside service levels for the University area will be explored during procurement for new kerbside service contracts in 2021/22.
		Waste initiatives	
12	817648	DCC to provide low cost/free 'Home Grown Gardening Workshops', including mulch-gardening techniques (which utilise raw compostable materials in their construction). Home food growing reduces waste and pollution at many levels and enhances the individual/ family wellbeing through consumption of fresh fruits and vegetables, as well as getting fresh air and exercise. Community connections are formed through neighbourhood 'Gardening Clubs', where people can share their skills, and their produce.	Continued funding for waste minimisation education programmes is included in the 10 year plan. The draft 10 year plan budget includes continued grants funding for community based waste minimisation initiatives.

	Sub #	Amenity requests – Waste and Environmental Solutions	Staff comment
13	815120	It would be good if green waste stations could be established in all the suburbs - easier access. Otherwise it will still be put in the general waste bins.	The draft 10 year plan includes funding for organic processing facilities for both food waste and green waste. The draft 10 year plan budget also includes continued funding for community based waste minimisation activities and continued funding for waste minimisation education programmes.
14	817327	Improve our refuse station- we need to invest in a burning machine which turns waste into energy which could be used to power community facilities!	Not included in the 10 year plan. Incinerating waste to produce electricity is inefficient and expensive at small scale, and does not align with the Government's vision is for an affordable, secure, sustainable low emissions energy system in NZ.
15	816454	We need more micro-composting facilities locally where people (or council trucks) can drop food waste off for composting. These can be integrated into reserves or any other under used green space throughout the city. These micro-composting sites can be managed by community groups such as the composting collective (part of Resilient Dunedin, I believe) and others such as Keep Dunedin Beautiful and the various community garden and environmental groups around the city. Grants from DCC can sustain them. The Student Garden on Dundas Street, and the Kia ora peace garden on Albany street are examples of small scale garden/compost facilities being well run by the community and fully utilized by the local residents and student population.	The draft 10 year plan includes funding for organic processing facilities for both food waste and green waste. The draft 10 year plan budget also includes continued funding for community based waste minimisation activities and continued funding for waste minimisation education programmes.

	Sub #	Amenity requests – Waste and Environmental Solutions	Staff comment
16	817362	<p>Not being able to recycle lids/tops of bottles is very frustrating. There must be plastic knowledge based industries that would have the ability to process these lids which are predominately number 2 plastic, in to something like fence posts, flower pots, roof tiles etc. These lids should not be going into the landfill.</p> <p>There must also be an end use for clean plastic bags such as bread bags. Last year the Broad Bay School collected bread bag plastic ties/tabs which they send to a North Island company to be made into other items. Mitre 10 accept polystyrene on behalf of a company for recycling. The DCC should be pro-active in SUPPORTING these ventures and ACTIVELY seeking out enterprises who can deal with/process these various waste items.</p> <p>Waste/Landfill: Management of this should be more passionate and pro-active in recycling. Building materials, industrial reusable waste - some kind of depot like in OAMARU and ALEXANDRA WASTE BUSTER centres.</p> <p>Incentives, encouragement and education about sharing unwanted goods could be improved.</p> <p>Nicad batteries etc contain toxic waste and should be encouraged and collected at NO FEE.</p>	<p>Plastic lids and soft plastic bags are too small and light to be separated from other recycling in the existing Material Recovery Facility and so are a leading cause of contamination in recyclable paper and cardboard.</p> <p>Domestic quantities of polystyrene are accepted for recycling at the Green Island Resource Recovery area.</p> <p>The 10 year plan includes significant funding for additional waste diversion facilities.</p> <p>Household batteries can be dropped off to the Green Island Rummage Store at no charge.</p>
17	817357	<p>I am disappointed that Dunedin has no TEXTILE/FABRIC recycling scheme. The waste produced by the fast fashion industry is immense; ideally, the DCC would apply pressure on producers to assume responsibility for waste. Until that, however, I could support a city recycling scheme of fabric/clothes.</p>	<p>This is not included in the 10 year plan. DCC continues to lobby the Government for expansion of Producer Responsibility Schemes for waste, including textiles and fabric.</p>

	Sub #	Amenity requests – 3 Waters	Staff comment
		Allanton water supply	
1	812668	Would be awesome to get water in Allanton as we are on tank	<p>Not budgeted for in the 10 year plan.</p> <p>A Water and Sanitary Services Assessment (a district wide assessment that includes the provision of 3 waters services) reviews the adequacy of existing systems in serviced communities and identifies any health risks arising from the absence of systems in un-serviced communities. 3 Waters plans to undertake this assessment within the first 3 years of the plan. Information in these submissions will be fed into the process.</p> <p>Strategic Planning is underway for all DCC water and wastewater services and will soon commence for stormwater. The process will consider improvements to current service levels and un-serviced areas. It will involve targeted consultation.</p>
2	816980	Why is Allanton the forgotten town? DCC are happy to approve subdivisions, however the town no longer looks or feels rural. We are still having to purchase water for our tanks, our roads are terrible, busses to town schools (more-so intermediate schools) are limited.	
3	817515	<p>DCC to include in the 10-Year plan the provision of reticulated domestic water to the Allanton Township. Around 2010 a reticulated sewage scheme was installed in the township that has been designed to service 257 properties.</p> <p>At this time, a vote was undertaken by the DCC with Allanton residents if there supported to install metered reticulated water in the township at the same time as the sewage scheme. According to Council staff at the time the proposal was lost by 1 vote, which then had a moratorium put on it that the provision of a reticulated water scheme for Allanton township could not be revisited for 10 years.</p> <p>10 years is now up, and it is time for the council to revisit this. Considering the new subdivision rules which allows even smaller sections, and the demographics of the Allanton Community which has changed a lot in that 10-year period, the health benefits and with climate change, it would also alleviate the provision of all new residential units having to put in extra storage for firefighting.</p> <p>Since the reticulated sewage was installed approximately 24 new homes have been built along with 16 new sections becoming available from the development of new subdivisions and this is probably just the beginning. The longer the council leave it the bigger the problem will become and could see the councils hand forced to act due to adverse public health and environmental issues. Better to plan than being forced into the situation that occurred when the sewage had to be installed.</p>	

	Sub #	Amenity requests – 3 Waters	Staff comment
4	814027	At what stage will you look at Allanton? You approve section split after section split. You're allowing a flooding section to have 7 houses built (45 Snowdon St). When will we have water, and a safe place to turn into the town without threat of getting rear-ended? The water issue is HUGE. Dozens of families buy 5+ trucks of water each year. The infrastructure does not support all of these approved houses and subdivisions.	
5	814036	Please look at supplying water to Allanton. There is a lot of people in the area that now support paying for it.	
		Groyne for St Clair	
6	817102	The (new) groyne should be trialled at St Clair beach and funding allocated for it.	Groynes are one of the many management options being considered through the St Clair – St Kilda Coastal Plan process.
7	817939	Reinstate groynes at St Clair beach.	
8	817678	Give the Groynes another go - <i>Caversham Community Group</i>	
		Middlemarch and Sutton water supply	
9	816196	The Board would like to investigate a high quality reticulated water supply for Middlemarch and Sutton townships - <i>Strath Taieri Community Board</i>	See comment for Allanton water supply.
		Mosgiel pump station	
10	815995	Would like to see progress on the Mosgiel pump station upgrades. 3 waters structures under increasing pressure due to the growth on the Taieri.	A budget of \$21.4m is provided in the 10 year plan for the Mosgiel stormwater pump stations and network, over the 2021/22 – 2027/28 period. Modelling and design is expected to continue through
11	816773	It's coming up 4 years that we were promised a new pump station for the end of Reid Ave in Mosgiel. Do you not think this new pump station should be a top priority considering all this new development adjacent to the Reid Avenue area.	

	Sub #	Amenity requests – 3 Waters	Staff comment
			2021/22, with construction planned to start in 2022/23. Upgrade and renewal works are progressing at Reid Avenue stormwater pump station in the meantime.
		Otago Peninsula	
12	817433	The Board submits that the City Council invest in the pipe and drainage work from Conway Street first presented to the Board four years ago for benefit of the residents in this area - <i>Otago Peninsula Community Board</i>	See comment for Allanton water supply.
13	816646	As I am a resident of the Otago Peninsula, I am interested in the time framework for the provision of water and sewerage to that area of Dunedin.	
		Waitati	
14	816544	I support a feasibility study for a sewerage system for Waitati. There are hundreds of houses with septic tank systems some of which are old and probably not functioning well which may be allowing nutrient rich runoff into the local river and estuary.	See comment for Allanton water supply.
15	818036	There is no reticulated sewerage system for the significant population of Waitati. 3 Waters Department carried out a 'desktop exercise' a few years ago into the possibility of installing a suitable system. We would like an update on any progress and request that funding is made available in this plan to carry out a detailed feasibility study, the results of which can be presented to the community - <i>Waikouaiti Coast Community Board</i>	

	Sub #	Amenity requests – 3 Waters	Staff comment
16	818036	When the Northern Water Scheme was installed around fifteen years ago to service Waitati, Warrington and Seacliff there was an understanding that new dwellings in the region would have to rely on rainwater harvesting, or tanker deliveries. There has been a good deal of residential development in recent years and so we ask what the current capacity of this system is to be able to supply an increased number of dwellings.	
17	814437	Waitati - Watermains do not extend to the school - so no way to fight fires. School removed pools which was the old option. Migrate the village up the hill through district plan - <i>Waitati Fire Brigade</i>	
		Wastewater	
18	817362	Could the possibility of sewage being able to be treated and used for fertilizer? Could the sewage be treated, and the valuable nutrients be recovered?	A biosolids strategy project is currently underway, to develop a long-term, sustainable plan for managing sludges from the wastewater treatment plants. This project aims to reduce landfill, maximise beneficial re-use and utilise greenhouse gases.
19	817366	My foul waste (along with that of 12 other houses) is carried away by the Oldhead Rd pipeline. I have no wish to be part of any future environmental and social catastrophe, but this horror is incidental to a wish to see good proactive work by Council, making sound decisions for the future of us, and avoiding short-sighted work covering over cracks.	See comment for Allanton water supply.

	Sub #	Amenity requests – 3 Waters	Staff comment
20	817894	We recommend if reticulated systems are not a viable option, then as a minimum, engagement with property owners and occupiers on how to use and maintain their waste water disposal systems will be required. Other options could include funding a user-pays service to clean septic tanks on a regular basis in these communities. Further discussion is required - <i>Southern District Health Board</i>	At present, there are no plans for 3 Waters to take over responsibility for the use and maintenance of private wastewater systems, however as part of water reform this is likely to change.
		Water supply	
21	817352	Retain run-off water from residential, business and council properties at times of high rainfall events through subsidised rainwater collection, for use as a substitute for treated supply for gardens, lawns, and cleaning vehicles and homes. This is an investment in infrastructure that would produce savings from less treated water being used, provide for extreme weather events – reducing the burden on water courses and drainage systems as well as offering water in times of low rainfall. Provides “insurance” for greater resilience in the event of disruption to public water and power supplies (e.g., in a major earthquake).	A water tank subsidy is not included in the 10 year plan.
22	817678	Residential water tank subsidy - these water tanks would reduce the overall amount of water going into the system when severe weather events occur. The water tanks could be emptied back into the system the week prior to the severe weather event landing. Improved resources for locating leaks, too often these are referred to as springs and left. The council could bring onboard the services of a leak detection dog - <i>Caversham Community Group</i>	A water tank subsidy is not included in the 10 year plan. 3 Waters will consider utilising the services of a leak detection dog along with other leak management measures

ADOPTION OF 2021/22 FEES AND CHARGES

Department: Corporate Policy

EXECUTIVE SUMMARY

- 1 The schedule of fees and charges for the 2021/22 financial year is presented to the Council for adoption.
- 2 Fees and charges are presented for adoption in advance of the final 10 year plan adoption to allow Council activities sufficient time to complete necessary work prior to the schedules becoming effective on 1 July 2021.

RECOMMENDATIONS

That the Council:

- a) **Adopts** the attached schedule of fees and charges for 2021/22.

BACKGROUND

- 3 Draft schedules of fees and charges for Council activities were approved for community consultation at the Council meeting held on 27-29 January 2021. These fees and charges were included in the 10 year plan 2021-31 supporting information that was made available to the public on the Council website and in hard copy at Council service centres. Changes to fees and charges for 2021/22 were highlighted in the 10 year plan consultation document (page 29).

DISCUSSION

- 4 The schedule of fees and charges for adoption and subsequent inclusion in the 10 year plan 2021-31 are at attachment A – K.
- 5 The final deliberations and decision-making processes undertaken at this meeting confirm the revenue budgets these fees and charges pertain to. If a change to a fee and associated revenue budget is approved at this meeting the fee concerned would not be adopted with the rest of the schedule. The revised fee would instead be adopted at the Council meeting to adopt the 10 Year Plan 2021-2031 on 30 June 2021.

Summary of consultation feedback

- 6 Seven submissions were received providing feedback on fees and charges. Four submitters were concerned about the increase in parking costs, whilst another four submitters were concerned about potential increases in pool admission costs. Submitters noted the need to upgrade pools, but not at an increased cost to users, especially for low to mid income users and families.

Changes made since approval of fees and charges for consultation

- 7 A minor amendment was made to correct the 'Late Fee Penalty' and 'Other Fees' in relation to the Animal Services fee (Attachment J). This amendment was included in the schedules published as part of the consultation on the 10 year plan.
- 8 Minor changes have been made to the schedules following the consultation period. These include correction of some fees and minor editorial changes as shown in the table below.

Amendments to fees and charges post-consultation	
Fee as consulted on	Amendment
Resource Consents: Commercial and Industrial (fixed fee per site) - Site Contamination Search - \$430.00	Changed to \$405.00
Resource Consents: Residential and rural (fixed fee per site) - Site Contamination Search - \$280.00	Changed to \$255.00
Lan Yuan Chinese Garden: adult admission - \$10.50	Changed to \$10.00
Olveston Historic Home: 1 hour guided tour followed by croquet and tea and biscuits for up to 4 people	Added back into the schedule of charges
Animal Services: poo bags (sold in bundles of 10 rolls) - \$1.50	Changed to \$15. Wording changed to 'poo bags – sold in bundles of 10 rolls (15 bags/roll)'
Building Services: BCA Accreditation Levy payable on all building consent applications including amended and staged applications (\$0.45 per \$1,000 of building work, minimum fee \$9, was previously \$6)	Removed the words <i>was previously \$6</i> .
Building Services: Swimming Pool Fence Monitoring Inspection (per inspection)	Changed wording to read – Swimming Pool Fence Monitoring Inspection (<i>hourly rate, minimum 1 hour charge</i>)
Schedule B building consent application fees	Changed the Processing Time and Inspection Deposit to read \$190 per hour not \$195.
Waste and Environmental Solutions: Domestic asbestos/animal remains – car load Domestic asbestos/animal remains – small load Domestic asbestos/animal remains – trailer	Fees removed, as covered in the amendment below.
Waste and Environmental Solutions: Asbestos including high contaminated soil per 50kg (or part thereof)	Amended to read <i>animal remains / asbestos including high contaminated soil per 50kg (or part thereof)</i>

OPTIONS

- 9 There are no options.

NEXT STEPS

- 10 Staff will be advised that fees and charges have been formally adopted by Council.
- 11 The complete schedule of fees and charges will be included in the final 10 year plan 2021-31.

Signatories

Author:	Sharon Bodeker - Corporate Planner
Authoriser:	Gavin Logie - Chief Financial Officer

Attachments

	Title	Page
↗A	Community and Planning 2021/22 fees and charges	298
↗B	Economic Development 2021/22 fees and charges	301
↗C	Governance and Support Services 2021/22 fees and charges	302
↗D	Ara Toi (Arts and Culture) 2021/22 fees and charges	303
↗E	Property 2021/22 fees and charges	305
↗F	Reserves and Recreational Facilities 2021/22 fees and charges	306
↗G	Roading and Footpaths 2021/22 fees and charges	311
↗H	Waste Management 2021/22 fees and charges	312
↗I	Three Waters 2021/22 fees and charges	314
↗J	Regulatory Services 2021/22 fees and charges	315
↗K	Schedule B Building Consent Applications Fees 2021/22	323

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

10 year plans enable democratic local decision making and action by, and on behalf of communities; and promotes the social, cultural, environmental and economic wellbeing of Dunedin communities now, and in the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The adoption of fees and charges contributes to the strategic priorities.

Māori Impact Statement

The 10 year plan 2021-31 provides a mechanism for Māori to contribute to local decision-making. DCC works with the Māori Participation Working Party, Aukaha and mana whenua to ensure there is process for Māori collaboration across the 10 year plan work programme.

Sustainability

Sustainability is an underlying principle of the DCC's strategic framework and is outlined in the 10 year plan 2021-31. Activities in the 10 year plan 2021-31 supports the DCC to embed the principles across DCC work.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

The fees and charges inform the 10 year plan 2021-31.

Financial considerations

Fees and charges contribute to the revenue budgets for the Council's activities.

Significance

The fees and charges schedule is considered low in terms of the Council's significance and engagement policy.

Engagement – external

Consultation on fees and charges was undertaken with the residents of the city via the 10 year plan community engagement process.

Engagement - internal

Activity Managers, Financial Analysts, the Senior Leadership Team and the Executive Leadership Team were involved in the development of fees and charges.

SUMMARY OF CONSIDERATIONS

Risks: Legal / Health and Safety etc.

There are no known risks.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Fees and charges may be of interest to Community Boards.

Community and planning group
Fees and charges - 2021/22

Group	Community and Planning		
	2020/21	2021/22	% change
Resource Consents			
Fees for Land Use Planning Activities			
Section 36(1) of the Resource Management Act 1991 enables the Council to charge a fixed deposit. Section 36(3) allows for additional fees to recover actual and reasonable costs in cases where the fixed deposit is inadequate. Application costs that exceed the deposit will be subject to additional charges at the rates and disbursements set out in the following schedules. For those applications that attract a fixed deposit, a receipt will be issued at the time of payment. A GST invoice will be issued at the completion of processing.			
Non-Notified Land Use Consents			
Category A	\$0.00	\$0.00	
Category B (deposit)	\$980.00	\$1,000.00	2.04%
Category C (deposit)	\$1,650.00	\$1,700.00	3.03%
Notified Land Use Consents			
Limited Notified Land Use Consents (deposit)	\$5,800.00	\$5,900.00	1.72%
Publicly Notified Land Use Consents (deposit)	\$9,000.00	\$9,300.00	3.33%
Related Land Use Consents			
Boundary Activity Notice Deposit	\$490.00	\$490.00	0.00%
Certificates of compliance (Section 139) (deposit)	\$850.00	\$870.00	2.35%
Change or cancellation of conditions of land use consents (Section 127(1)(b)) (deposit)	\$850.00	\$870.00	2.35%
Existing use certificate (Section 139A) (deposit)	\$1,050.00	\$1,080.00	2.86%
Extension of time for land use consents. (Section 125(1)(b)) (deposit)	\$710.00	\$730.00	2.82%
If the application is complex or significant, or specialist advice is needed, a higher deposit may be			
Outline plan of works (Section 176A) (deposit)	\$1,180.00	\$1,200.00	1.69%
Marginal or Temporary Activity Notice (deposit)	\$350.00	\$400.00	14.29%
Fees for Subdivision Activities			
Non-Notified Subdivision Consents (deposit)	\$2,350.00	\$2,400.00	2.13%
Notified Subdivision Consents			
Limited Notified Subdivision Consents (deposit)	\$5,800.00	\$5,900.00	1.72%
Publicly Notified Subdivision Consents (deposit)	\$9,000.00	\$9,300.00	3.33%
Related Subdivision Consent Matters			
Certified copy of Council Resolution (fixed fee)	\$210.00	\$240.00	14.29%
Change or cancellation of conditions of subdivision consents (Section 127(1) (deposit))	\$1,240.00	\$1,280.00	3.23%
Approving, certification fee for survey plans (except 224(c)) (per certificate) (deposit)	\$840.00	\$520.00	-38.10%
Combined 223 and 224(c) application (deposit)	\$1,000.00	\$1,000.00	0.00%
Compliance with subdivision consent conditions (Section 224(c)) (deposit)	\$520.00	\$840.00	61.54%
Extension of time for subdivision consents (Section 125(1)(b)) (deposit)	\$750.00	\$770.00	2.67%
Preparation of consent notices, certificates, bonds, partial or full release/discharge of bonds, revocation of easements (fixed fee, but any legal fees recovered at cost)	\$290.00	\$300.00	3.45%
Bond renewal (fixed fee)	\$155.00	\$240.00	54.84%
s240 Covenants (deposit)	\$535.00	\$550.00	2.80%
s241 Amalgamation of Allotments (deposit)	\$310.00	\$315.00	1.61%
Sealing, certification fee for survey plans (except 224(c)) (per certificate) (deposit)	\$505.00	\$515.00	1.98%
Section 221 application (deposit)	\$1,060.00	\$1,090.00	2.83%
Section 226 application including certification (deposit)	\$745.00	\$770.00	3.36%
Section 243 application (deposit)	\$530.00	\$540.00	1.89%
If the application is complex or significant, or specialist advice is needed, a higher deposit may be required before proceeding. Fees will be discussed with the applicant in advance. Engineering, geotechnical, contamination and any other technical input will be an additional fee that recovers actual cost.			
Payment of Final Fee for Subdivision Applications: The final fee should be paid promptly after being sent an invoice. If there are any outstanding interim invoices they will be required to be paid before the Section 224 Certificate will be released.			
Objections to decisions of subdivision consents (Section 357) and fees (Section 357B) (for free)			
Planning - Other Legislation			
Cancellation of building line restriction (Section 327A Local Government Act 1974) (deposit)	\$320.00	\$330.00	3.13%
Planning certificates for the sale of liquor (deposit)	\$280.00	\$280.00	0.00%

	2020/21	2021/22	% change
Right of way (Section 348 Local Government Act 1974) (includes processing of application and sealing) (deposit)	\$640.00	\$660.00	3.13%
Overseas Investment Commission Certificate (deposit)	\$320.00	\$330.00	3.13%
Converting a cross lease into a fee simple (deposit)		\$300.00	
Designations/Heritage Orders/Plan Changes			
Heritage order applications (deposit and additional charges at cost)	\$2,225.00	\$2,300.00	3.37%
Minor modifications (Section 181 (3)) (deposit and additional charges at cost)	\$620.00	\$640.00	3.23%
Notice of requirement for designations (Section 168 & Section 181(2)) (deposit and additional charges at cost)	\$7,150.00	\$7,300.00	2.10%
Plan changes (privately initiated) (deposit and additional charges at cost)	\$22,400.00	\$23,000.00	2.68%
Purchase of District Plan (available online only, for free)			
Uplifting designations	\$0.00	\$0.00	
For Designations/heritage Orders/Plan Changes (privately initiated) following payment of the relevant deposit, the Council may, at its discretion, voice for the additional charges at cost on a monthly basis and may stop work on the application until such time as the relevant invoice has			
Processing Costs			
Processing of notified land use and subdivision applications and any additional charges applying to any other planning application listed above will be charged at the following rates:			
Administrative Officers (per hour)	\$97.00	\$99.00	2.50%
Compliance and Monitoring Officer (per hour)	\$120.00	\$123.00	3.17%
Development contributions officer (per hour)	\$126.00	\$130.00	3.17%
Planning Technician (per hour)	\$114.00	\$117.00	3.03%
Graduate Planner (per hour)	\$124.00	\$127.00	2.42%
Planner (per hour)	\$158.00	\$162.00	2.53%
Associate Senior Planner (per hour)	\$165.00	\$170.00	2.06%
Senior Planner (per hour)	\$174.00	\$179.00	2.87%
External consultants processing resource consent (same hourly rate as equivalent planner)			
Principal Advisor/Team Leader/Specialist input (senior level) from another Council department (per hour)	\$170.00	\$179.00	5.29%
Specialist input (junior/intermediate level) from another Council department (per hour)	\$158.00	\$162.00	2.53%
Reports, advice and assessment commissioned by the Council (at cost)			
Refund or Cost Recovery Threshold: There is a \$25 threshold either side of the final cost whereby if the amount to be refunded or recovered is less than \$25 it will be absorbed to cover the processing			
Disbursements			
Postage (at cost)			
Photocopying (per A4 copy, at cost)			
Public notices (at cost)			
Site inspections (at cost)			
Site signs (at cost)			
Vehicle usage (calculated on time basis (per min))	\$0.27	\$0.27	0.00%
Hearing Costs			
For all applications involving elected members attendance at hearings for commercial applicants (GST registered only):			
Hearing up to 3 hours (fixed fee)	\$875.00	\$900.00	2.86%
Hearings over 3 hours (per day)	\$1,750.00	\$1,800.00	2.86%
Request to Use Commissioner: 1. The applicant requesting a commissioner in accordance with Section 100A will be charged at the actual cost of the commissioner, even if submitters also make the same request. If submitters request a commissioner, and the applicant does not, then the submitters must pay for the additional costs associated with the commissioner, with the costs being equally shared between the submitters requesting it. 2. Plan changes or Notice of Requirements which require the use of a commissioner will be charged at the actual cost of the commissioner. Staff attendance at hearings – cost of staff attending hearing (charged at hourly rates). For resource consents, only the processing planner will be charged.			
Objections			
For objections under section 357A(1)(f) or (g), where a request is made for for the objection to be considered by a hearings commissioner, there is a fixed deposit and additional costs are charged as follows:	\$825.00	\$850.00	3.03%
Commissioner actual cost,			
Officer time at hourly rate.			
Other objections to decisions of resource consents (Section 357) and fees (Section 357B)	\$0.00	\$0.00	
Consent Monitoring			
Resource Consent monitoring fee for first visit (fixed fee when resource consent granted)	\$260.00	\$265.00	1.92%
Resource Consent monitoring fee for other visits (fixed fee when resource consent granted)		\$180.00	

	2020/21	2021/22	% change
Resource Consent monitoring fee for visits determined necessary after resource consent granted (per hour)		\$123.00	
Monitoring of activities subject to requirements of the HSNO Act (fixed fee)	\$260.00	\$265.00	1.92%
State of the Environment monitoring fee (fixed fee)	\$125.00	\$125.00	0.00%
Terms of payment: Payment of additional fees are due within 20 working days of the invoice date or 20th of the month, whichever is the latest.			
Site Contamination Search			
Information search to meet requirement (method) of section 6(2) of the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011			
Commercial and Industrial (fixed fee per site) - Site Contamination Search	\$330.00	\$405.00	22.73%
Residential and rural (fixed fee per site) - Site Contamination Search	\$180.00	\$255.00	41.67%
Development Contributions			
Objections (Full cost recovery for commissioners, council staff and other support) (deposit)	\$450.00	\$460.00	2.22%
Remissions, unusual developments and deferral of payment (deposit)	\$450.00	\$460.00	2.22%
The Local Government Act provides for full cost recovery. Application costs that exceed the deposit will be subject to additional charges at the rates and disbursements set out in this schedule. For those applications that attract a fixed deposit, a receipt will be issued at the time of payment. A GST invoice will be issued at the completion of processing. Commissioners are selected and appointed independently of Council and their full costs will be recovered.			

Economic development group
Fees and charges - 2021/22

Group	Economic Development		
	2020/21	2021/22	% change
Economic Development			
Film Permit Fee			
Fee for a permit to conduct commercial film activity in public places (per day)	\$500.00	\$500.00	0.00%
Fee for a permit to conduct commercial film activity in public places (per half day)	\$250.00	\$250.00	0.00%

Governance and support services group

Fees and charges - 2021/22

Group	Governance and Support Services		
	2020/21	2021/22	% change
Administration Services			
Official Information			
First hour free, thereafter charged per half hour	\$38.00	\$38.00	0.00%
Photocopy first 20 pages black and white free, thereafter charged per page	\$0.20	\$0.20	0.00%
Archives Reference Services			
Archivist's Fee			
First half hour free, thereafter charged per hour. Full details are provided in the Council Reference Service Policy available from Archives.	\$50.00	\$50.00	0.00%
Finance			
Credit card surcharge			
Up to 2% of the transaction value			
Information Services			
Hazard Information Report			
Commercial - Hazard Information Report	\$192.00	\$192.00	0.00%
Residential - Hazard Information Report	\$182.00	\$182.00	0.00%
Land Information Memorandum			
Commercial - Land Information Memorandum	\$377.00	\$377.00	0.00%
Residential - Land Information Memorandum	\$357.00	\$357.00	0.00%
Residential (non-urgent) - Land Information Memorandum	\$305.00	\$305.00	0.00%
Mapping Services			
GIS services available - cost on application			

Ara Toi (Arts and Culture)
Fees and charges - 2021/22

Group	Ara Toi (Arts and Culture)		
	2020/21	2021/22	% change
Dunedin Public Art Gallery			
Dunedin Public Art Gallery Admission			
Admission (free)			
Group tours by arrangement, cost negotiable.			
Special exhibition entry charges will vary depending on the exhibition			
Venue hire			
Venue Hire - by negotiation depending on the hirer's requirements			
Lan Yuan			
Chinese Garden Admission			
Adult Admission	\$10.00	\$10.00	0.00%
Adult Season Ticket	\$22.00	\$22.50	2.27%
Adult Season Ticket renewal	\$20.00	\$20.50	2.50%
Child (under 13 years with Adult)	\$0.00	\$0.00	
Student or Beneficiary	\$7.00	\$7.20	2.86%
Student or Beneficiary Season Ticket	\$16.00	\$16.50	3.13%
Student or Beneficiary Season Ticket Renewal	\$13.00	\$13.50	3.85%
Venue hire			
Venue Hire - by negotiation depending on the hirer's requirements			
Libraries			
Libraries			
City Library parking (per hour)	\$2.00	\$2.00	0.00%
Create and supply digital image, per image	\$35.00	\$35.00	0.00%
Holds charge (per item)	\$1.50	\$1.50	0.00%
Holds Voucher Pack (6 Holds vouchers)	\$6.00	\$6.00	0.00%
Inter-loan (plus any additional charges over the standard fee)	\$10.00	\$10.00	0.00%
Membership card replacement (Adult)	\$4.00	\$4.00	0.00%
Membership card replacement (Child)	\$2.00	\$2.00	0.00%
Non-residential membership (per family per year)	\$150.00	\$160.00	6.67%
Overdue (per item, per day, Adult)	\$0.50	\$0.50	0.00%
Overdue Hot Picks (per item, per day, Adult)	\$1.00	\$1.00	0.00%
Photocopying (black and white, A3, per copy)	\$0.30	\$0.30	0.00%
Photocopying (black and white, A4, per copy)	\$0.20	\$0.20	0.00%
Photocopying (colour, A3, per copy)	\$2.00	\$2.00	0.00%
Photocopying (colour, A4, per copy)	\$1.00	\$1.00	0.00%
Research enquiries undertaken by staff (per hour)	\$70.00	\$75.00	7.14%
Loss and damage charges			
Overdue/Account charge per lost item (Adult)	\$7.50	\$7.50	0.00%
Overdue/Account charge per lost item (Child)	\$2.50	\$0.00	-100.00%
Processing Fee per item	\$10.00	\$10.00	0.00%
Rentals			
DVDs (1 week loan)	\$2.00	\$2.00	0.00%
DVDs (2 week loan)	\$4.00	\$4.00	0.00%
Hot Picks Books (two week loan)	\$5.00	\$5.00	0.00%
Hot Picks DVDs (one week loan)	\$4.00	\$4.00	0.00%
Hot Picks Magazines (one week loan)	\$2.50	\$2.50	0.00%
Hot Picks Voucher Pack (6 Hot Picks vouchers)	\$25.00	\$25.00	0.00%
Room Hire - Downes Room, Mosgiel Library			
Charges vary from \$15.00 for first hour, \$10.00 thereafter, up to \$60.00			
No charge for individuals or groups who are unfunded or provide a community service			
Room Hire - Dunningham Suite, City Library			
Full Suite (full day)	\$350.00	\$450.00	28.57%
Full Suite (half day)	\$250.00	\$325.00	30.00%
Moderate Meeting Room (full day)		\$270.00	
Moderate Meeting Room (half day)		\$200.00	
Small Meeting Room (full day)	\$160.00	\$190.00	18.75%
Small Meeting Room (half day)	\$90.00	\$110.00	22.22%

	2020/21	2021/22	% change
Kitchen			
Security Guard Service (After 8pm Monday – Friday, before 11am and after 4pm Saturday/Sunday) per hour	\$50.00	\$60.00	20.00%
Wedding Booking (includes full day for event, plus 2 half days for set up and clean up. Does not include security guard service)	\$40.00	\$40.00	0.00%
Room Hire - Meeting Room, Blueskin Bay Library	\$850.00	\$1,000.00	17.65%
Charges vary from \$15.00 for first hour, \$10.00 thereafter, up to \$60.00			
No charge for individuals or groups who are unfunded or provide a community service			
Olveston Historic Home			
1 hour guided tour followed by croquet and tea and biscuits			
Additional adults	\$37.50	\$42.00	12.00%
Additional children	\$37.50	\$42.00	12.00%
For up to 4 people	\$150.00	\$160.00	6.67%
1 hour tour with high tea (for groups of 10 or more)			
Devonshire Tea per person	\$40.00	\$40.00	0.00%
Edwardian High Tea per person	\$47.00	\$50.00	6.38%
Servants' Tea per person	\$34.00	\$34.00	0.00%
2 hour Tours, Special Interest, Art Tours, Embroidery etc. (minimum group 8pax)			
Adult	\$42.00	\$42.00	0.00%
Child	\$25.00	\$25.00	0.00%
Concession (friends, student, seniors)	\$38.00	\$38.00	0.00%
Group (8+)	\$38.00	\$38.00	0.00%
Local	\$38.00	\$38.00	0.00%
Education groups			
Adult	\$19.00	\$19.00	0.00%
Primary student	\$10.50	\$10.50	0.00%
Secondary student	\$12.50	\$12.50	0.00%
Tertiary student	\$15.50	\$15.50	0.00%
Family			
2 adults and up to 3 children	\$77.00	\$77.00	0.00%
Additional adults	\$19.00	\$19.00	0.00%
Additional children	\$13.00	\$13.00	0.00%
Garden tours (minimum group 8pax)			
Adult	\$24.00	\$24.00	0.00%
Child	\$13.00	\$13.00	0.00%
Retail /Free independent traveller (FIT) guided tour			
Adult	\$24.00	\$24.00	0.00%
Child	\$13.00	\$13.00	0.00%
Concession (friends, students, seniors)	\$22.00	\$22.00	0.00%
Group (10+)	\$19.00	\$19.00	0.00%
Local	\$19.00	\$19.00	0.00%
Venue hire			
Room Hire - Great Hall 4 hours includes 2 security		\$1,000.00	
Room Hire - Drying room 4 hours includes 1 security		\$200.00	
Garden Hire 4 hours includes 1 security		\$350.00	
Garden and drying room 4 hours includes 1 security		\$550.00	
Additional staff as required for security and staff		\$45.00	
Equipment cost on request			
Toitū Otago Settlers Museum			
Toitū Otago Settlers Museum			
Admission	\$0.00	\$0.00	
Archive/Collection queries first half hour free, then charge per half hour	\$65.00	\$67.00	3.08%
Archives	\$14.00	\$14.50	3.57%
Group tours by arrangement, cost negotiable.			
Special exhibition entry charges will vary depending on the exhibition			
Venue Hire - by negotiation depending on the hirers requirements			

Property group

Fees and charges - 2021/22

Group	Property		
	2020/21	2021/22	% change
Housing			
Housing			
1 Bedroom	\$178.00	\$178.00	0.00%
2 Bedroom	\$208.00	\$208.00	0.00%
Bedsit	\$118.00	\$118.00	0.00%
Double (partitioned flat)	\$165.00	\$165.00	0.00%
Double (separate flat)	\$170.00	\$170.00	0.00%
Single (partitioned flat)	\$120.00	\$120.00	0.00%
Single (separate flat)	\$125.00	\$125.00	0.00%
Community property			
Community Art Gallery			
Commercial Organisations (commercial venture/selling) (Minimum weekly rate or 10% greater than Gross Revenue)	\$1,100.00	\$1,100.00	0.00%
Commercial Organisations (display purposes only) (per week)	\$1,100.00	\$1,100.00	0.00%
Community Groups (non-commercial/display only) (per day)	\$22.50	\$23.00	2.22%
Community Groups (non-commercial/display only) (per week)	\$155.00	\$155.00	0.00%
Community Groups (non-commercial/sell products) (per day)	\$45.00	\$45.00	0.00%
Community Groups (non-commercial/sell products) (per week)	\$310.00	\$310.00	0.00%
Property management			
Encroachments on road reserve (per annum)			
All other encroachment types (8% of adjacent unimproved rated value \$/m2)			
Commercial Use (fee is negotiated)			
New application establishment administration fee	\$62.00	\$64.00	3.23%
Residential – Double garage <50m²	\$270.00	\$275.00	1.85%
Residential – Single garage <25m²	\$135.00	\$137.50	1.85%

Reserves and recreational facilities group

Fees and charges - 2021/22

Group	Reserves and Recreational Facilities		
	2020/21	2021/22	% change
Aquatic Services			
Moana Pool - Casual Rates			
Family Swim	\$15.00	\$15.50	3.33%
Toddler Time	\$4.20	\$4.30	2.38%
School Swim	\$1.50	\$1.50	0.00%
External pre-employment swim test	\$11.00	\$11.30	2.73%
Spectator (free)			
Child – Clubcard holder	\$2.20	\$2.30	4.55%
Concession Swim	\$4.20	\$4.30	2.38%
Child Swim	\$3.20	\$3.30	3.12%
Adult Swim	\$7.00	\$7.20	2.86%
Moana Pool - Hydro Slide			
Adult Swim and Slide	\$12.50	\$12.80	2.40%
Family Swim and Slide	\$31.50	\$32.40	2.86%
Child Swim and Slide	\$7.00	\$7.20	2.86%
Concession Swim and Slide	\$8.50	\$8.80	3.53%
Moana Pool - Gym (includes swim)			
Adult	\$14.00	\$14.40	2.86%
Concession	\$8.00	\$8.20	2.50%
Child (14yrs+)	\$7.00	\$7.20	2.86%
Moana Pool - Group-fitness (includes swim)			
Adult	\$7.00	\$7.20	2.86%
Concession	\$6.00	\$6.20	3.33%
Child (14yrs+)	\$6.00	\$6.20	3.33%
Moana Pool - Premium Membership (Unlimited Gym/Swim & Group Fitness Class Access)			
Adult - 3 months	\$360.50	\$371.30	3.00%
Adult - 6 months	\$693.20	\$714.00	3.00%
Adult - 12 months	\$1,236.00	\$1,273.10	3.00%
Concession - 3 months	\$247.20	\$254.60	2.99%
Concession - 6 months	\$473.80	\$488.00	3.00%
Concession - 12 months	\$906.40	\$933.60	3.00%
Moana Pool - multi-visit passes			
Concession Swim (12)	\$40.60	\$41.80	2.96%
Concession Swim (30)	\$97.90	\$100.80	2.96%
Concession Group-fitness (12)	\$58.70	\$60.50	3.07%
Concession Group-fitness (30)	\$141.20	\$145.40	2.97%
Child Swim (12)	\$34.00	\$35.00	2.94%
Child Swim (30)	\$81.70	\$84.20	3.06%
Child Group-fitness (12)	\$58.70	\$60.50	3.07%
Adult Swim (12)	\$68.30	\$70.30	2.93%
Adult Swim (30)	\$163.80	\$168.70	2.99%
Adult Group-fitness (12)	\$69.30	\$71.40	3.03%
Adult Group-fitness (30)	\$166.60	\$171.60	3.00%
Swim Memberships			
Concession 12 Month Membership	\$271.90	\$280.10	3.02%
Child 6 Month Membership	\$130.10	\$134.00	3.00%
Child 12 Month Membership	\$226.60	\$233.40	3.00%
Student Swim membership (from date of purchase for nine months) *membership sales available from 1st February to 31 March 2021	\$215.30	\$221.80	3.02%
Adult 12 Month Membership	\$453.20	\$466.80	3.00%
Concession 6 Month Membership	\$156.60	\$161.30	3.00%
Adult 6 Month Membership	\$260.60	\$268.40	2.99%
All Pool Passes (swim only)			
Adult	\$518.10	\$533.60	2.99%
Child	\$290.50	\$299.20	2.99%

	2020/21	2021/22	% change
Concession	\$335.80	\$345.90	3.01%
All Pool Passes (swim and gym)			
Adult	\$879.60	\$906.00	3.00%
Child 14yrs +	\$471.70	\$485.90	3.01%
Concession	\$553.10	\$569.70	3.00%
Moana Pool - Gym membership			
Adult - 1 month membership	\$88.60	\$91.30	3.05%
Adult - 3 Month Membership	\$249.30	\$256.80	3.01%
Adult - 6 Month Membership	\$468.70	\$482.80	3.01%
Adult - 12 Month Membership	\$815.80	\$840.30	3.00%
Adult - Monthly direct debit membership	\$88.60	\$91.30	3.05%
Child (14 yrs+) - 12 Month Membership	\$409.30	\$421.60	3.01%
Concession - 3 Month Membership	\$149.40	\$153.90	3.01%
Concession - 6 Month Membership	\$281.20	\$289.60	2.99%
Concession - 12 Month Membership	\$489.30	\$504.00	3.00%
Child (14 yrs+) - 3 Month Membership	\$124.60	\$128.30	2.97%
Child (14 yrs+) - 6 Month Membership	\$234.80	\$241.80	2.98%
Student membership (from date of purchase for nine months) *membership sales available from 1st February to 31 March 2021	\$362.60	\$373.50	3.01%
Hire (a refundable deposit applies to all hire items)			
Swim Togs (hire)	\$6.50	\$6.70	3.08%
Towel (hire)	\$6.50	\$6.70	3.08%
Refundable Deposit for hire items	\$20.00	\$20.60	3.00%
Kayak (hire)	\$2.70	\$2.80	3.70%
Kayak and Spray Skirt (hire)	\$6.40	\$6.60	3.12%
Lane usage fee for recognised user groups during peak times at Moana Pool			
Lane hire per hour for each lane (up to 6 lanes)	\$2.30	\$2.40	4.35%
Lane hire per hour for each lane over a total of 6 lanes	\$11.20	\$11.50	2.68%
Group activity - lanes barriers removed (use of half pool per hour)	\$11.20	\$11.50	2.68%
Moana Pool Hire (per hour)			
25m pools (includes competitor pool entry) - Pool hire per hour	\$145.00	\$149.00	2.76%
50m pool (includes competitor pool entry) - Pool hire per hour	\$290.00	\$298.00	2.76%
Additional lifeguard/pool staff per hour (2 hour minimum) - Pool hire per hour	\$32.10	\$33.10	3.12%
Per 25m lane (excludes pool entry) - Pool hire per hour	\$19.00	\$19.60	3.16%
School Swimming sports 25m (includes pool entry) - Pool hire per hour	\$72.50	\$75.00	3.45%
School Swimming sports 50m (includes pool entry) - Pool hire per hour	\$145.00	\$149.00	2.76%
Spectator (free)			
Learners pool (excludes pool entry) - Pool hire per hour	\$57.60	\$59.30	2.95%
Old Dive Pool (excludes pool entry) - Pool hire per hour	\$40.40	\$41.60	2.97%
Dive/lap pool (includes competitor pool entry) - Pool hire per hour	\$109.20	\$112.50	3.02%
Old Dive Pool before 8am (excludes pool entry) - Pool hire per hour (free)			
Meeting Room Hire			
Poolside meeting room all day hire	\$120.50	\$124.10	2.99%
Poolside meeting room per hour	\$23.00	\$23.70	3.04%
Birthday Party room hire per hour	\$17.60	\$18.10	2.84%
Corner meeting room all day hire	\$160.70	\$165.50	2.99%
Corner meeting room per hour	\$32.00	\$33.00	3.13%
Group Booking Rates - Group Fitness			
Private Group Fitness Class School (includes Instructor)	\$85.10	\$87.70	3.06%
Private Group Fitness Class (includes Instructor)	\$90.20	\$92.90	2.99%
Group Booking Rates - Schools (primary/secondary) and Holiday Programmes (Moana Pool)			
Kayaks - school group hire (excludes pool entry)	\$17.10	\$17.60	2.92%
Child entry per head	\$1.50	\$1.50	0.00%
Kayak Spray Skirt - school group hire (excludes pool entry)	\$17.10	\$17.60	2.92%
Child entry per head swim and slide	\$4.80	\$4.90	2.08%
Group Booking Rates - Birthday parties and other group bookings			
Birthday child (free)			
Child entry per head	\$1.50	\$1.50	0.00%
Adult entry per head	\$4.10	\$4.20	2.44%
Adult entry per head swim and slide	\$8.50	\$8.80	3.53%
Child entry per head swim and slide	\$4.80	\$4.90	2.08%
Swim School - Lessons			
Babies (10 weeks)	\$72.00	\$74.20	3.06%
Baby lessons introductory talk	\$10.70	\$11.00	2.80%

	2020/21	2021/22	% change
Pre-schoolers (10 weeks)	\$126.00	\$129.80	3.02%
School age children (10 weeks)	\$126.00	\$129.80	3.02%
Private Lessons (30 minutes duration)	\$35.30	\$36.40	3.12%
Private Lessons (20 minutes duration)	\$22.50	\$23.20	3.11%
School holiday lessons x 5 lessons	\$63.00	\$64.90	3.02%
Mosgiel Pre-school and school age children (10 lesson block)	\$103.00	\$106.10	3.01%
Waikouaiti Babies lessons per lesson	\$6.20	\$6.40	3.23%
Waikouaiti preschoolers lessons per lesson	\$10.30	\$10.60	2.91%
Adult \$18.70 per lesson x 5	\$96.50	\$99.40	3.01%
Just swim for you (10 lesson block)	\$88.00	\$90.60	2.95%
Swim School - Lessons for Schools			
20 minute lesson 1:5 ratio – per child	\$4.20	\$4.30	2.38%
30 minute lesson 1:10 ratio – per child	\$3.80	\$3.90	2.63%
30 minute lesson 1:6 ratio – per child	\$6.40	\$6.60	3.12%
30 minute lesson 1:8 ratio – per child	\$4.80	\$4.90	2.08%
Home School Groups (10 lesson block)	\$123.20	\$126.90	3.00%
School – Special Needs (10 lesson block)	\$135.00	\$139.10	3.04%
Swim School - Lessons for Schools at Pools other than Moana			
20 minute lesson 1:6 ratio – per child	\$4.90	\$5.00	2.04%
30 minute lesson 1:6 ratio– per child	\$7.50	\$7.70	2.67%
30 minute lesson 1:8 ratio– per child	\$5.60	\$5.80	3.57%
30 minute lesson 1:10 ratio– per child	\$4.40	\$4.50	2.27%
Mosgiel Pool and Port Chalmers Pool - Casual Rates			
Adult	\$4.50	\$4.60	2.22%
Family Swim	\$10.70	\$11.00	2.80%
Toddler Time	\$4.00	\$4.10	2.50%
Preschooler - Mosgiel Pool only	\$1.50	\$1.50	0.00%
Schools per pupil	\$1.00	\$1.00	0.00%
Child	\$3.00	\$3.10	3.33%
Concession	\$3.70	\$3.80	2.70%
Mosgiel Pool and Port Chalmers Pool - multi-visit passes			
Child 12 swim	\$25.60	\$26.40	3.12%
Adult 12 swim	\$37.50	\$38.60	2.93%
Concession 12 swim	\$31.50	\$32.40	2.86%
Mosgiel Pool - season tickets (7 months)			
Adult	\$159.00	\$163.80	3.02%
Child	\$102.30	\$105.40	3.03%
Concession	\$108.00	\$111.20	2.96%
Family	\$261.30	\$269.10	2.99%
Each extra child	\$19.20	\$19.80	3.13%
Port Chalmers - season ticket (6 months)			
Adult	\$130.60	\$134.50	2.99%
Child	\$70.50	\$72.60	2.98%
Concession	\$70.50	\$72.60	2.98%
Family	\$193.30	\$199.10	3.00%
Each extra child	\$18.00	\$18.50	2.78%
Mosgiel and Port Chalmers Pools - Pool Hire			
Lane hire per lane - excludes pool entry	\$15.00	\$15.50	3.33%
Pool Hire per hour (min 2 hours, includes lifeguard, excludes pool entry)	\$101.80	\$104.90	3.05%
St Clair Hot Salt Water Pool - Casual Rates			
Adult	\$7.00	\$7.20	2.86%
Toddler Time	\$4.50	\$4.60	2.22%
Schools per pupil	\$1.50	\$1.50	0.00%
Child	\$3.20	\$3.30	3.12%
Concession	\$4.20	\$4.30	2.38%
Preschooler	\$1.50	\$1.50	0.00%
Family	\$15.00	\$15.50	3.33%
St Clair Hot Salt Water Pool - multi-visit tickets			
Child 12 swim	\$34.20	\$35.20	2.92%
Adult 12 swim	\$68.50	\$70.60	3.07%
Concession 12 swim	\$40.70	\$41.90	2.95%
St Clair Hot Salt Water Pool - season ticket (6 months)			
Adult	\$227.00	\$233.80	3.00%
Child	\$96.40	\$99.30	3.01%

	2020/21	2021/22	% change
Concession	\$124.60	\$128.30	2.97%
Family	\$454.60	\$468.20	2.99%
Each extra child	\$34.20	\$35.20	2.92%
St Clair Hot Salt Water Pool - pool hire			
Lane hire per lane - excludes pool entry	\$19.00	\$19.60	3.16%
Pool Hire per hour (min 2 hours, includes 2 lifeguards, excludes pool entry)	\$139.10	\$143.30	3.02%
Cemeteries and Crematorium			
Cemeteries - Allanton, Andersons Bay, Dunedin City, Green Park, Portobello, Broad Bay, Macandrew Bay, Northern, Southern, Green Island, Port Chalmers, West Taieri, East Taieri and Waikouaiti			
Burial Rights (plot purchase)	\$2,341.20	\$2,411.40	3.00%
Burial Rights (plot purchase) – Children Under 10 Years (Green Park and East Taieri)	\$1,177.30	\$1,212.60	3.00%
Burial Rights (plot purchase) (Roman Catholic Sisters – Andersons Bay only)	\$1,747.90	\$1,800.30	3.00%
Burial Rights (plot purchase)(Green Park Natural Burial site only)	\$2,341.20	\$2,411.40	3.00%
Exhumation	\$3,111.60	\$3,204.90	3.00%
Exhumation – Children Under 10 Years (all cemeteries)	\$2,089.90	\$2,152.60	3.00%
Interments	\$1,685.10	\$1,735.70	3.00%
Interments – Children Under 10 Years (all cemeteries)	\$1,141.20	\$1,175.40	3.00%
Service (maintenance) Fee	\$946.60	\$975.00	3.00%
Cemeteries - Hindon, Otokia, Waitati, Middelmarsh and Purakanui			
Burial Rights (plot purchase)	\$791.50	\$815.20	2.99%
Exhumation	\$3,091.40	\$3,184.10	3.00%
Interments	\$1,685.10	\$1,735.70	3.00%
Service (maintenance) Fee	\$791.50	\$815.20	2.99%
All Cemeteries			
Attach a plaque	\$17.50	\$18.00	2.86%
Monumental Permit	\$85.90	\$88.50	3.03%
Cremations			
Children Under 10 years	\$177.20	\$182.50	2.99%
Babies Under 48 Hours	\$33.00	\$34.00	3.03%
Pathology and Mortuary Department Remains	\$628.10	\$646.90	2.99%
Crematorium Fee	\$1,000.40	\$1,030.40	3.00%
Saturday and Public Holidays	\$1,201.00	\$1,237.00	3.00%
Children Under 10 years Saturday and Public Holidays	\$240.30	\$247.50	3.00%
Chapel Hire (per hour)			
Weekdays	\$191.00	\$196.70	2.98%
Saturdays and Public Holidays	\$276.90	\$285.20	3.00%
Post-Cremation Services			
Ash Beam Purchase	\$276.90	\$285.20	3.00%
Ash Beam Purchase – Waikouaiti (includes Metal Flower Container)	\$362.90	\$373.80	3.00%
Ash Disinterment Fee	\$209.50	\$215.80	3.01%
Service Fee for Ash Burials	\$240.30	\$247.50	3.00%
Inter in Family Plot, Ash Beam, Family Ash Plot, Soldiers Plot or Child's Plot	\$177.20	\$182.50	2.99%
Placement of Plaque in Court of Reflections (150 x 100 mm)	\$100.20	\$103.20	2.99%
Purchase of Family Ash Plot	\$559.10	\$575.90	3.00%
Scatter – Andersons Bay, Rose Garden	\$85.90	\$88.50	3.03%
Columbarium Wall			
Placement of Ashes - Columbarium Wall	\$196.30	\$202.20	3.01%
Price per Niche - Columbarium Wall	\$231.20	\$238.10	2.98%
Book of Remembrance			
Entry in Book of Remembrance (per time)	\$100.20	\$103.20	2.99%
Parks and Recreation – Facilities			
Chingford Stables			
Facility use per hour	\$26.80	\$27.60	2.99%
Functions (from 5.00pm to 11.00pm) – includes security patrol	\$299.70	\$308.70	3.00%
Stalls (including The Octagon)			
Single for profit stall (per stall, per day or part thereof)	\$66.70	\$68.70	3.00%
Single not for profit stall (per stall, per day or part thereof)	\$36.20	\$37.30	3.04%
Lowering and raising of bollards in The Octagon	\$28.40	\$29.30	3.17%
Marina			
Deborah Bay Marina – Berth (annual fee)	\$1,542.60	\$1,588.90	3.00%
Event Use			
Enclosed grounds (per day)	\$564.10	\$581.00	3.00%
Unenclosed ground (per day)	\$519.60	\$535.20	3.00%

	2020/21	2021/22	% change
Bonds are negotiable from \$200, depending on event size, area and numbers	\$212.00	\$218.40	3.02%
Parks and Recreation – Sportsgrounds			
Sportsgrounds – Winter Codes (Rugby, Rugby League, Hockey, Soccer)			
Casual Touch Sevens (per ground) per day	\$42.10	\$43.40	3.09%
Tahuna Park 1, Caledonian, University Oval 1 (per ground, per day, with facilities) - Enclosed Fields	\$313.70	\$323.10	3.00%
Tahuna Park 2 (per ground, per day, with facilities) - Enclosed Fields	\$159.20	\$164.00	3.02%
Touch Marked field with facilities (per season)	\$519.60	\$535.20	3.00%
Union Street Pavilion Facilities only (per change room per hour)	\$21.00	\$21.60	2.86%
Unenclosed Fields With facilities (per season)	\$1,876.20	\$1,932.50	3.00%
Unenclosed Fields Without facilities (per season)	\$1,048.70	\$1,080.20	3.00%
Unenclosed Fields With facilities (per day)	\$159.20	\$164.00	3.02%
Unenclosed Fields Without facilities (per day)	\$87.90	\$90.50	2.96%
Training use only for schools (free)			
Sportsgrounds – Summer Codes (Cricket, Athletics, Softball, Marching)			
Athletics Caledonian Track and Ground Enclosed ground competition use (per hour)	\$191.60	\$197.30	2.97%
Athletics Caledonian Track and Ground Enclosed ground competition use (primary, intermediate and secondary schools or junior club rate)	\$92.40	\$95.20	3.03%
Athletics Caledonian Track and Ground Enclosed ground practice use (per hour)	\$113.30	\$116.70	3.00%
Athletics Caledonian Track and Ground Enclosed ground practice use (primary, intermediate and secondary schools or junior club rate)	\$58.40	\$60.20	3.08%
Out of season play including marking out, erecting and removing goal posts (per field)	\$657.90	\$677.60	2.99%
Pre and Post season games all codes With facilities	\$172.00	\$177.20	3.02%
Pre and Post season games all codes Without facilities	\$94.80	\$97.60	2.95%
Dunedin Cricket First class pitch, per season	\$3,231.80	\$3,328.80	3.00%
Dunedin Cricket Artificial wicket, per season	\$806.50	\$830.70	3.00%
Dunedin Cricket Senior pitch, unenclosed, per day	\$268.10	\$276.10	2.98%
Dunedin Cricket Artificial wicket, per day	\$51.50	\$53.00	2.91%
Otago Cricket Hire of change rooms (for the first two hours - minimum charge)	\$34.00	\$35.00	2.94%
Otago Cricket Hire of international practice strips (per hour/per strip)	\$65.50	\$67.50	3.05%
Otago Cricket Hire of international practice strips (full day hire/per strip)	\$200.00	\$206.00	3.00%
Otago Cricket Logan Park (Union Street Pavilion), per hour	\$20.60	\$21.20	2.91%
Otago Cricket Logan Park 1, Practice, per full day	\$79.50	\$81.90	3.02%
Otago Cricket Logan Park 1, Practice, per half day	\$41.70	\$43.00	3.12%
Otago Cricket Logan Park 1, Practice, per hour	\$10.00	\$10.30	3.00%
Softball Field without marking, per season	\$1,051.00	\$1,082.50	3.00%
Softball Field without marking, per day	\$70.20	\$72.30	2.99%
Athletics Marked 400m grass track (per season)	\$846.10	\$871.50	3.00%
Athletics Unmarked 1 hectare area (per season)	\$1,051.00	\$1,082.50	3.00%
Athletics Unmarked 1 hectare area (per day)	\$52.70	\$54.30	3.04%
Archery Use per hectare (per season)	\$1,051.00	\$1,082.50	3.00%
Marching Unmarked 1 hectare area (per day)	\$70.20	\$72.30	2.99%
Dunedin Cricket Other pitch, per season	\$2,613.80	\$2,692.20	3.00%
Dunedin Cricket Primary, intermediate and secondary schools (free)			
Otago Cricket Hire of change rooms (per hour after first two hours)	\$18.20	\$18.70	2.75%
Gymnasium			
Competition per hour	\$71.30	\$73.40	2.95%
Practice per hour	\$45.60	\$47.00	3.07%
Child's rate	\$10.50	\$10.80	2.86%
Change and showers only per hour	\$21.00	\$21.60	2.86%
Kitchen and committee rooms per hour	\$21.00	\$21.60	2.86%
After hours call out fee	\$51.50	\$53.00	2.91%

Roothing and footpaths group
Fees and charges - 2021/22

Group	Roothing and Footpaths		
	2020/21	2021/22	% change
Transport			
Construction Parking Areas - Installation and Reinstatement of Area			
12m length	\$761.00	\$783.80	3.00%
18m length	\$879.00	\$905.40	3.00%
6m length	\$644.00	\$663.30	3.00%
Investigation and administration	\$70.50	\$72.60	2.98%
Relocation of pay and display machines.	\$1,054.00	\$1,085.60	3.00%
Construction Parking Areas - Monthly Hire, All "Residential Zones" as defined in the Dunedin City District Plan			
12m length	\$292.50	\$301.30	3.01%
18m length	\$439.00	\$452.20	3.01%
6m length	\$146.50	\$150.90	3.00%
Construction Parking Areas - Monthly Hire, All zones except "Residential Zones" as defined in the Dunedin City District Plan			
12m length	\$584.50	\$602.00	2.99%
18m length	\$879.00	\$905.40	3.00%
6m length	\$292.50	\$301.30	3.01%
Corridor Access Requests (CAR)			
Corridor Access Fee (incorporating the completion and maintenance inspections)	\$317.00	\$326.50	3.00%
Footpath and shallow transverse crossings (no fee providing an application is submitted)			
Openings less than 0.25m ² (no fee providing an application is submitted)			
Penalty Fee for No/Unapproved CAR	\$654.00	\$673.60	3.00%
Re-inspection Fee (Non-Conforming works)	\$130.50	\$134.40	2.99%
Encroachments on road reserve (per annum)			
Consent application fee for non-standard sign and other uses	\$235.50	\$242.60	3.01%
Fill points for private fuel lines on road reserve (per annum)	\$59.50	\$61.30	3.03%
Overhead/Underground pedestrian road crossings - Crossings are on a 'lease' basis with payment being on a 'fixed term' basis or subject to a yearly review.			
Residents' Parking			
Refund if you move on during the year	-\$51.50	-\$53.00	2.91%
Replacement Permit	\$10.50	\$10.80	2.86%
Residents' parking permit (applied 1 January 2021 to 30 June 2021) up to 6 months	\$105.50	\$108.70	3.03%
Residents' parking permit (applied 1 July 2020 to 30 June 2021) up to 12 months	\$211.00	\$217.30	2.99%
Residents' parking permit (annually)	\$211.00	\$217.30	2.99%
Road Stopping Proposal			
The fee to process a road stopping proposal (the applicant must also pay the actual costs involved in the stopping and the value of the land)	\$989.00	\$1,018.70	3.00%

Waste management group
Fees and charges - 2021/22

Group	Waste Management		
	2020/21	2021/22	% change
Waste and Environmental Solutions			
After Hours Opening Fee (excludes ETS)			
Booth operation costs – per hour (plus any additional machine fees) After hours	\$91.00	\$91.00	0.00%
Opening Fee - After Hours	\$446.00	\$446.00	0.00%
Public weigh (weigh only)	\$9.00	\$10.00	11.11%
Transfer Stations without weighbridge – Small Vehicle Charges (excludes ETS)			
Car tyres – each	\$5.00	\$5.00	0.00%
Clay cover (per tonne)	\$5.00	\$5.00	0.00%
Cleanfill (per tonne - dry)	\$10.00	\$10.00	0.00%
Rubble (per tonne)	\$20.00	\$20.00	0.00%
Vehicle bodies	\$90.00	\$90.00	0.00%
Transfer Stations without weighbridge - Vegetation for composting only (excludes ETS)			
Car – large load 100% vegetation	\$24.00	\$24.00	0.00%
Car – small load 100% vegetation	\$9.00	\$9.00	0.00%
Van or Ute, Car with single axle trailer, 100% vegetation	\$44.00	\$44.00	0.00%
Van or Ute, Car with single axle trailer, 100% vegetation (small load)	\$22.00	\$22.00	0.00%
Station wagon – large load 100% vegetation	\$35.00	\$35.00	0.00%
Station wagon – small load 100% vegetation	\$14.00	\$14.00	0.00%
Wheelie Bin per bin 100% vegetation	\$9.00	\$9.00	0.00%
Wool pack 100% vegetation	\$9.00	\$9.00	0.00%
Transfer Stations without weighbridge – Small Vehicle Charges - General Solid Waste (includes ETS)			
Car – large load	\$45.00	\$48.00	6.67%
Car – small load	\$20.00	\$21.00	5.00%
Cars and single axle trailers, vans and utes – large load	\$91.00	\$96.00	5.49%
Cars and single axle trailers, vans and utes – medium load	\$70.00	\$73.00	4.29%
Cars and single axle trailers, vans and utes – small load	\$48.00	\$49.00	2.08%
Non-Council Refuse bag – per bag, (max size 80 litres)	\$4.00	\$4.00	0.00%
Station wagon – large load	\$70.00	\$75.00	7.14%
Station wagon – small load	\$32.00	\$35.00	9.38%
Wheelie Bin per bin or part bin	\$20.00	\$21.00	5.00%
Wool pack per pack or part pack	\$20.00	\$21.00	5.00%
Green Island Transfer Station – General Solid Waste (includes ETS)			
General Solid Waste per 50kg (or part thereof)	\$9.00	\$10.00	11.11%
Green Island Transfer Station – Vegetation for composting only (excludes ETS)			
100% vegetation per 50kg (or part thereof)	\$5.00	\$5.00	0.00%
Green Island Transfer Station / Landfill – Large Vehicle Charges (excludes ETS)			
Clay cover per tonne	\$5.00	\$5.00	0.00%
Clay minimum charge	\$5.00	\$5.00	0.00%
Clean fill per tonne (dry)	\$10.00	\$10.00	0.00%
Clean fill minimum charge (dry)	\$10.00	\$10.00	0.00%
Clean fill minimum charge (wet slip material)	\$41.00	\$41.00	0.00%
Clean fill per tonne (wet slip material)	\$41.00	\$41.00	0.00%
Cover minimum charge	\$5.00	\$5.00	0.00%
Cover per tonne	\$5.00	\$5.00	0.00%
Rubble per tonne	\$20.00	\$20.00	0.00%
Rubble minimum charge	\$20.00	\$20.00	0.00%
Green Island Landfill - other charges			
Compost per bag	\$7.00	\$7.00	0.00%
Compost per scoop	\$30.00	\$30.00	0.00%
Green Island Transfer Station - e-Waste at the Recycling centre			
As per recovery costs			
Middlemarch and Waikouaiti Transfer Stations – Large Vehicle Charges (excludes ETS)			
Vegetation for composting - minimum charge	\$75.00	\$75.00	0.00%
Vegetation for composting - per cubic metre	\$75.00	\$75.00	0.00%
Middlemarch and Waikouaiti Landfill – Large Vehicle Charges (includes ETS)			
General solid waste minimum charge	\$96.00	\$101.00	5.21%

	2020/21	2021/22	% change
General solid waste per cubic metre	\$96.00	\$101.00	5.21%
Other charges			
Blue glass bin	\$10.00	\$10.00	0.00%
Bokashi - 10lt bin	\$36.00	\$36.00	0.00%
Bokashi - 15lt bin	\$39.00	\$39.00	0.00%
Bokashi - Replacement lid	\$5.00	\$5.00	0.00%
Bokashi - Zing - bag	\$7.00	\$7.00	0.00%
Kerbside bin (additional bin/replacement bin/change of bin size) – delivery & administration fee	\$31.00	\$31.00	0.00%
Refuse Collection (includes ETS)			
40 Litre bags	\$3.10	\$3.20	3.23%
65 Litre bags	\$3.30	\$3.40	3.03%
Green Island Transfer Station / Landfill - Special/hazardous waste (excludes ETS)			
Non Hazardous tanker waste per 50kg (or part thereof)	\$140.00	\$7.20	-94.86%
Contaminated soil (low level) per 50kg (or part thereof)	\$42.00	\$2.15	-94.88%
Foundry sands per 50kg (or part thereof)	\$54.00	\$3.30	-93.89%
Gas bottles (each)	\$13.00	\$13.00	0.00%
Household chemicals (inclusive of car - small load fee)	\$16.00	\$16.00	0.00%
Oil (per litre)	\$1.00	\$1.00	0.00%
Tyres (bulk loads) per 50kg (or part thereof)	\$397.00	\$23.00	-94.21%
Green Island Transfer Station / Landfill - Special/hazardous waste			
Sludges and liquids (solids content at least 20%) per 50kg (or part thereof)	\$280.00	\$15.15	-94.59%
Sludges and liquids (solids content less than 20%) per 50kg (or part thereof)	\$339.00	\$18.10	-94.66%
Animals remains / Asbestos including high contaminated soil per 50kg (or part thereof)	\$280.00	\$14.60	-94.79%

3 waters group

Fees and charges - 2021/22

Group	Three waters		
	2020/21	2021/22	% change
Wastewater			
City Wide Unit Rates			
BOD5 per kg	\$0.09	\$0.09	0.00%
NFR/TSS per kg	\$0.19	\$0.21	10.53%
Volume per cubic metre	\$0.09	\$0.11	22.22%
Compliance Monitoring, Re-Inspection and Consent Breaches			
Annual Fee	\$178.00	\$183.34	3.00%
Consent Application Fee for significant industry and major discharges (Category A)	\$1,080.00	\$1,112.40	3.00%
Consent Application Fee for minor discharge with pre-treatment (Category B)	\$357.00	\$367.71	3.00%
Laboratory (variable cost)			
Staff per hour	\$117.40	\$120.92	3.00%
Tanker Waste Charges per tonne	\$22.66	\$23.34	3.00%
Network Contributions for a Sewer Connection			
Where there has been no prior contribution to the existing network there will be a standard			
Network Contribution fee for all of the Dunedin City Council areas	\$5,150.00	\$5,150.00	0.00%
Water Supply			
Annual supply charge (meter rental)			
100mm nominal diameter - Annual supply charge (meter rental)	\$649.93	\$669.43	3.00%
150mm nominal diameter - Annual supply charge (meter rental)	\$934.21	\$962.24	3.00%
20mm nominal diameter - Annual supply charge (meter rental)	\$152.44	\$157.01	3.00%
25mm nominal diameter - Annual supply charge (meter rental)	\$195.70	\$201.57	3.00%
300mm nominal diameter - Annual supply charge (meter rental)	\$1,212.31	\$1,248.68	3.00%
30mm nominal diameter - Annual supply charge (meter rental)	\$217.33	\$223.85	3.00%
40mm nominal diameter - Annual supply charge (meter rental)	\$246.17	\$253.56	3.00%
50mm nominal diameter - Annual supply charge (meter rental)	\$498.52	\$513.48	3.00%
80mm nominal diameter - Annual supply charge (meter rental)	\$615.94	\$634.42	3.00%
70mm Hydrant Standpipe - Annual supply charge (meter rental)	\$603.58	\$621.69	3.00%
Re-connection Fee: Includes the removal of water restrictors installed due to non-compliance of the water bylaw			
	\$424.86	\$437.60	3.00%
Special Reading Fee	\$57.73	\$59.47	3.00%
Backflow Prevention Programme			
Backflow Preventer Test Fee	\$105.28	\$108.44	3.00%
Backflow programme – Incomplete Application Fees (hourly rate)	\$42.27	\$43.54	3.00%
Rescheduled Backflow Preventer Test Fee	\$59.81	\$61.61	3.00%
Central Water Scheme Tariff for water sold by meter			
Treated water per cubic metre - Central Water Scheme Tariff for water sold by meter	\$1.68	\$1.76	4.69%
Bulk Raw Water Tariff to: Merton, Hindon, and individual farm supplies (per cubic metre) - Central			
Water Scheme Tariff for water sold by meter	\$0.11	\$0.11	0.00%
Installation of New Services			
Charges for the installation of new services are determined on a case-by-case basis and are provided as a fixed price quote to applicants. Alternatively, customers can elect to undertake this work themselves at their own risk by engaging a Council Approved Water Supply Connection Installer. That installer will do all work apart from making the connection to the live water main, which will be undertaken by Council staff. A fee for making the connection will be charged.			
Network Contributions			
Commercial or extraordinary water connection (as quoted)			
Disconnection of Water Supply - DCC contractor to excavate	\$927.00	\$954.81	3.00%
Disconnection of water supply- AWSCI to excavate	\$236.59	\$243.69	3.00%
New 20mm diameter domestic water connection (as quoted)			
Where there has been no prior contribution to the existing network there will be a standard			
Network Contribution fee for all of the Dunedin City Council areas	\$5,000.00	\$5,000.00	0.00%
Rural Water Schemes			
Differing capital and connection charges. Please contact the Water Services Department for further information.			

Regulatory services group
Fees and charges - 2021/22

Group	Regulatory Services		
	2020/21	2021/22	% change
Alcohol licensing			
Licence Annual Fee			
Licence annual fee – high risk	\$1,035.00	\$1,035.00	0.00%
Licence annual fee – low risk	\$391.00	\$391.00	0.00%
Licence annual fee – medium risk	\$632.50	\$632.50	0.00%
Licence annual fee – very high risk	\$1,437.50	\$1,437.50	0.00%
Licence annual fee – very low risk	\$161.00	\$161.00	0.00%
Licence Application			
Licence application – high risk	\$1,023.50	\$1,023.50	0.00%
Licence application – low risk	\$609.50	\$609.50	0.00%
Licence application – medium risk	\$816.50	\$816.50	0.00%
Licence application – very high risk	\$1,207.50	\$1,207.50	0.00%
Licence application – very low risk	\$368.00	\$368.00	0.00%
Other Fees			
Extract from Record or Register	\$57.50	\$57.50	0.00%
Manager's Certificate application/renewal	\$316.25	\$316.25	0.00%
Permanent Club Charter Fee	\$632.50	\$632.50	0.00%
Special Licence			
Special Licence – all other occasions including large events	\$575.00	\$575.00	0.00%
Special Licence – small event with one to two events on licence	\$63.25	\$63.25	0.00%
Special Licence – small events with three to 12 events on the licence or one to three medium size events on one licence	\$207.00	\$207.00	0.00%
Temporary Licence			
Temporary Authority on/off licences	\$296.70	\$296.70	0.00%
Temporary Licence during repairs, etc. (Section 29(1)(j))	\$296.70	\$296.70	0.00%
Animal Services			
Daily Sustenance Charge			
Asses, Mules, Pigs Daily Sustenance Charge	\$4.00	\$4.00	0.00%
Horses, Cattle, Deer Daily Sustenance Charge	\$8.00	\$8.00	0.00%
Sheep and Goats Daily Sustenance Charge	\$3.00	\$3.00	0.00%
Dog Registration			
Dangerous Dogs Registration Fee	\$159.00	\$163.50	2.83%
Non-working Dogs Registration Fee	\$106.00	\$109.00	2.83%
Responsible Dog Owner Registration Fee	\$60.00	\$61.00	1.67%
Special Aid Dog Registration Fee	\$0.00	\$0.00	
Working Dogs (1st dog) Registration Fee	\$52.00	\$53.00	1.92%
Working Dogs (2nd dog) Registration Fee	\$27.00	\$28.00	3.70%
Working Dogs (3rd and subsequent dogs) Registration Fee	\$27.00	\$28.00	3.70%
Driving Charges			
Staff Cost (per hour)	\$86.00	\$89.00	3.49%
Vehicles per km (minimum charge of \$5.65)	\$2.10	\$2.10	0.00%
Impounding - Dogs			
Advertisement	\$6.00	\$6.00	0.00%
After Hours Impounding	\$163.00	\$168.00	3.07%
Boarding Fee Per Day	\$24.00	\$25.00	4.17%
First Impounding	\$121.00	\$125.00	3.31%
Notification	\$4.00	\$4.00	0.00%
Second Impounding	\$163.00	\$168.00	3.07%
Impounding - Other Animals			
Horses, Asses, Mules, Cattle and Deer	\$63.00	\$65.00	3.17%
Sheep, Goats and Pigs	\$12.00	\$12.00	0.00%
Infringement Offences and Fees (set by Dog Control Act 1996, Control of Dog Bylaw Act 2004)			
Allowing dog known to be dangerous to be at large unmuzzled or unleashed (section 62(4))	\$300.00	\$300.00	0.00%
Failure or refusal to supply information or wilfully providing false particulars (section 19(2))	\$750.00	\$750.00	0.00%
Failure to advise change of address (section 49(4))	\$100.00	\$100.00	0.00%
Failure to advise change of dog ownership (section 48 (3))	\$100.00	\$100.00	0.00%

	2020/21	2021/22	% change
Failure to carry leash in public (section 54A)	\$100.00	\$100.00	0.00%
Failure to comply with any bylaw authorised by (section 20(5))	\$300.00	\$300.00	0.00%
Failure to comply with effects of classification of dog as dangerous dog (section 32(2))	\$300.00	\$300.00	0.00%
Failure to comply with effects of classification of dog as menacing dog (section 33E(2))	\$300.00	\$300.00	0.00%
Failure to comply with effects of disqualification authorised by (section 28(5))	\$750.00	\$750.00	0.00%
Failure to implant microchip transponder in dog (section 36A(6))	\$300.00	\$300.00	0.00%
Failure to keep dog controlled or confined (section 52A)	\$200.00	\$200.00	0.00%
Failure to keep dog under control (section 53(1))	\$200.00	\$200.00	0.00%
Failure to provide proper care and attention, to supply proper and sufficient food, water, and shelter, and to provide adequate exercise (section 54(2))	\$300.00	\$300.00	0.00%
Failure to register dog (section 42)	\$300.00	\$300.00	0.00%
Failure to supply information or wilfully providing false particulars about dog (section 19A(2))	\$750.00	\$750.00	0.00%
False statement relating to registration (section 41)	\$750.00	\$750.00	0.00%
Fraudulent procurement or attempt to procure replacement registration label or disc (section 46(4))	\$500.00	\$500.00	0.00%
Fraudulent sale or transfer of dangerous dog (section 32(4))	\$500.00	\$500.00	0.00%
Removal, swapping or counterfeiting of registration label or disc (section 51(1))	\$500.00	\$500.00	0.00%
Wilful obstruction of Dog Control Officer or Ranger (section 18)	\$750.00	\$750.00	0.00%
Late Fee Penalty (50% of full fee)			
Dangerous Dogs Late Fee Penalty	\$79.50	\$81.75	2.83%
Non-working Dogs Late Fee Penalty	\$53.00	\$54.50	2.83%
Responsible Dog Owner Late Fee Penalty	\$30.00	\$30.50	1.67%
Special Aid Dog Late Fee Penalty	\$0.00	\$0.00	
Working Dogs (1st dog) Late Fee Penalty	\$26.00	\$26.50	1.92%
Working Dogs (2nd dog) Late Fee Penalty	\$13.50	\$14.00	3.70%
Working Dogs (3rd and subsequent dogs) Late Fee Penalty	\$13.50	\$14.00	3.70%
Other Fees			
Adoption fee	\$198.00	\$198.00	0.00%
Collars	\$12.00	\$12.00	0.00%
Dog Euthanised Fee	\$156.00	\$156.00	0.00%
Microchip Implanting	\$43.70	\$43.70	0.00%
Poo Bags - sold in bundles of 10 rolls (15 bags/roll)	\$1.50	\$15.00	900.00%
Permit to keep more than one dog	\$86.00	\$86.00	0.00%
Rebate for Neutering/Spaying	\$10.00	\$10.00	0.00%
Replacement Tag	\$6.00	\$6.00	0.00%
Responsible Dog Owner Site Visit	\$45.00	\$47.00	4.44%
Withdrawal of Infringement Fee	\$34.00	\$34.00	0.00%
Penal rates charged for Statutory Holidays and Overtime Stock Control on State Highways			
Hourly rate (including standby allowance)	\$84.00	\$87.00	3.57%
Vehicle charge per km	\$2.10	\$2.10	0.00%
Building Services			
Building Application Costs			
Costs payable are made up of a number of components including processing costs and an assumed number of inspections. Code compliance certificates are additional. Further charges may also apply.			
Levies			
BRANZ Building Research Levy - Projects at and over \$20,000 (\$1.00 per \$1,000 of building work)			
MBIE Building Levy - Projects at and over \$20,444 (\$1.75 per \$1,000 of building work)			
BCA Accreditation Levy payable on all building consent applications including amended and staged applications (\$0.45 per \$1,000 of building work, minimum fee \$9)			
Building Consent Application - Residential			
As per schedule B			
Building Consent Application - Commercial			
As per schedule B			
Building Consent - General Charges			
Checking building consent applications charges (hourly rate)	\$150.00	\$150.00	0.00%
Processing charges (hourly rate)	\$190.00	\$190.00	0.00%
Inspection charges (hourly rate)	\$190.00	\$190.00	0.00%
Administration charges (hourly rate)	\$108.00	\$108.00	0.00%
Senior Officer/Team Leader/Principal Advisor/Manager advice (hourly rate)	\$230.00	\$230.00	0.00%
Administration cost for lapsing or withdrawing building consent application	\$108.00	\$108.00	0.00%
Building on land subject to natural hazards (S71 – S74) application fee plus LINZ Lodgement Fee plus hourly rate thereafter	\$190.00	\$190.00	0.00%
Building on two or more allotments (S75–S83) application fee plus LINZ Lodgement Fee plus hourly rate thereafter	\$190.00	\$190.00	0.00%
Change of Use Consideration – if no building work required – charged at hourly rate	\$190.00	\$190.00	0.00%

	2020/21	2021/22	% change
Conversion of hard copy application to digital application (hourly rate)	\$190.00	\$190.00	0.00%
Discretionary Exemption to Building Consent application under Schedule 1, Clause 2 (hourly rate, minimum 1 hour charge)	\$230.00	\$230.00	0.00%
Front Counter Advice 15 minutes free then hourly rate thereafter	\$190.00	\$190.00	0.00%
Pre-Application Meetings - Building Consent Officer (hourly rate)	\$190.00	\$190.00	0.00%
Pre-Application Meetings - Senior (hourly rate)	\$230.00	\$230.00	0.00%
Grants, Waivers and Modification of the Building Code (hourly rate)	\$190.00	\$190.00	0.00%
Minor Plan Variation fee (no additional processing and very simple changes)	\$100.00	\$105.00	5.00%
Non Commercial Fast Track Code Compliance Certificates (hourly rate)	\$190.00	\$190.00	0.00%
Notice to Fix (NTF) preparation fee (hourly rate)	\$190.00	\$190.00	0.00%
Re-lodged/Split Building Consent application (no change in value of work) (hourly rate)	\$190.00	\$190.00	0.00%
Same day inspection fee cancellation	\$190.00	\$190.00	0.00%
Functions Relating to Earthquake-Prone Buildings (hourly rate)	\$230.00	\$230.00	0.00%
Application for exemption for Earthquake Prone Buildings (2 hours, then hourly thereafter)	\$460.00	\$460.00	0.00%
Assessment of information relating to buildings Earthquake Prone status (2 hours, then hourly thereafter)	\$460.00	\$460.00	0.00%
Earthquake Prone Building assessment extensions (1/2 hr then hourly thereafter)	\$115.00	\$115.00	0.00%
Functions Relating to Dangerous, Affected or Insanitary Buildings (hourly rate)	\$190.00	\$190.00	0.00%
Producer Statement Authors Registration fee (includes 3 year renewal fee)		\$150.00	
Producer Statement Authors renewal fee (3 years)		\$150.00	
Swimming Pool Fence Monitoring Inspection (hourly rate, minimum 1 hour charge)	\$190.00	\$190.00	0.00%
Building Consent Lists (Electronic Only)			
Annual Subscription	\$345.00	\$345.00	0.00%
Monthly Subscription	\$35.00	\$35.00	0.00%
Report – Monthly Subscription (Generated Weekly)	\$58.00	\$58.00	0.00%
Disbursements – Copies of Plans and Records			
A3 and A4	\$1.00	\$1.00	0.00%
A3 and A4 – Electronic Copy (hourly rate)	\$108.00	\$108.00	0.00%
Record of Title (R/T) - (formerly known as Certificate of Title (C/T))	\$50.00	\$50.00	0.00%
Note: Plans and records sent electronically will be charged at the hourly rate rather than per page for collation.			
Request for Information/Property Searches			
Hourly rate	\$108.00	\$108.00	0.00%
Commercial Searches hourly rate, min 1 hour- plus \$1.00 per page photocopy	\$108.00	\$108.00	0.00%
Residential Search hourly rate, min 1 hour - plus \$1.00 per page photocopy	\$108.00	\$108.00	0.00%
Residential Building and Structural Plans plus \$1.00 per page photocopy	\$54.00	\$54.00	0.00%
Residential Plumbing and Drainage Plans plus \$1.00 per page photocopy	\$54.00	\$54.00	0.00%
Copy of Consent Documents required for inspections plus \$1.00 per page photocopy	\$54.00	\$54.00	0.00%
Faxing/Postage (additional to minimum charge)	\$2.00	\$2.00	0.00%
Property Reports/Documents for Filing on Council Records			
Submit As-Built plan for Schedule 1 Exempt Building work for filing on Council records (includes plans submitted for historic work)	\$81.00	\$81.00	0.00%
Submit Independent Building Report for filing on Council records (Safe and Sanitary Report)	\$226.50	\$226.50	0.00%
Building and Drainage Inspections - After Hours			
Inspection (hourly rate, minimum 1 hour charge)	\$285.00	\$285.00	0.00%
Building Warrant of Fitness (BWOFF)			
BWOFF Inspection fee and/or Audit fee then hourly rate thereafter	\$190.00	\$190.00	0.00%
BWOFF Return fee	\$190.00	\$190.00	0.00%
BWOFF Return fee and Form 12	\$205.00	\$205.00	0.00%
Copy of Compliance Schedule	\$35.00	\$35.00	0.00%
Issue new or amended Compliance Schedule (hourly rate)	\$190.00	\$190.00	0.00%
Amusement Device (set by Amusement Device Regulations 1978)			
Each additional device for first seven days or part thereof – same owner	\$2.30	\$2.30	0.00%
For each device \$1.15 GST inclusive for a further seven days or part thereof	\$1.50	\$1.15	-23.33%
One amusement device, for the first seven days or part thereof	\$11.50	\$11.50	0.00%
Building Compliance Certificate - Sale and Supply of Alcohol Act 2012			
Application for Building Compliance Certificate Sale and Supply of Alcohol Act fee	\$285.00	\$285.00	0.00%
Certificate of Acceptance			
Certificate of Acceptance Application Fee (processing fee not included, refer to Building Consent Application Costs.) Not charged when building works have been undertaken under urgency section 41(1)(c)	\$570.00	\$570.00	0.00%
Certificate for Public Use			
Certificate for Public Use amendments (hourly rate, minimum 1 hour charge)	\$190.00	\$190.00	0.00%
Certificate for Public Use Construction/Occupation Application fee (to a maximum of 12 months)	\$475.00	\$475.00	0.00%

	2020/21	2021/22	% change
Certificate for Public Use Inspection Charge (hourly rate, minimum 1 hour charge)	\$190.00	\$190.00	0.00%
Renewal of Certificate for Public Use Construction/Occupation Application fee (to a maximum of 12 months)	\$1,045.00	\$1,045.00	0.00%
Code Compliance Certificate			
Commercial (C3 with value of work over \$500,000)	\$760.00	\$760.00	0.00%
Commercial (C1 & C2 category & multi storey apartments & C3 with value below \$500,000)	\$380.00	\$380.00	0.00%
Residential new building (excluding multi storey)	\$285.00	\$285.00	0.00%
Residential minor work/accessory buildings and alterations	\$190.00	\$190.00	0.00%
Solid fuel burners & residential minor building/plumbing work	\$95.00	\$95.00	0.00%
Code Compliance Certificate (Older Consents)			
Code compliance certificate review of building consents over 5 years old from the date it was issued. Additional hourly costs are applicable	\$380.00	\$380.00	0.00%
Private Foul and Stormwater Drain in Common			
Application for Private Foul and Stormwater Drain in Common	\$190.00	\$190.00	0.00%
Plus joining fee for each party	\$91.00	\$91.00	0.00%
Sewer Connections – Foul and Stormwater			
Standard Connection fee 100mm diameter (Sewer Connections – Foul and Stormwater)	\$515.00	\$530.00	2.91%
Standard Connection fee 150mm diameter (Sewer Connections – Foul and Stormwater)	\$751.90	\$775.00	3.07%
Connection fee greater than 150mm diameter (Sewer Connections – Foul and Stormwater) - as quoted by 3 Waters on application			
Seal Off - DCC contractor to excavate	\$1,545.00	\$1,590.00	2.91%
Seal Off - Drain layer to excavate	\$236.90	\$244.00	3.00%
Allanton – New Wastewater Reticulated Services			
Capital Joining Fee Pressure Sewer System	\$9,150.00	\$9,425.00	3.01%
Installation Fees will vary according to the market rate at the time of purchase of pump unit, chamber, control panel and ancillary equipment for that property. The fee will be quoted by 3 Waters on application.			
Building Infringement Offences and Fees (set by Building Act 2004)			
Failing to supply territorial authority with a building warrant of fitness (section 108(5)(aa))	\$250.00	\$250.00	0.00%
Failing to display a building warrant of fitness required to be displayed (section 108(5)(a))	\$250.00	\$250.00	0.00%
Displaying a false or misleading building warrant of fitness (section 108(5)(b))	\$1,000.00	\$1,000.00	0.00%
Displaying a building warrant of fitness other than in accordance with section 108 (section 108(5)(c))	\$1,000.00	\$1,000.00	0.00%
Failing to comply with the requirement to obtain a compliance schedule (section 101)	\$250.00	\$250.00	0.00%
Failing to comply with the requirement that building work must be carried out in accordance with a building consent (section 40)	\$1,000.00	\$1,000.00	0.00%
Failing to apply for a certificate of acceptance for urgent building work as soon as practicable after completion of building work (section 42)	\$500.00	\$500.00	0.00%
Failing to comply with a notice, within the time stated in the notice, requiring work to be carried out on a dangerous or insanitary building (section 124)	\$1,000.00	\$1,000.00	0.00%
Failing to comply with a notice to fix in relation to means of restricting access to a residential pool (section 168(1AA))	\$500.00	\$500.00	0.00%
Supplying a pool product without an approved notice (section 162E)	\$500.00	\$500.00	0.00%
Person who is not licensed building practitioner carrying out restricted building work without supervision of licensed building practitioner with appropriate licence (section 85(1))	\$750.00	\$750.00	0.00%
Licensed building practitioner carrying out restricted building work without appropriate licence (section 85 (2)(a))	\$500.00	\$500.00	0.00%
Licensed building practitioner supervising restricted building work without appropriate licence (section 85(2)(b))	\$500.00	\$500.00	0.00%
Person holding himself or herself out as being licensed to do or supervise building work or building inspection work while not being so licensed (section 314(1))	\$500.00	\$500.00	0.00%
Using, or knowingly permitting the use of, a building for a use for which it is not safe or not sanitary (section 116B(1)(a))	\$1,500.00	\$1,500.00	0.00%
Using, or knowingly permitting the use of, a building that has inadequate means of escape from fire (section 116B(1)(b))	\$2,000.00	\$2,000.00	0.00%
Using, or permitting use of building having no consent or code compliance certificate or certificate for public use for premises for public use (section 363)	\$1,500.00	\$1,500.00	0.00%
Using or occupying a building, or permitting another person to do so, contrary to a territorial authority's hoarding, fence, or notice (section 128A(2))	\$2,000.00	\$2,000.00	0.00%
Failing to complete seismic work by deadline (section 133AU(1))	\$1,000.00	\$1,000.00	0.00%
Failing to comply with requirement to attach EPB notice or EPB exemption notice (section 133AU(2))	\$1,000.00	\$1,000.00	0.00%
Failing, when EPB notice or EPB exemption notice ceases to be attached or becomes illegible, to notify the territorial authority (section 133AU(3))	\$1,000.00	\$1,000.00	0.00%
Using or occupying an earthquake-prone building, or permitting another person to do so, contrary to a territorial authority's hoarding, fence, or notice (section 133AU(5))	\$2,000.00	\$2,000.00	0.00%

	2020/21	2021/22	% change
Wilfully obstructing, hindering, or resisting a person executing powers conferred under the Act or its regulations (section 367)	\$500.00	\$500.00	0.00%
Wilfully removing or defacing a notice published under the Act or inciting another person to do so (section 368)	\$500.00	\$500.00	0.00%
Failing to provide prescribed checklist (section 362D(4))	\$500.00	\$500.00	0.00%
Failing to provide prescribed disclosure information (section 362D(4))	\$500.00	\$500.00	0.00%
Failing to have a written contract as prescribed (section 362F(4))	\$500.00	\$500.00	0.00%
Failing to provide prescribed information or documentation to specified persons (section 362T(4))	\$500.00	\$500.00	0.00%
Failing to comply with any other notice to fix (section 168(1))	\$1,000.00	\$1,000.00	0.00%
Eco-design			
Eco-design advisor service (free)			
Environmental Health			
Beautician, Tattooists and Skin Piercing Bylaw Annual Licensing Fees			
Secondary Business Activity (eg Jewellers/beauty therapy services in conjunction with another Sole Business Activity (eg Beauty Therapist, Tattooist)	\$84.00	\$86.00	2.38%
	\$221.00	\$228.00	3.17%
Food Premises			
Additional verification	\$176.00	\$181.00	2.84%
Fee for cancelled verification	\$176.00	\$181.00	2.84%
Food Control Plan Mentoring session	\$176.00	\$181.00	2.84%
Opening Fee	\$176.00	\$181.00	2.84%
Registration – new	\$110.00	\$113.00	2.73%
Registration – renewal	\$68.00	\$70.00	2.94%
Food Stalls			
Food Stall (for profit)	\$36.00	\$37.00	2.78%
Food Street Stalls (permanent) per day	\$27.00	\$28.00	3.70%
Infringement Offences and Fees (set by Food Regulations 2015)			
Failing to ensure that a food business that is subject to a national programme is registered with the appropriate authority ss 79, 240(2)	\$750.00	\$750.00	0.00%
Failing to register a food control plan or to ensure that a food control plan is registered with the appropriate authority ss48, 240 (2)	\$500.00	\$500.00	0.00%
Infringement Offences and Fees (set by Resource Management (Infringement Offences) Regulations 1999)			
Contravention of an abatement notice for an unreasonable noise under section 322(1)(c)	\$750.00	\$750.00	0.00%
Contravention of an excessive noise direction under section 327	\$500.00	\$500.00	0.00%
Noise Control			
Excessive noise equipment seizure fine	\$263.00	\$270.00	2.66%
Noise consultancy and survey work fee (per hour)	\$176.00	\$181.00	2.84%
Seized equipment storage fee (per day)	\$31.00	\$32.00	3.23%
One-off Food Stall Inspections (if required) per event fee			
11 or more food stalls: Fee for 1–10 food stalls plus	\$10.00	\$10.00	0.00%
1–10 Food stalls:	\$176.00	\$181.00	2.84%
Other Premises			
Camping Grounds	\$221.00	\$228.00	3.17%
Funeral Directors	\$221.00	\$228.00	3.17%
Hairdressers' Salons	\$221.00	\$228.00	3.17%
Mobile Trading Permit	\$45.00	\$46.00	2.22%
Monitoring, enforcement and additional visits	\$68.00	\$70.00	2.94%
Offensive Trades	\$135.00	\$139.00	2.96%
Out of District Verification			
Incidentals (actual costs for accommodation & meals)			
Mileage/km	\$0.77	\$0.77	0.00%
Travel Time (one off fee)	\$176.00	\$181.00	2.84%
Verification fee	\$574.00	\$591.00	2.96%
Verification			
Class 1 -Verification	\$353.00	\$363.00	2.83%
Class 2 -Verification	\$573.00	\$590.00	2.97%
Class 3 -Verification	\$838.00	\$863.00	2.98%
Class 4 -Verification	\$926.00	\$954.00	3.02%
Corrective Action Request sign off	\$176.00	\$181.00	2.84%
E-scooter Operator Fees			
Fee per ride		\$0.13	
Administration fee		\$500.00	
Gambling			
Gambling - Class 4 Venue Application			

	2020/21	2021/22	% change
Territorial Authority Consent application	\$60.00	\$0.00	-100.00%
Parking Operations			
Car Park Building Fees (hourly) Monday to Friday between opening and 6pm			
Early bird parking before 10.00am (hourly) Great King Street ONLY			
Great King Street	\$1.00	\$1.00	0.00%
Lower Moray Place	\$2.50	\$2.50	0.00%
Wall Street	\$2.50	\$2.50	0.00%
Car Park Building Fees (hourly) Monday to Saturday between 6pm and closing			
Great King Street	\$1.00	\$1.00	0.00%
Lower Moray Place	\$1.00	\$1.00	0.00%
Wall Street	\$1.00	\$1.00	0.00%
Car Park Building Fees (hourly) Saturday between opening and 6pm			
Great King Street	\$1.00	\$1.00	0.00%
Lower Moray Place	\$1.00	\$1.00	0.00%
Wall Street	\$1.00	\$1.00	0.00%
Car Park Building Fees (hourly) Sunday and Public Holidays between opening and closing			
Great King Street	\$0.00	\$0.00	
Lower Moray Place	\$0.00	\$0.00	
Wall Street	\$0.00	\$0.00	
Car Park Buildings Leased Parking Fees (weekly)			
Great King Street	\$45.22	\$46.50	2.83%
Leased car park lost card replacement (car park building)	\$15.00	\$15.00	0.00%
Lower Moray Place	\$45.22	\$46.50	2.83%
Wall Street	\$64.48	\$66.50	3.13%
Off-Street Car Parks Metered Parking Flat Fee (per day)			
Railway North	\$6.00	\$7.00	16.67%
St Andrew Street	\$6.00	\$7.00	16.67%
Thomas Burns	\$6.00	\$7.00	16.67%
Off-Street Leased Parking Fees (weekly)			
Crawford Street	\$42.95	\$44.50	3.61%
Dowling Street	\$40.89	\$42.00	2.71%
Filleul Street	\$40.89	\$42.00	2.71%
Lorne Street	\$19.88	\$20.50	3.12%
Queens Gardens	\$40.89	\$42.00	2.71%
Station	\$24.21	\$25.00	3.26%
Thomas Burns	\$24.21	\$25.00	3.26%
York Place	\$40.89	\$42.00	2.71%
Off-Street Metered Car Parks – Sunday and Public Holidays			
Dowling Street (four hours maximum)	\$0.00	\$0.00	
Filleul Street	\$0.00	\$0.00	
Frederick Street (four hours maximum)	\$0.00	\$0.00	
Railway Station North	\$0.00	\$0.00	
Railway Station South	\$0.00	\$0.00	
St Andrew Street	\$0.00	\$0.00	
Off-Street Metered Car Parks (hourly) between the hours of 9am and 6pm			
Dowling Street (four hours maximum)	\$2.00	\$2.00	0.00%
Filleul Street	\$2.00	\$2.00	0.00%
Frederick Street (four hours maximum)	\$2.00	\$2.00	0.00%
Railway Station North	\$2.00	\$2.00	0.00%
Railway Station South	\$2.00	\$2.00	0.00%
Off-Street Metered Car Parks (hourly) between the hours of 9am and 6pm Saturday			
Dowling Street (four hours maximum)	\$1.00	\$1.00	0.00%
Filleul Street	\$1.00	\$1.00	0.00%
Frederick Street (four hours maximum)	\$1.00	\$1.00	0.00%
Railway Station North	\$1.00	\$1.00	0.00%
Railway Station South	\$1.00	\$1.00	0.00%
On-Street Meters (hourly) Monday to Saturday between the hours of 9am to 6pm			
Core Zone (one hour maximum stay)	\$4.00	\$4.00	0.00%
Inner Zone (variable maximum stay)	\$3.00	\$3.00	0.00%
Main Street (30 minutes maximum stay)	\$2.00	\$2.00	0.00%
Outer Zone (four hours maximum stay)	\$1.50	\$1.50	0.00%
Outer Zone All Day Parking (per day)	\$6.00	\$7.00	16.67%
Outer Zone All Day Parking (per hour)	\$1.00	\$1.00	0.00%
Parking Permit Charges (minimum charge 1/2 day)			

	2020/21	2021/22	% change
Permit (1 day) except Octagon and George Street (Octagon – Albany Street)	\$23.20	\$24.00	3.45%
Permit (1 day) Octagon and George Street (Octagon – Albany Street)	\$35.00	\$36.00	2.86%
Permit (6 days) except Octagon and George Street (Octagon – Albany Street)	\$112.50	\$116.00	3.11%
Permit (6 days) Octagon and George Street (Octagon – Albany Street)	\$168.70	\$174.00	3.14%
Permit (month) except Octagon and George Street (Octagon – Albany Street)	\$468.40	\$482.50	3.01%
Permit (month) Octagon and George Street (Octagon – Albany Street)	\$702.40	\$723.50	3.00%
Parking Services (Enforcement)			
Abandoned Vehicle (Fees recovered from owner)			
Impound Fee - Abandoned Vehicle	\$539.00	\$555.00	2.97%
Storage (daily) - Abandoned Vehicle	\$7.00	\$7.00	0.00%
Unwanted Vehicle Removal - Abandoned Vehicle	\$50.00	\$51.00	2.00%
Authorised Vehicle Parking			
Authorised Vehicle Permit (annually)	\$35.00	\$36.00	2.86%
Replacement Permit	\$10.00	\$10.00	0.00%
Commercial Use of Footpaths (Permits)			
Display of Goods (annually)	\$108.00	\$111.00	2.78%
Impounding of sign or any other object (per item)	\$75.00	\$77.00	2.67%
Initial application fee	\$71.00	\$73.00	2.82%
Replacement Permit	\$10.00	\$10.00	0.00%
Signs, Screens, or any other object per item (annually)	\$43.00	\$44.00	2.33%
Table with up to a maximum of four chairs (annually)	\$214.00	\$220.00	2.80%
Temporary Parking Permit			
Temporary Parking Permit	\$0.00	\$0.00	
Non Return of Permit	\$27.00	\$28.00	3.70%
Other Permits			
Special Circumstances Permit	\$35.00	\$36.00	2.86%
Tour Operators Permit	\$35.00	\$36.00	2.86%
Infringement Fees (set by Land Transport Act 1998)			
Bus parked unattended on a Bus Stop	\$60.00	\$60.00	0.00%
Displayed item likely to be mistaken for a motor vehicle license	\$200.00	\$200.00	0.00%
Displayed item likely to be mistaken for a motor vehicle license (Body Corporate)	\$1,000.00	\$1,000.00	0.00%
Displayed item likely to be mistaken for a Registration Plate	\$200.00	\$200.00	0.00%
Displayed item likely to be mistaken for a Registration Plate (Body Corporate)	\$1,000.00	\$1,000.00	0.00%
Displayed other than authorised motor vehicle license	\$200.00	\$200.00	0.00%
Displayed other than authorised motor vehicle license (Body Corporate)	\$1,000.00	\$1,000.00	0.00%
Displayed other than authorised registration plate	\$200.00	\$200.00	0.00%
Displayed other than authorised registration plate (Body Corporate)	\$1,000.00	\$1,000.00	0.00%
Displaying an expired receipt (range between \$12-\$57)			
Double parked	\$60.00	\$60.00	0.00%
Failing to display a parking receipt	\$40.00	\$40.00	0.00%
Failing to display a red marker light on a GSV	\$40.00	\$40.00	0.00%
Failing to display a valid parking receipt	\$40.00	\$40.00	0.00%
Failing to display current evidence of vehicle inspection (COF) (commercial or heavy)	\$600.00	\$600.00	0.00%
Failing to display current evidence of vehicle inspection (WOF) (light)	\$200.00	\$200.00	0.00%
Inconsiderate parking	\$60.00	\$60.00	0.00%
Incorrect kerb parking	\$40.00	\$40.00	0.00%
Obscured or indistinguishable license label	\$200.00	\$200.00	0.00%
Obscured or indistinguishable license label (Body Corporate)	\$1,000.00	\$1,000.00	0.00%
Obscured or indistinguishable registration plate	\$200.00	\$200.00	0.00%
Obscured or indistinguishable registration plate (Body Corporate)	\$1,000.00	\$1,000.00	0.00%
Operated an unlicensed motor vehicle	\$200.00	\$200.00	0.00%
Operated an unregistered motor vehicle	\$200.00	\$200.00	0.00%
Parked a trailer on a road in excess of seven days	\$40.00	\$40.00	0.00%
Parked a vehicle on or over a marking indicating the limits of a parking space	\$40.00	\$40.00	0.00%
Parked facing the wrong direction	\$40.00	\$40.00	0.00%
Parked in a no stopping area	\$40.00	\$40.00	0.00%
Parked in a Pay and Display area displaying an invalid receipt (range between \$12-\$57)			
Parked in a Pay and Display area in excess of maximum time (range between \$12-\$57)			
Parked in a reserved area without authority	\$40.00	\$40.00	0.00%
Parked in an area reserved for authorised residents vehicles only	\$40.00	\$40.00	0.00%
Parked in an area reserved for mobility card holders only	\$150.00	\$150.00	0.00%
Parked in an area reserved for motorcycles only	\$40.00	\$40.00	0.00%
Parked in breach of a time limit (range between \$12-\$57)			
Parked on a broken yellow line	\$60.00	\$60.00	0.00%

	2020/21	2021/22	% change
Parked on a bus stop or taxi stand	\$60.00	\$60.00	0.00%
Parked on a clearway	\$60.00	\$60.00	0.00%
Parked on a Cycle Lane	\$60.00	\$60.00	0.00%
Parked on a footpath	\$40.00	\$40.00	0.00%
Parked on a Roadside grass plot, shrubs or flower bed	\$40.00	\$40.00	0.00%
Parked on or within 500 mm of a fire hydrant	\$40.00	\$40.00	0.00%
Parked on or within 6m of a pedestrian crossing	\$60.00	\$60.00	0.00%
Parked over or within 1m of a vehicle entrance	\$40.00	\$40.00	0.00%
Parked unlawfully in a Pickup and Drop off area	\$40.00	\$40.00	0.00%
Parked within 6m of an intersection	\$60.00	\$60.00	0.00%
Parked within an intersection	\$60.00	\$60.00	0.00%
Registration Plates not affixed in prescribed manner	\$200.00	\$200.00	0.00%

Schedule B: Indicative charges for building consent applications 2021/22 (levies additional)

	Processing time @ \$190 per hour	Inspection deposit @ \$190 per inspection	PIM/PCON	Code Compliance Certificate
Building Consent Application - Residential				
New Construction – Residential				
Erect Single Level Dwelling	8 - 15 hours	12	\$735.00	\$285.00
Erect Multiple Level Dwelling (including Basement)	10 - 17 hours	15	\$735.00	\$380.00
Multi-Unit Development (Single Level) Per Unit	8 - 15 hours	12	\$500.00	\$285.00
Multi-Unit Development (>1 Level) per Unit	8 - 15 hours	13	\$500.00	\$380.00
Erect Garage/Carport/Shed (Non-Habitable)	2 - 5 hours	5	\$540.00	\$190.00
Erect Habitable Garage/Sleepout	5 - 9 hours	8	\$735.00	\$190.00
Relocate Dwelling	5 - 13 hours	4	\$735.00	\$190.00
Additions and Alterations – Residential				
Alter Dwelling less than \$20,000	3 - 5 hours	6	\$540.00	\$190.00
Alter Dwelling \$20,000 to \$50,000	5 - 9 hours	8	\$735.00	\$190.00
Alter Dwelling \$50,000 to \$100,000	6 - 11 hours	8	\$735.00	\$190.00
Alter Dwelling over \$100,000	8 - 15 hours	10	\$735.00	\$190.00
Other – Residential				
Erect Deck	3 - 6 hours	2	\$540.00	\$95.00
Install Sump/Mud Tank	1 - 3 hours	1	N/A	\$95.00
Foul/Stormwater Drainage (including Septic Tank)	2 - 5 hours	2	\$540.00	\$95.00
Retaining Walls (Specific Design)	2 - 5 hours	2	\$540.00	\$95.00
Reclad Existing Building	2 - 5 hours	2	N/A	\$95.00
Reroof	1 - 3 hours	2	N/A	\$95.00
Minor alteration < \$5000.00 including installation of wet area shower	2 - 5 hours	3	N/A	\$95.00
Remove Internal Wall	2 - 5 hours	1	N/A	\$95.00
Heating Appliance Fee (domestic only)	1 - 3 hours	1	N/A	\$95.00
Swimming Pool Fences	1 - 3 hours	1	N/A	\$95.00
Pole/Veranda Signs	1 - 3 hours	1	N/A	\$95.00
Minor Plumbing, Installation of new fitting	1 - 3 hours	2	N/A	\$95.00
Building Consent Application - Commercial				
New Construction – Commercial				
New Single Level Commercial Building	12 - 25 hours	14	\$735.00	\$760.00
New Multi-Level Commercial Building	25 - 45 hours	24	\$930.00	\$760.00
Complex, Institutional or High Rise Building	45+ hours	24+	\$930.00	\$760.00
Additions and Alterations – Commercial				
Alterations to Existing Building (Single Floor)	5 - 13 hours	4	\$540.00	\$760.00
Alterations to Existing Building (Single Floor) including Plumbing and Drainage	8 - 15 hours	7	\$735.00	\$760.00
Alterations to Existing Building (Multi Level)	10 - 17 hours	4	\$640.00	\$760.00
Alterations to Existing Building (Multi Level) including Plumbing and Drainage	12 - 25 hours	7	\$930.00	\$760.00
Demolition – Commercial				
Demolish Commercial Building (per building)	1 - 4 hours	1	\$350.00	\$760.00
Drainage seal off may be required and incurs a fee				
Temporary Structures – Commercial				
Marquee	1 - 4 hours	1	\$250.00	\$95.00

ADOPTION OF THE 2021 DEVELOPMENT CONTRIBUTIONS POLICY

Department: Executive Leadership Team

EXECUTIVE SUMMARY

- 1 The final 2021 Development Contributions Policy (the Policy) is presented to the Council for adoption.
- 2 The Policy is presented for adoption in advance of the final 10 year plan adoption on 30 June 2021 to allow revenue budgets to be finalised.

RECOMMENDATIONS

That the Council:

- a) **Adopt** the Development Contributions Policy for inclusion in the final 10 year plan 2021-31.

BACKGROUND

- 3 Development contributions are used to fund growth related infrastructure. The contribution is a one-off charge payable by developers. The subsequent operation and maintenance of such infrastructure is funded by the DCC through rates and other charges.
- 4 The Local Government Act (LGA) requires that a Development Contributions Policy (the Policy) is reviewed at least once every three years, using a consultation process that gives effect to the LGA requirements for consultation.
- 5 A draft Policy was presented to Council on 9 March 2021 to approve for consultation through the 10 year plan 2021-31.
- 6 The schedule of charges is calculated based on capital expenditure apportioned to growth and have been developed based on the draft 10 year plan capital budgets.
- 7 Proposed changes to the Policy consulted on through the 10 year plan process included:
 - a) Greenfields/Brownfields contribution for water supply and wastewater in Dunedin central.
 - b) Removal of a separate category for family flats.
 - c) Removal of \$5,000 'caps' on contributions, which previously limited development contribution charges for a specific infrastructure type to \$5,000.

- d) Mosgiel Plan Change Area areas of benefit: developments within the Mosgiel Plan Change Areas to be subject to a private development agreement.
 - e) Change to the scope of community infrastructure.
- 9 Section 102 of the Local Government Act requires the Policy to be adopted in order to provide predictability and certainty about sources and levels of funding.

DISCUSSION

Summary of consultation feedback

- 10 A total of four submissions were received relating to Development Contributions.
- 11 One submission from a resident suggested that contributions for Tomahawk developments be targeted to the community rather than greater Dunedin. The Development Contributions Policy employs a wider catchment approach, defined as area of benefits. The growth capital expenditure recovered through development contributions is based on the capital projects included in the 10 year plan 2021-2031.
- 12 A submission from the Disabled Persons Assembly NZ suggested a need for mechanisms to incentivise developments that meet universal design and other energy efficiency standards. Mechanisms to incentivise particular types of development are usually considered outside the Development Contributions Policy.
- 13 A submission from the University of Otago raised a query on the zoning of the Campus areas. The campus area is proposed to be zoned as brownfield in the Policy, in line with what the University has suggested. An interactive webmap will be uploaded onto the DCC website once the policy is finalised which will provide a more detailed analysis of the zone boundaries.
- 14 A submission was received from Summerset Holdings Group Limited which raised concerns around the calculation of equivalent household units (EHUs) for retirement villages. The matters raised will be considered as part of the next policy revision, with any applicable developments in the interim being categorised as an 'unusual development' and processed as appropriate.
- 15 In terms of the planned targeted engagement on the policy, two developers have approached the DCC for meetings. Both meetings relate to gaining an understanding of the impact of the policy on specific types of development – one meeting has been held and the other is planned in the next couple of weeks.

Changes to the policy

- 16 There have been two minor changes to the Policy since it was approved for consultation through the 10 year plan:
 - The water supply charge for Rocklands rural (\$200) has been removed, as this was included in error.
 - Deemed credits reflect historic entitlements. It was proposed to add an additional clause to the deemed credit section for residential and rural residential properties to give a deemed credit where "a title had been issued prior to 1 July 2021". This addition has been removed as its inclusion was unnecessary.

OPTIONS

- 17 As this Policy is a legal requirement, there are no options.

NEXT STEPS

- 18 The Policy will be included in the 10 year plan 2021-31, and becomes effective on 1 July 2021.

Signatories

Author:	Gavin Logie - General Manager Finance and Commercial
Authoriser:	Sandy Graham - Chief Executive Officer

Attachments

	Title	Page
Download	Final 2021 Development Contributions Policy	329

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Development Contributions Policy supports the infrastructure related strategies by providing a mechanism to fund infrastructure related growth costs.

Māori Impact Statement

There are no specific impacts for mana whenua. Mana whenua has been engaged as part of the broader 10 year plan community consultation process.

Sustainability

Funding growth infrastructure through development contributions creates a mechanism for development to occur in an efficient and cost-effective way.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

The Local Government Act (LGA) requires that a DCP is reviewed every three years in a way that gives effect to the principles of community engagement in the LGA. It is considered good practice for such policies to be reviewed in the context of a 10 year plan, given their relationship to decisions around capital expenditure, and the opportunity for community engagement.

Financial considerations

Development contributions aim to fund new or planned growth.

Significance

This decision is considered low in terms of Council's Significance and Engagement Policy, as community interest in changes to the Development Contributions Policy was low in terms of submissions received through the 10 year plan.

Engagement – external

Engagement occurred through the 10 year plan consultation.

Engagement - internal

Staff from Finance, Policy, Legal, Transport, 3 Waters, Parks and Recreation, Resource Consents and City Planning have been involved in the policy review.

SUMMARY OF CONSIDERATIONS***Risks: Legal / Health and Safety etc.***

By adopting the final Policy, Council minimises the risk of legal challenge as the Policy is in line with the planned expenditure in the 10 year plan.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

The application of the Policy may be of interest to Community Boards where growth/development is occurring within their Board areas.

5.4 Development contributions policy | Kaupapa here takoha whakawhanaketaka

Overview

The Dunedin City Council (DCC) is expected to continue to experience growth in resident population, visitor numbers, development and economic activity. The DCC must make significant investment in additional assets and services, and assets of greater capacity, in order to meet the demands of growth. The Development Contributions Policy (this Policy) provides a transparent and consistent basis for requiring contributions from developers towards the capital expenditure incurred to provide for growth.

This Policy has been prepared in accordance with the Local Government Act 2002. Development Contributions are defined by the provisions of Part 8 Subpart 5 and Schedule 13 of the Local Government Act 2002. The DCC is required to have a Development Contributions Policy as a component of its Funding and Financial Policies in its 10 year plan under section 102(2)(d) of the Local Government Act 2002.

Development in the Mosgiel Plan Change Areas will be subject to a private development agreement. Charges will be a combination of the applicable city-wide charges and projects specific to the plan change area.

Definitions

The terminology used in this Policy is consistent with the definitions in section 197 of the Local Government Act 2002.

Purpose

The purpose of development contributions is to enable the DCC to recover from those persons undertaking development a fair, equitable, and proportionate portion of the costs of capital expenditure necessary to service growth. This Development Contributions Policy ensures that growth, and the cost to provide for growth, is funded in a fair and reasonable manner by those who create, or those who have created, the need for that cost. The DCC's baseline position is that it is inappropriate to burden the community as a whole, by way of rating or other payment means, to meet the cost of growth.

The DCC intends to entirely fund the portion of capital expenditure that is attributable to growth by development contributions wherever it is legislatively permitted, fair, equitable, and proportionate to do so.

Development contributions are not a tool to fund the cost of maintaining or improving/changing levels of service for existing users. These costs will be met from other sources.

Principles and approach

The DCC is permitted by section 199 of the Local Government Act 2002 to require development contributions, subject to the limitations specified by section 200. The sustainable management of the DCC's network of community facilities is important. Growth through development places demands upon such networks in the form of increased use, additions or expansion. The District Plan seeks to ensure that such demands are managed in a planned and integrated manner. This Policy will ensure that the costs of additional community facilities are funded in a fair, equitable and proportionate manner by those who create the additional demand.

Under this Policy, development contributions may be required in relation to developments if the effect of the developments is to require new or additional assets or assets of increased capacity and, as a consequence, the DCC incurs capital expenditure to provide appropriately for community facilities. The effect includes the cumulative effects that a development may have in combination with another development.

A development contribution may be required for capital expenditure that the DCC has already incurred in anticipation of growth.

The DCC will adopt the following approach to fund the growth component of the capital expenditure for community facilities:

- A development contribution will be payable for any development which creates an additional unit of demand, within any area of Dunedin City, for: Water Supply; Transportation; Wastewater; Community Infrastructure; Stormwater, and; Reserves.
- A development contribution payable will be based on the development funding up to 100% of the assessed growth cost of community facilities attributable to the additional demand resulting from that development.
- The DCC may amend this Policy to require contributions for any development that creates additional units of demand:
 - in areas that have been identified for growth through a change made to the District Plan after 19 April 2004; and
 - in areas where capital expenditure has been or will be incurred to provide for additional capacity in network infrastructure in anticipation of future growth.

Schedules will identify the community facility and the relevant geographic area of benefit where development contributions will be required. Each schedule will contain the standard development contribution required and reference a map showing the area of benefit. Should the DCC approve a water supply or wastewater connection to a property outside the areas of benefit specified in this Policy, an applicable area of benefit will be determined by the DCC and the corresponding development contribution will apply.

Reasons

Section 106(2)(c) of the Local Government Act 2002 requires the DCC's development contributions policy to explain why the DCC has determined that it is appropriate to use development contributions as a funding source, by reference to the matters in section 101(3) of the Local Government Act 2002.

For the purposes of section 101(3)(a) community outcomes are as identified in 'Section 2.1 – Our Strategic framework' of the Dunedin City Council 10 year plan 2021-31. For the purposes of this Policy, activities have been grouped into:

- Reserves and Community Infrastructure
- Utilities – Water Supply, Wastewater and Stormwater
- Transportation – Roading and Footpaths

This Policy has been established to support these activities and help deliver the community outcomes to which each group of activity primarily contributes as shown below:

Relevant activity	Community Outcome
Transportation (Roading and Footpaths)	A connected city with a safe, accessible and low-carbon transport system
Utilities (Water Supply, Wastewater and Stormwater)	A healthy city with reliable and quality water, wastewater and stormwater systems
Reserves and Community Infrastructure (Parks and Reserves)	An active city with quality and accessible recreational spaces and opportunities

For each activity the DCC has determined that development contributions are an appropriate method of funding growth costs, following consideration of each matter specified in section 101(3) of the LGA 2001, and documented in Table 1.

Each matter has been considered for each activity, however in some cases the reasons given are valid for all activities. Where this is the case Table 1 shows the common reasons applicable to all activities.

Table 1: Considerations of Section 101(3) of the Local Government Act 2002

Reserves and Community Infrastructure	Utilities (Water supply, wastewater and stormwater)	Transportation
Reserves and Community Infrastructure are managed city-wide as a network providing a variety of active and passive recreation opportunities to all residents. The network also provides amenity, landscape and ecological benefits for City residents.	Water supply, Stormwater and Wastewater networks throughout the city are provided to levels appropriate to sustain the density of use provided for in that locality. These networks are recognised by the District Plan, which utilises zoning to provide for use and development to ensure sustainable management of existing infrastructure and any extensions. The three networks are grouped together as they share similarities in their management and in terms of the effects any extensions have upon them.	The Transportation network is maintained throughout the city at an appropriate level to ensure accessibility for all possible origins and destinations, and to provide for all possible activities.
Section 101(3)(a)(i) the community outcomes to which the activity primarily contributes;		
An active city with quality and accessible recreational spaces and opportunities	A healthy city with reliable and quality water, wastewater and stormwater systems	A connected city with a safe, accessible and low-carbon transport system
Section 101(3)(a)(ii) the distribution of benefits between the community as a whole, any identifiable part of the community, and individuals;		
<p><i>Existing community and growth community</i></p> <p>Capital expenditure will provide capacity, and therefore benefit, to the existing community, the growth community, or both these groups. The DCC intends to recover the cost of growth from the growth community via development contributions. Improving levels of service, historical catch-up or asset renewal will be funded by other sources of revenue by the existing community. In determining the value of the benefits being received by the growth community, it is assumed that the value of those benefits is equal to the cost of providing them.</p> <p>Each item of capital expenditure undergoes a cost driver analysis to define the benefit, and the cost, attributed to each part of the community using one or many of the following cost drivers:</p> <ul style="list-style-type: none"> ○ Growth ○ Level of Service ○ Renewal <p>The growth costs provide for new or additional assets or assets of increased capacity to meet the demands growth places on community facilities.</p>		
<p><i>Areas of benefit</i></p> <p>Each area of benefit is a defined geographic area with a separate development contribution. The areas of benefit reflect the variations in the cost of providing assets according to the characteristics of each particular locality and the nature of the works required.</p>		

Reserves and Community Infrastructure	Utilities (Water supply, wastewater and stormwater)	Transportation
<p>The DCC intends to use two areas of benefit for Reserves and Community Infrastructure to distribute the benefits:</p> <ul style="list-style-type: none"> Dunedin Metropolitan Dunedin Other <p>A decision was made that the Transportation area of benefit boundary should also apply to Community Infrastructure and Reserves. Areas that have a high utilisation of the inner-city transport network are likely to use the inner city Reserves and Community Infrastructure assets.</p> <p>The growth costs for each project have been apportioned to both areas based on the following variables:</p> <ul style="list-style-type: none"> Location of capital works Cross border benefit/utilisation between the two areas 	<p>The DCC intends to use the scheme boundaries to define the areas of benefits for the Water Supply and Wastewater contributions. These are:</p> <p>Water Supply</p> <ul style="list-style-type: none"> Dunedin Central (Greenfields and Brownfields) Rockland Rural Waikouaiti & Karitane West Taieri <p>Wastewater</p> <ul style="list-style-type: none"> Dunedin Central (Greenfields and Brownfields) Middlemarch Seacliff Waikouaiti / Karitane Warrington <p>Stormwater has a single city-wide area of benefit however it has been determined that this charge will not apply in the Allanton, Karitane, Merton, Middlemarch, Outram, Rockland Rural, Seacliff, Warrington, Waitati and West Taieri areas of benefit which have no or minimal stormwater provision.</p>	<p>The DCC intends to use two areas of benefit for Transportation to distribute the benefits:</p> <ul style="list-style-type: none"> Dunedin Metropolitan Dunedin Other <p>The core philosophy behind this decision is that the Dunedin Metropolitan area of benefit defines an area in which there are a high proportion of commuters which travel into Dunedin's main urban area and that developments in this area should pay a different contribution to those that use mainly rural and township roads.</p> <p>The growth costs for each project have been apportioned to both areas based on the following variables:</p> <ul style="list-style-type: none"> Location of capital works Cross border benefit / utilisation between the two areas
<p>Section 101(3)(a)(iii) the period in or over which those benefits are expected to occur;</p> <p>Capital expenditure often has benefits extending beyond the ten year plan planning horizon. For each of the individual capital expenditure projects, the DCC determines the length of time over which the asset created by that expenditure will provide a benefit to the community. The DCC also determines the capacity of that asset and the amount of capacity that will be utilised by the growth community. The use of development contributions ensures that existing rate payers are not paying for the infrastructural capacity that they do not require, and this ensures intergenerational equity.</p> <p>Once a development contribution has been paid in relation to a development, the benefits of the asset, service, or environmental enhancement shall occur indefinitely.</p>		
<p>Section 101(3)(a)(iv) the extent to which the actions or inaction of particular individuals or a group contribute to the need to undertake the activity;</p> <p>The DCC has projected the extent of growth within the City. The DCC has also identified its capital expenditure necessary to meet the needs of the growth community. Funding the cost of providing increased capacity in community facilities through development contributions, rather than rates serviced debt, promotes equity between the existing community and the growth community.</p> <p>The areas of benefit discussed above in 101(3) (a) (ii) also ensures the growth costs are attributed to those which contribute to the need to undertake the activity.</p>		
<p>Land Use Categories</p> <p>The DCC will use land use categories to ensure the growth costs are attributed to identifiable parts of the growth community which contribute to the need to undertake the activity. Growth in each land use category generates a different demand for community facilities and therefore each land use shall pay appropriate fair, equitable and proportionate contribution.</p>		

Reserves and Community Infrastructure	Utilities (Water supply, wastewater and stormwater)	Transportation
The land use categories used for Reserves and Community Infrastructure (CI) are: Residential Rural Residential Visitor Accommodation Commercial (CI only) Farming Industrial (CI only) University/Polytechnic – Accommodation University/Polytechnic – Other (CI only)	The land use categories used for Utilities are: Residential Rural Residential Visitor Accommodation Commercial Farming Industrial Otago University/Polytechnic – Accommodation Otago University/Polytechnic – Other	The land use categories used for Transportation are: Residential Rural Residential Visitor Accommodation Commercial Farming Industrial Otago University/Polytechnic – Accommodation Otago University/Polytechnic – Other
Section 101(3)(a)(v) the costs and benefits, including consequences for transparency and accountability, of funding the activity distinctly from other activities;		
Development contributions received for a specific activity will only be used for, or towards, the capital expenditure of that activity for which the contribution was required. Using development contributions to fund the cost of providing additional community facilities provides greater transparency. This enables the DCC's growth costs to be recovered from developers through development contributions. The benefits of this approach are deemed to exceed the costs of assessing development contributions.		
Section 101(3)(b) the overall impact of any allocation of liability for revenue needs on the community;		
The liability for revenue falls directly with the growth community. At the effective date of this Policy, the DCC considers that any negative impact of the allocation of liability for revenue on this particular sector of the community is outweighed by a positive impact on the wider community. At any stage in the future where there may be impacts of this nature, the DCC may revisit this policy.		

The full methodology that demonstrates how the calculations for development contributions were derived is contained in the Detailed Supporting Document, which is available to the public as per section 106(3) of the Local Government Act 2002.

When will contributions be required?

Section 198 of the Local Government Act 2002 gives territorial authorities the power to require a contribution for developments.

The DCC will assess whether development contributions are payable when:

- a Resource Consent is granted.
- a Building Consent is granted.
- a Certificate of Acceptance is issued for building work situated in its district (whether issued by the territorial authority or by a building consent authority), or
- an Authorisation for a Service Connection is granted.

Enforcement powers

If payment of development contributions is not received the DCC will enforce powers outlined in Section 208 of the LGA 2002.

Until a development contribution required in relation to a development has been paid or made under section 198, the DCC may:

- in the case of a development contribution required under section 198(1)(a),

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- withhold a certificate under section 224(c) of the Resource Management Act 1991:
- prevent the commencement of a resource consent under the Resource Management Act 1991:
- in the case of a development contribution required under section 198(1)(b), withhold a code compliance certificate under section 95 of the Building Act 2004:
- in the case of a development contribution required under section 198(4A), withhold a certificate of acceptance under section 99 of the Building Act 2004:
- in the case of a development contribution required under section 198(1)(c), withhold a service connection to the development:
- in each case, register the development contribution under subpart 5 of Part 3 of the Land Transfer Act 2017, as a charge on the title of the land in respect of which the development contribution was required.

Financial contributions

Councils have the option to use either the provisions of the Resource Management Act 1991 (Financial Contributions) or those of the Local Government Act 2002 (Development Contributions) or a combination of both to obtain funds or land from developers. Councils must ensure that they do not 'double dip' for the same infrastructure.

The DCC has decided to establish its Development Contributions Policy within the requirements of the Local Government Act 2002.

Which policy will apply

It is proposed that this Policy will apply to applications for resource consent, building consent or service connection received after 1 July 2021.

In all other cases, the DCC will apply the provisions of the previous Development Contributions Policy.

Capital expenditure

Only capital expenditure is considered in determining development contributions charges under this Policy. All operational expenditure is excluded, including internal overheads.

Capital expenditure is identified from two sources, namely.

- The latest Annual Plan/Long Term Plan – future capital expenditure
- Historic financial reports – historic capital expenditure. Historic growth-related capital expenditure will only be included:
 - Where there is a current debt balance, and
 - Where there is documented evidence that there was a growth component to the project. The documented evidence must have existed at the time of construction.

Capital expenditure is considered in nominal (current day) dollars, and interest considerations are included.

All third-party funding is excluded from the capital expenditure used in calculating development contributions charges.

Cost driver apportionments

All capital expenditure has been apportioned into three cost drivers – Growth, Renewal and Level of Service. Only the growth portion is used for assessing development contributions. The cost drivers have been assessed using several methods.

These are:

- Asset capacity.
- Using design life of new assets to approximate growth percentage.
- Assessed using professional judgment.

The growth related capital expenditure is referred to in this policy as growth costs.

Unit of demand

To identify the share of the growth costs attributable to each unit of demand the DCC will use an Equivalent Household Unit (EHU). An EHU represents the impact of a typical residential dwelling for each activity.

All development shall be converted to an EHU using land use differentials and conversion factors. These enable the number of EHU's to be calculated for non-residential developments based on a standard measure of size.

Further information about the land use differentials and conversion factors can be found in Part 3 and Part 4 of the Detailed Supporting Document, available from the DCC website www.dcc.govt.nz or on request from the DCC Customer Services Agency, Civic Centre, 50 The Octagon.

Overview of the calculation methodology

A brief introduction to the development contributions calculation method is presented here. A full disclosure of the methodology and calculations is in the Detailed Supporting Document and is available on the DCC website www.dunedin.govt.nz or on request from the DCC Customer Services Agency, Civic Centre, 50 The Octagon.

The key concept of the approach is to define the total growth costs consumed by the growth community over a period of time. This consumption of growth costs is then apportioned among the increased number of units of demand (Equivalent Household units) over the same time period. This defines the long run average cost of growth per unit of demand, defined as the equivalent household unit (EHU) contribution. This can be represented by the following formula:

$$\text{Standard Contribution} = \frac{\text{Sum of Growth Costs Consumed in Analysis Period}}{\text{Sum of New Equivalent Household Units in Analysis Period}}$$

The calculation method can be simplified according to the following steps:

Step 1: Assess growth costs on an asset by asset basis using financial reports (past expenditure) and the 10 year plan (projected expenditure).

Step 2: Apportion growth costs by the growth population (equivalent household units) over the design life of the asset, to assess the \$/EHU.

Step 3: For each year in the analysis period determine the total consumption of asset capacity for each asset identified, namely:

$$\text{Growth Cost Consumed} = \text{Standard Contribution (\$/EHU)} \times \text{Number of EHUs}$$

Step 4: Sum for all assets in each year in the analysis period, namely total capacity consumed in that year, measured in \$.

Step 5: Sum each year in the ten-year analysis period and divide by the growth population (new equivalent household units) projected over the analysis period to determine the equivalent household unit contribution.

Schedule of development contribution charges

The following tables indicate:

- The areas of benefit where development contributions are to be sought.
- The development contributions per equivalent household unit for each activity within each area.
- The conversion factors for each activity and for each area of benefit.
- The contributions have been rounded to the nearest \$10.

Table 2: Schedule of Development Contributions per Equivalent Household Unit – (excluding GST)

Area of Benefit	Water Supply	Wastewater	Stormwater	Transportation	Reserves	Community Infrastructure	Total Contribution by Area of Benefit
Allanton	\$0	\$0	\$0	\$1,760	\$1,010	\$1,130	\$3,900
Dunedin Central Brownfields	\$3,160	\$3,980	\$2,620	\$1,760	\$1,010	\$1,130	\$13,660
Dunedin Central Greenfields	\$3,900	\$5,120	\$2,620	\$1,760	\$1,010	\$1,130	\$15,540
Outram	\$3,160		\$0	\$1,760	\$1,010	\$1,130	\$7,060
Waitati	\$3,160		\$0	\$1,620	\$200	\$220	\$5,200
Warrington	\$3,160	\$9,540	\$0	\$1,620	\$200	\$220	\$14,740
Seacliff	\$3,160	\$3,550	\$0	\$1,620	\$200	\$220	\$8,750
Merton	\$3,160		\$0	\$1,620	\$200	\$220	\$5,200
Karitane	\$1,450	\$1,450	\$0	\$1,620	\$200	\$220	\$4,940
Waikouaiti	\$1,450	\$1,450	\$0	\$1,620	\$200	\$220	\$4,940
Middlemarch		\$8,970	\$0	\$1,620	\$200	\$220	\$11,010
Rockland Rural	\$0		\$0	\$1,620	\$200	\$220	\$2,040
West Taieri	\$9,980		\$0	\$1,620	\$200	\$220	\$12,020
All other Dunedin Metropolitan properties			\$2,620	\$1,760	\$1,010	\$1,130	\$6,520
All other Dunedin other properties			\$0	\$1,620	\$200	\$220	\$2,040

Notes to Table 2:

- Dunedin Central brownfields and greenfield areas are shown in the area of benefit maps section of this Policy.
- In establishing the development contribution rates for Reserves, section 203 of the LGA 2002 states that development contributions for Reserves must not exceed the greater of:
 - 7.5 percent of the land value of the additional allotments created by the subdivision (either cash or land equivalent); and
 - The value equivalent of 20 square metres of land for each additional household unit created by the development.
- The Areas of Benefit Maps section shows the areas of benefit described above.

Table 3: Equivalent Household Unit Conversion Factors for each Land Use Category

Land Use Category	Equivalent Household Units (EHU) per Unit of Measure									
	Water Supply		Wastewater	Stormwater	Transportation		Reserves		Community Infrastructure	
	Working Charge	Network Charge			Dunedin Metropolitan	Dunedin Other	Dunedin Metropolitan	Dunedin Other	Dunedin Metropolitan	Dunedin Other
Residential unit 3 or more habitable rooms	1 EHU per unit		1 EHU per unit	1 EHU per unit	1 EHU per unit	1 EHU per unit	1 EHU per unit	1 EHU per unit	1 EHU per unit	1 EHU per unit
Residential unit 2 habitable rooms	0.75 EHU per unit		0.75 EHU per unit	0.75 EHU per unit	0.75 EHU per unit	0.75 EHU per unit	0.75 EHU per unit	0.75 EHU per unit	0.75 EHU per unit	0.75 EHU per unit
Residential unit 1 habitable room	0.5 EHU per unit		0.5 EHU per unit	0.5 EHU per unit	0.5 EHU per unit	0.5 EHU per unit	0.5 EHU per unit	0.5 EHU per unit	0.5 EHU per unit	0.5 EHU per unit
Rural Residential	0.86 EHU per dwelling	0.41 EHU per property	1.48 EHU per dwelling	0.34 EHU per 100m ² ISA	1.57 EHU per dwelling	0.83 EHU per dwelling	1 EHU per dwelling	1 EHU per dwelling	1 EHU per dwelling	1 EHU per dwelling
Visitor Accommodation	0.56 EHU per 100m ² GFA	0.93 EHU per property	0.99 EHU per 100m ² GFA	0.34 EHU per 100m ² ISA	0.29 EHU per 100m ² GFA	0.37 EHU per 100m ² GFA	0.30 EHU per 100m ² GFA	0.30 EHU per 100m ² GFA	0.66 EHU per 100m ² GFA	0.60 EHU per 100m ² GFA
Commercial	0.19 EHU per 100m ² GFA	0.94 EHU per property	0.31 EHU per 100m ² GFA	0.34 EHU per 100m ² ISA	5.42 EHU per 100m ² GFA	3.17 EHU per 100m ² GFA			0.05 EHU per 100m ² GFA	0.05 EHU per 100m ² GFA
Farming	0.86 EHU per dwelling	0.41 EHU per property	1.48 EHU per dwelling	0 EHU per 100m ² ISA	4.47 EHU per 100Ha	2.28 EHU per 100 Ha	0.50 EHU per dwelling	0.50 EHU per dwelling	0.50 EHU per dwelling	0.50 EHU per dwelling
Industrial	0.36 EHU per 100m ² GFA	0.90 EHU per property	0.58 EHU per 100m ² GFA	0.34 EHU per 100m ² ISA	2.75 EHU per 100m ² GFA	3.48 EHU per 100m ² GFA			0.03 EHU per 100m ² GFA	0.03 EHU per 100m ² GFA
Otago University / Polytechnic - Other	0.16 EHU per 100m ² GFA	0.94 EHU per property	0.28 EHU per 100m ² GFA	0.34 EHU per 100m ² ISA	1.85 EHU per 100m ² GFA				0.05 EHU per 100m ² GFA	
Otago University / Polytechnic - Accommodation	0.61 EHU per 100m ² GFA	0.93 EHU per property	1.09 EHU per 100m ² GFA	0.34 EHU per 100m ² ISA	0.69 EHU per 100m ² GFA		0.60 EHU per 100m ² GFA		0.82 EHU per 100m ² GFA	

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Notes to Table 3:

- GFA means gross floor area, and is defined, as 'the sum of the gross area of the several floors of all buildings on a site, measured from the exterior faces of the exterior walls, or from the centre lines of walls separating two buildings'. For the purpose of this policy this definition of gross floor area, excluding car parking areas, will be used.
- ISA means impermeable surface area.
- Non-residential Farming developments (for example, barns and sheds) would not be charged a development contribution, except where a farm is subdivided. Farm subdivisions will be assessed under the Farming land use category, and the per dwelling charges for Reserves and Community Infrastructure will only be applicable where a new residential dwelling forms part of the development. Where an additional residential dwelling is built on an existing farm, this will be assessed under the Rural Residential land use category.

Assessment of developments of unknown size

If the gross floor area is unknown, which may be the case at the subdivision or land use consent stage, the deemed values in Table 4 will be used to estimate gross floor area. These deemed values are considered to be conservative estimates of the potential gross floor area of a development in each category.

Table 4: Estimation of gross floor area

Category	Building coverage	Number of floors
Residential	1 dwelling / lot	
Rural residential	1 dwelling / lot	
Visitor accommodation	45%	2
Commercial	75%	1
Industrial	75%	1

Notes to Table 4:

- When an estimate of the gross floor area is used in the development contribution assessment then the DCC will only charge 75% of the calculated contribution at subdivision or land use consent. The balance of the contribution based on actual gross floor area would be required at building consent.
- The assumptions in Table 4 will also be used to assess credits for vacant non-residential lots.

Water supply and Wastewater charges

All developments within the area of benefit that are intended and able to be serviced by water supply and/or wastewater are required to connect and the DCC will charge the relevant development contribution. The development contribution may be levied at resource consent, land use consent or building consent stage. In extraordinary circumstances where an in-zone property is not practically able to be supplied with water supply and/or wastewater exception may be granted and zoning reviewed. Should the DCC approve an out of zone water supply or wastewater connection to a property outside the areas of benefit, the applicable development contribution, or a reassessed amount, shall be required.

Mosgiel Plan Change Areas

Development in the Mosgiel Plan Change Areas will be subject to a private development agreement. Charges will be a combination of the applicable city-wide charges and projects specific to the plan change area. The area of benefit maps can be found in the final section of this policy.

Calculation assumptions

All information used in the calculations of development contributions is the best available at the time.

All figures are in nominal New Zealand dollars.

Interest has been included and an interest rate of 2.85% has been applied.

Development contributions are calculated on capital expenditure projections in the 10 year plan 2021-31.

Risks

The risks relating to the Policy are listed below. The steps required to mitigate these risks are also shown. This ensures that the correct development contributions are collected by the DCC.

Subsidies: The future portion of the development contributions are based on the DCC's 10 year plan programme. There are a number of projects in the budget that may be fully or partially subsidised by non-DCC entities. The actual capital expenditure will be input into the calculation model on an annual basis as soon as it is available. This will ensure the contributions are based on the DCC's most up to date information and reflect the actual growth related expenditure.

Legislative changes: This Policy and calculation model will be updated to incorporate any legislation changes.

Growth lower or higher than anticipated: If the growth in Dunedin City is more or less than projected, the DCC risk under or over collecting contributions. The growth projections will be reviewed regularly to ensure they are as accurate as possible.

Growth apportionment: Any changes in the growth rates may affect the apportionment of some capital projects and hence the growth capital expenditure to be recovered through development contributions charges.

The variables above can be reviewed every year via the Annual Plan/Long Term Plan update and review process. This ensures that development contribution charges are based on the most up-to-date information possible.

Growth projections – source data

The growth projected for each area of benefit has been estimated using the best information available.

o Dunedin City Council Population projections – DCC Growth Projections 2018 to 2068

The growth in each area of benefit can be found in the disclosure tables in this policy.

The following table shows the projected ten-year EHU growth for each activity.

Table 65: EHU Growth over ten years by Activity

Activity	Ten-Year Growth in Equivalent Household Units (2022-2031)
Water supply	3,440
Wastewater	3,785
Stormwater	3,708
Transportation	5,284
Community Infrastructure	4,143
Reserves	4,122

Each activity has a different method for converting property growth into EHU's. This is based on the different impact of each land use category on the infrastructure of each activity, namely land use differential and conversion factors. This is described in Part 3 of the Detailed Supporting Document, available from the DCC website www.dcc.govt.nz or on request from the DCC Customer Services Agency, Civic Centre, 50 The Octagon.

Implementation and review

It is anticipated that this Policy will be reviewed, and if necessary amended, on an annual basis as part of the Annual Plan/Long Term Plan process. The review will include adjustment of figures to reflect changes in budgeted costs. Any review of this Policy will be a special consultative process in accordance with the DCC Policy on Significance and may take account of:

- Any changes to significant assumptions underlying this Policy
- Any changes in the capital development works programme for growth
- Any changes to the District Plan
- Development of the DCC Strategies which affect growth
- Any changes in the pattern and distribution of development in the City
- Any changes that reflect new or significant modelling of the networks
- Any change in actual costs and/or actual interest costs
- Addition of new projects and changes, or new areas of benefit, or deletion or modification to existing projects, costs or areas of benefit
- The regular reviews of the Funding and Financial Policies, and the Long Term Plan
- Any other matters the DCC considers relevant, including amendments to legislation and regulations.

Developer provision of assets – liability

The DCC may accept or require a contribution to the equivalent value in the form of land or infrastructure. It may be appropriate, for example, to allow Water Supply assets to vest in the DCC through the subdivision consent process, where they meet the DCC's requirements, and credit them against the contributions required. Any such proposals will need to be the subject of an agreement with the DCC before the consent is issued and will be dealt with on a case by case basis.

Credits

Credits can be used to reduce or offset any development contributions that might be payable.

- The following principles will apply to all development contribution credit assessments:
- Credits will be specific to the activity for which they were assessed (i.e. a water supply credit will not be able to offset a wastewater contribution).
- For vacant sites, credits are based on the underlying District Plan zoning of the lot and not the proposed activity, except as otherwise provided for in the definitions in the glossary. Where the underlying zoning of the lot allows for multiple land uses, the primary purpose of the zone will be considered, and where that is unclear, the current rating classification will be considered in determining an appropriate land use category for assessing credit.
- For existing developments with a non-residential land use category, credits will be assigned based on the actual demand or an assigned demand from Table 4 of this Policy using the underlying District Plan zoning, whichever is the greater.
- Where recent demolition on a site has occurred, credits will be applied to any development in existence within the 12 month period prior to the application being made.
- Credits are to be site specific (not transferable) and non-refundable unless the refund provisions of the Local Government Act 2002 apply.
- The existing demand of any lot or building that is to be developed will be converted to an Equivalent Household Unit (EHU) credit when assessing development contributions. Credits for existing demand will be adjusted upwards as necessary for any additional credits for development contributions already paid or to reflect historic entitlements. Development contributions will then be required for the additional demand created by the new development.
- If the demand of a proposed activity is less than the existing demand then a credit will sit with the site. No time limit will apply to the use of the credit in the future towards another development on the same site.

There are two types of development contribution credits that may be applicable in addition to existing demand, termed Actual Credits and Deemed Credits. Where both an Actual Credit and a Deemed Credit applies to a development, only the Actual Credit can be claimed.

Actual Credits

A credit will be given for any development contribution already paid, under this or an earlier Policy. Actual credits will be assessed based on the EHUs paid for at the time. Therefore changes to contributions in a subsequent policy, such as inflation or changes to the schedule of charges will not be passed onto a development that has paid at an earlier date.

Deemed Credits

Deemed credits reflect historic entitlements. Deemed credits will be granted as follows:

- Any lot absent of dwellings with a land use category of residential that was created prior to 1 July 2006 or granted subdivision consent prior to 1 July 2014 will receive a credit of 1 EHU per lot.
- Any lot absent of dwellings with a land use category of rural residential that was created prior to 1 July 2006 or granted subdivision consent prior to 1 July 2014 will receive credits equivalent to one dwelling.
- On sites with a land use category of residential, on which there is a lawfully established dwelling in existence on 1 July 2014, or a resource consent or building consent for a dwelling has been granted prior to 1 July 2014 that has not lapsed, each dwelling will receive a credit equivalent to a three habitable room residential unit.
- Any lot with a land use category other than residential, rural residential or farming that was created (or granted subdivision consent) prior to 1 July 2014 will receive a credit in accordance with the greater of:
 - the actual GFA and ISA of any development in existence on 1 July 2014 plus any additional GFA and ISA approved under any resource consent or building consent issued prior to 1 July 2014 that has not lapsed, or
 - a deemed GFA and ISA using the site coverage assumptions and application rules in the Assessment of Unknown Size section of this Policy (Table 4).

Deemed credits do not apply to the farming land use category.

The deemed credit provisions do not apply to the Mosgiel Plan Change Areas.

Development exceeding permitted zone densities

Where development exceeds permitted zone densities standard contributions will be payable. There may also be additional costs for upgrading infrastructure.

Under these circumstances the DCC's preference is to minimise its involvement. The DCC is likely to specify the required upgrades required by virtue of the resource consent or plan change. All options should be open to accomplish the upgrades. The DCC's broad order of preferred approach is as follows, where 1. is the most preferred.

1. Developer undertakes and funds upgrades
2. The DCC undertakes upgrades and developer pays upfront
3. Upgrades are incorporated into the broader area of benefit analysis. This may or may not increase the standard contributions depending on the cost of the development
4. Set up separate area of benefit contributions.

Where it can be demonstrated that third parties, including the DCC, benefit the costs will be fairly allocated to those parties. The objective is to ensure the costs sit with those who benefit from the infrastructure provided. The DCC wants to avoid facilitating infrastructure upgrades beyond the permitted densities.

Invoicing and payment of development contributions

The contributions identified by the DCC in the schedules of this Policy are no longer required pursuant to the Resource Management Act 1991 (except those financial contributions identified in this Policy), but are a requirement pursuant to the Local Government Act 2002 and therefore will no longer:

- Be a condition of a resource consent
- Be able to be challenged through the provisions of the Resource Management Act 1991.

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- The DCC shall assess the development contribution at the earliest opportunity (resource consent, land use consent, building consent, certificate of acceptance or service connection). The development contribution assessed will be payable at the following times:
- Subdivision Consent – Prior to the issue of the section 224 completion certificate.
- Land Use Consent – Prior to commencement of the consent.
- Building Consent – Prior to issuing the code of compliance.
- Certificate of acceptance – Prior to issuing the certificate of acceptance.
- Service Connection – Prior to service connection.

GST exclusive

Development contributions specified in the schedules are exclusive of Goods and Services Tax (GST). GST will need to be added to the final calculation.

Service connections

The DCC will continue to collect service connection fees in accordance with current practice and the Local Government Act 2002 for the following assets:

- Water Supply connection
- Stormwater connection
- Wastewater connection.

Nothing in this Policy will prevent the DCC from requiring, as a condition of resource consent, the provision of works and services usually, but not exclusively, internal to or on the boundaries of the development site required to service that development, to connect it to existing infrastructural services and to avoid, remedy or mitigate the environmental effects of the development, except where such works are provided for in the Long Term Plan.

Nothing in this Policy will prevent the DCC from requiring, at its request and cost, the provision of additional 'extra-over' works by the developer, such as installing a larger pipe and/or constructing a wider road through their development, in anticipation of future demand on those services beyond the boundaries of the development. Where additional extra-over works for a development are supplied by the developer that will benefit the current and future requirements of growth and/or levels of service, and where the cost of the works exceeds the development contribution assessed and payable for that development, the DCC may, at its discretion, reimburse the developer. The reimbursement will be via a contractual agreement entered into by both parties, being the developer and the DCC. The payment terms of any monies will be negotiated in the terms of the contractual agreement.

Development agreements

Where in the DCC's opinion, it is in the best interests of all parties, the DCC reserves the discretion to enter into a development agreement with a developer for the provision of particular infrastructure to meet the special needs of a development. An example is where a development requires a special level of service or is of a type or scale which is not readily assessed in terms of units of demand.

The DCC envisages that such agreements could be used in situations where significant developments occur or are proposed and require new capital expenditure to cater for growth but no budgeted capital expenditure has been provided and no development contribution has been set. This situation is likely to occur where a plan change has resulted in the rezoning of an area, greenfield sites are to be developed, a structure plan has been prepared in anticipation of development of an area, or a resource consent is issued which would result in additional pressures on services or the requirement of upgraded or additional services or reserves. Development agreements could also be used in situations where alternative technologies or on-site management may provide acceptable solutions.

The DCC may enter into a development agreement with a developer if:

- (a) the developer has requested in writing that the DCC enter into a development agreement with the developer; or
- (b) the DCC has requested in writing that the developer enter into a development agreement with the DCC.

In establishing a development agreement the applicant will be expected to provide supporting information and detailed calculations of their development's roading, water supply and waste water demands in terms of units of demand.

The development agreement must clearly state the departures from the standard process and calculation, and the reasons for entering into the agreement. The agreement would also specify land to be vested in the Council, works to be undertaken on or off the site, timeframes of when infrastructure will be provided, and financial contributions required for the provision or upgrading of existing services.

The DCC will consider a written request from a developer to enter into a development agreement without unnecessary delay. The DCC may accept the request in whole or in part subject to any amendments agreed to by the DCC and the developer, or decline the request. The DCC shall provide the developer who made the request with a written notice of its decision and the reasons for its decision.

A developer who receives a request from the DCC to enter into a development agreement may, in a written response to the DCC accept the request in whole or in part subject to any amendments agreed to by the DCC and the developer; or decline the request.

Reconsiderations

An applicant may request reconsideration of development contributions levied to correct any erroneous figures or resolving misunderstandings around the design or location of a development.

An applicant may request the DCC to reconsider the requirement if the applicant has grounds to believe that:

- the development contribution was incorrectly calculated or assessed under the territorial authority's development contributions policy; or
- the DCC incorrectly applied its development contributions policy; or
- the information used to assess the applicant's development against the development contributions policy, or the way the DCC has recorded or used it when requiring a development contribution, was incomplete or contained errors.

A request for Reconsideration must be made in writing stating clearly which of the above grounds the applicant believes the DCC has erred. The request for Reconsideration must be made within ten working days after the date on which the applicant received the demand notice or invoice for the development contribution.

A reconsideration cannot be requested if the applicant has already lodged an Objection. If the applicant is not satisfied with the outcome of the Reconsideration, they may lodge an Objection as specified in the following section.

Objections

An applicant may lodge an objection with the DCC in accordance with the relevant provisions in Local Government Act 2002 in force, and Information regarding grounds and processes for an objection is available from the DCC website www.dcc.govt.nz or on request from the DCC Customer Services Agency, Civic Centre, 50 The Octagon.

Remissions, unusual developments and deferral of payment

The DCC will consider requests for remissions, unusual developments and deferral of payment.

Unusual Developments – The DCC reserves the right to individually assess contributions on any development that it deems to create a significantly different demand on infrastructure than could usually be expected under their relevant land use category. This may include a development that the DCC deems does not fit into the land use categories.

Remissions – At the request of the applicant, the development contribution required on a development may be considered for remission at the DCC's discretion on a case-by-case basis.

Any application for remission will be considered and determined by the DCC.

Remission (in whole or in part) of development contributions may be allowed in the following circumstances:

- Where the actual cost of the project or a revised estimate is lower than the cost used as the basis for the contributions indicated in this policy

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- Where the applicant will fund or otherwise provide for the same reserve, network infrastructure, or community infrastructure
- Where the projects indicated in this policy are no longer to be undertaken
- Where the DCC determines that a Development Contribution will not be charged.

Any remission (in whole or in part) may result in the need for a private development agreement to confirm alternative arrangements.

Deferral of payment – the DCC will consider deferring the payment of development contributions. These will be assessed on a case by case basis and may use any of the following mechanisms.

- Defer using Local Government Act 2002 parameters – allow payment to be made later in the sequence of development (for example, at building consent).
- Defer using Resource Management Act 1991 mechanisms – for example, using lot amalgamation under the consent process to allow payment to be made as sections are sold.
- Defer using legal agreement – for example, requiring payment as sections are sold. A legal agreement and a bank guaranteed bond (or similar) may be used to ensure payment.

Any deferral of contributions will be cost neutral to the DCC so administration and interest costs will be added to deferred payments.

Process for remissions, unusual developments and deferral of payment

Applications for remission, unusual development and deferral of payment must be applied for before a development contribution payment is made to the DCC. The DCC will not allow remissions or assessment of unusual developments retrospectively. Any request for remission, assessment of an unusual development or a deferral of payment of development contributions shall be made by notice in writing, from the applicant to the DCC before development contributions required on the development are paid. Any request for remission, assessment of unusual developments or deferral of payment shall set out reasons for the request.

Cost – The cost of considering a remission, unusual development or deferral of payment will be on a cost recovery basis. Each applicant pays for the actual cost of processing their particular application. The developer will be required to pay an initial fixed deposit when they make their application. This deposit must be paid before the application will be accepted. The fixed deposit and schedule of charges for processing an application are set out in a schedule of charges that will be reviewed annually. The final amount payable is dependent on the total amount of time and money the DCC spends in processing the application for a remission, assessment of an unusual development or a deferral of payment. When a decision on the application has been made the DCC will add up the amount of time and money spent and compare the total to the initial deposit. If the total is more than \$25 above the initial deposit, you will be sent an invoice requiring the payment of the additional costs. If the total is more than \$25 below the initial deposit, you will be sent a refund of the unspent money. The invoice or refund will normally be sent within one month of a decision on your application being made or your application being withdrawn.

In undertaking the assessment:

- The DCC shall consider the request as soon as reasonably practicable
- The DCC may determine whether to hold a hearing for the purposes of the review, and if so, give at least five working days' notice to the applicant of the commencement date, time, and place of the hearing

For a remission only, the DCC may, at its discretion, uphold, reduce, or cancel the original amount of development contribution required on the development.

The DCC shall communicate its decision in writing to the applicant within 15 working days' of any determination or hearing.

Where the DCC decides to consider a request for a remission the following matters will be taken into account:

- The Development Contributions Policy
- The DCC's Funding and Financial Policy

- The extent to which the value and nature of works proposed by the applicant reduces the need for works proposed by the DCC in its capital works programme
- The level of existing development on the site. Where multiple existing and pre-existing uses can be established the DCC will have regard to the most intensive use.
- Development contributions paid and/or works undertaken and/or land set aside as a result of:
 - Development contributions
 - Agreements with the DCC
 - Financial contributions under the Resource Management Act 1991.
- Any other matters the DCC considers relevant.

Refunds

The refund of money and return of land will occur in accordance with Sections 209 and 210 of the Local Government Act 2002, in the following circumstances:

- If development or building does not proceed
- If a consent lapses or is surrendered
- If the DCC does not provide any reserve, network infrastructure or community infrastructure for which the development contribution has been collected within ten years of that contribution being received. Where a specific project does not proceed, DCC will only refund a contribution if the service delivered by that project is not provided.

Any refunds will be issued to the consent holder of the development to which they apply. The amount of any refund will be the contribution paid, less any costs already incurred by the DCC in relation to the development or building and its discontinuance, and will not be subject to any interest or inflationary adjustment.

Money or land

The Local Government Act 2002 provides that a development contribution may be money or land, or both. Under this Policy the contribution shall be money unless, at the sole discretion of the DCC, a piece of land offered by the developer would adequately suit the whole or part of the purpose for which the contribution is sought.

Esplanade Reserves

Esplanade Reserves and Strips do not fall within the ambit of Reserves for development contributions. Esplanade Reserves will continue to be dealt with under the Resource Management Act 1991 as they are at present and will generally not be discounted against development contributions due for Reserves. There may be rare circumstances where the DCC desires a wider Esplanade Reserve, for example, and where additional land may be offered as partial or total payment of the development contribution liability for Reserves. This would have to be agreed with the DCC's Parks and Recreation Services Department and recorded in a Private Development Agreement.

Glossary

Brownfields – The Dunedin Central Brownfields area is defined by the Dunedin Central Brownfield map.

Commercial – Use of land or buildings that includes the display, offering, provision, sale or hire of goods, equipment or service. Includes administrative or professional offices, offices and depots for trade services, childcare facilities, restaurants, service stations, rural retail sales activity, rural tourist activity, self-storage units, panel beaters, internet-based sales, repair stores and garden supply stores.

Equivalent household unit (EHU) – A typical residential dwelling, representing a unit of demand for which non-residential land uses can be described by. Non-residential activities, such as visitor accommodation and commercial, can be converted into equivalent household units using land use differentials. Equivalent household units enable the demand of different land uses to be considered collectively.

Dwelling – Any residential unit, irrespective of the number of habitable rooms in that unit.

Farming – Land zoned Rural with no dwelling, irrespective of the rating land use, plus sites zoned Rural greater than 15ha than contain a dwelling. Also includes land zoned Rural Residential but rated Farmland where no dwelling exists or is proposed to be built.

Greenfields – The Dunedin Central Greenfields area is defined by the Dunedin Central Greenfields map.

Gross Floor Area – The sum of the gross area of the several floors of all buildings on a site, measured from the exterior faces of the exterior walls or from the centre lines of walls separating two buildings. Buildings that have no enclosed sides or only one fully enclosed side will be excluded from gross floor area.

Habitable Rooms – Any room in a residential unit, family flat, ancillary residential unit, sleep out or visitor accommodation unit that is designed to be, or could be, used as a bedroom. The calculation of a habitable room will exclude only one principal living area per residential unit (including family flats). Any additional rooms in a residential unit, family flat, ancillary residential unit or sleep out that could be used as a bedroom but are labelled for another use, such as a second living area, gym or study, will be counted as a habitable room. In the case of dormitory-style accommodation containing multiple beds, such as is used in some backpacker accommodation, every four beds or part thereof will be treated as one habitable room. For the sake of clarity, a standard ‘bunk bed’ is counted as 2 beds.

Industrial – Primarily activities that involve the manufacturing, fabricating, processing, packing or associated storage of goods. Also includes rural processing activities, transport yards and depots, printing and publishing, warehousing/large scale storage activities (but not self-storage units), wholesale distributors and port-related activities.

Impermeable Surface Area – The sum of the roof area of buildings on a site and the area of hard surfaces used for driveways, parking or manoeuvring. A hard surface is a surface through which water cannot pass and examples include concrete, asphalt, chip seal, and impermeable/impervious/non-porous paving stones. For the Rural Residential land use category, only the roof area of dwellings shall be counted as impermeable surface area.

Lot – has the same meaning as a ‘Site’ under the District Plan, meaning an area of land held in one Certificate of Title, which may be sold or otherwise disposed of separately without reference to the Council, provided that a site may contain one or more Certificates of Title where a restriction has been registered on the Title preventing sale or lease of any parcel.

Otago University/Polytechnic (Accommodation) – Land or buildings used or intended to be used by students or staff of the University of Otago or Otago Polytechnic for residential type accommodation, where the primary activity takes the form of a college or hall of residence. Such developments are typified by a larger number of bedrooms, shared cooking or dining facilities for a large number of occupants, and catering and laundry services being provided for residents. Developments with any building or part of a building containing 10 or more habitable rooms in a residential unit will be treated under this category.

Otago University/Polytechnic (Other) – Land or buildings used by the University of Otago or Otago Polytechnic that are not for the purpose of residential type accommodation.

Residential Unit – A residential unit is defined as a residential activity which consists of a single self-contained household unit, whether of one or more persons, and includes accessory buildings. Family flats and ancillary residential units under the Dunedin City District Plan are deemed to be residential units for the purposes of this policy. For the purposes of this definition, residential activity means the use of land and buildings by a residential unit for the purpose of permanent living accommodation and includes emergency housing, refuge centres, halfway houses and papakaika housing if these are in the form of residential units. Residential activity also includes home occupation, childcare facility for up to and including five children, and home stay or boarding house for up to and including five guests - provided that these are secondary to the permanent living accommodation.

Rural Residential – Land zoned Rural Residential in the Dunedin City District Plan where there is an existing dwelling on the site, or sites with no dwelling where the rating differential is Lifestyle. Proposals to build a dwelling on land zoned Rural Residential with a rating differential of Farmland will be treated as Rural Residential. Proposals to build an additional dwelling on an existing farm will be assessed as Rural Residential. Sites zoned Rural in the Dunedin City District Plan and less than 15ha in size will be treated as Rural Residential where there is an existing dwelling on the site, or where a dwelling is proposed to be built.

Visitor Accommodation – Land or buildings used for the accommodation of people and which are or can be let on a commercial tariff, including boarding houses for six guests or more, and home stays for six (6) guests or more. This category includes backpacker accommodation, motels, hotels, tourist lodges, holiday flats, tourist cabins, camp grounds, motor inns, and accessory buildings or ancillary activities on the same site. Boarding houses for less than six guests and home stays for less than six guests will be treated as residential.

Summary disclosure tables

The following disclosure tables show a summary for each activity, and for each area of benefit, for the 10 year period between 2021/22 and 2030/31. The disclosure tables demonstrate:

- The nature and level of expected capital expenditure required by the DCC and the portion that is attributable to growth.
- The growth costs consumed within each contributing area and the growth, in EHU's, used to calculate the development contributions.

The full disclosure tables can be found in the appendices of the Detailed Supporting Document.

Development contributions summary disclosure tables
Table 6: Water Supply

Water Supply - Area of Benefit	Total Capex	Total Growth Capex	Analysis Window Growth Capex (including interest)	Analysis Period EHUs	Charge per EHU
Dunedin Central Brownfields (Dunedin Metro, Mosgiel, Waitati, Warrington, Merton and Seacliff)	384,270,556	34,500,139	10,585,757	3,346	3,164
Future Expenditure	220,015,610	19,987,215	6,393,275	3,346	1,911
Historic Expenditure	164,254,947	14,512,924	3,072,558	3,346	918
Interest			1,119,925	3,346	335
Rocklands Rural	80,678	326	96	0	208
Future Expenditure	13,584	326	76	0	164
Historic Expenditure	67,094	0	0	0	0
Interest			20	0	44
Waikouaiti and Karitane	11,586,914	1,211,047	120,700	83	1,456
Future Expenditure	785,397	39,280	11,783	83	142
Historic Expenditure	10,801,517	1,171,767	108,917	83	1,314
Interest			0	83	0
West Taieri	6,672,017	1,492,389	109,102	11	9,986
Future Expenditure	139,945	8,101	1,944	11	178
Historic Expenditure	6,532,072	1,484,288	95,400	11	8,732
Interest			11,758	11	1,076
Greenfields	3,079,209	3,079,209	1,242,496	1,673	743
Future Expenditure	3,079,209	3,079,209	1,027,938	1,673	615
Historic Expenditure	0	0	0	1,673	0
Interest			214,559	1,673	128

Table 7: Wastewater

Wastewater - Area of Benefit	Total Capex	Total Growth Capex	Analysis Window Growth Capex (including interest)	Analysis Period EHUs	Charge per EHU
Dunedin Central Brownfields (Tahuna, Green Island, Mosgiel)	400,691,946	43,863,994	14,579,592	3,660	3,983
Future Expenditure	186,488,299	19,641,215	6,520,521	3,660	1,781
Past Expenditure	214,203,647	24,222,779	6,813,057	3,660	1,861
Interest			1,246,013	3,660	340
Greenfields	5,525,017	5,525,017	2,088,960	1,830	1,141
Future Expenditure	5,525,017	5,525,017	1,751,681	1,830	957
Past Expenditure	0	0	0	1,830	0
Interest			337,278	1,830	184
Waikouaiti and Karitane	5,665,439	261,203	112,695	77	1,455
Future Expenditure	4,658,020	257,970	96,974	77	1,252
Past Expenditure	1,007,420	3,233	562	77	7
Interest			15,159	77	196
Middlemarch	2,808,556	148,718	147,276	16	8,979
Future Expenditure	2,530,079	144,506	136,016	16	8,293
Past Expenditure	278,477	4,211	677	16	41
Interest			10,584	16	645
Seacliff	343,686	99,437	14,812	4	3,554
Future Expenditure	0	0	0	4	0
Past Expenditure	343,686	99,437	14,812	4	3,554
Interest			0	4	0
Warrington	3,439,993	340,245	253,847	27	9,541
Future Expenditure	3,287,032	341,972	213,426	27	8,022
Past Expenditure	152,961	-1,726	-1,207	27	-45
Interest			41,628	27	1,565

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Table 8: Stormwater

Stormwater- Area of Benefit	Total Capex	Total Growth Capex	Analysis Window Growth Capex (including interest)	Analysis Period EHUs	Charge per EHU
City-wide	178,114,125	23,758,417	9,751,933	3,708	2,630
Future Expenditure	144,373,840	22,006,260	7,436,376	3,708	2,005
Past Expenditure	33,740,286	1,752,156	591,481	3,708	159
Interest			1,724,076	3,708	465

Table 9: Transportation

Transportation- Area of Benefit	Total Capex	Net Council Capex (FAR removed)	Total Growth Capex	Analysis Window Growth Capex (including interest)	Analysis Period EHUs	Charge per EHU
Dunedin Metro	851,452,044	474,152,367	22,469,786	8,549,584	4,847	1,764
Future Expenditure	442,341,625	263,579,810	9,732,608	3,983,598	4,847	822
Historic Expenditure	409,110,419	210,572,557	12,737,178	3,468,449	4,847	716
Interest				1,097,537	4,847	226
Dunedin Other	77,570,759	38,921,082	2,893,933	710,147	437	1,624
Future Expenditure	9,257,788	5,516,474	203,694	86,080	437	197
Historic Expenditure	68,312,971	33,404,608	2,690,239	528,146	437	1,208
Interest				95,921	437	219

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Table 10: Community Infrastructure

Community Infrastructure - Area of Benefit	Total Capex	Total Growth Capex	Analysis Window Growth Capex (including interest)	Analysis Period EHUs	Charge per EHU
Dunedin Metro	297,512,477	6,990,491	4,231,099	3,725	1,136
Future Expenditure	255,984,772	5,293,188	2,981,066	3,725	800
Past Expenditure	41,527,705	1,697,304	773,738	3,725	208
Interest			476,295	3,725	128
Dunedin Other	9,988,124	278,789	96,153	419	230
Future Expenditure	5,330,838	116,944	60,932	419	146
Past Expenditure	4,657,286	161,844	24,100	419	58
Interest			11,121	419	27

Table 11: Reserves

Reserves- Area of Benefit	Total Capex	Total Growth Capex	Analysis Window Growth Capex (including interest)	Analysis Period EHUs	Charge per EHU
Dunedin Metro	92,391,832	6,482,947	3,757,524	3,706	1,014
Future Expenditure	61,395,625	3,354,095	2,088,757	3,706	564
Past Expenditure	30,996,208	3,128,852	1,150,614	3,706	310
Interest			518,153	3,706	140
Dunedin Other	2,228,922	381,249	84,489	417	203
Future Expenditure	1,278,553	75,579	44,078	417	106
Past Expenditure	950,369	305,671	24,211	417	58
Interest			16,201	417	39

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Areas of Benefit Maps

Water Supply Areas of Benefit Maps

- Dunedin Central (Greenfield and Brownfield)
- Outram
- West Taieri
- Rocklands Rural
- Waikouaiti and Karitane

Wastewater Areas of Benefit Maps

- Dunedin Central (Greenfield and Brownfield)
- Middlemarch
- Seacliff
- Waikouaiti and Karitane
- Warrington

Stormwater Area of Benefit Map

- City Wide

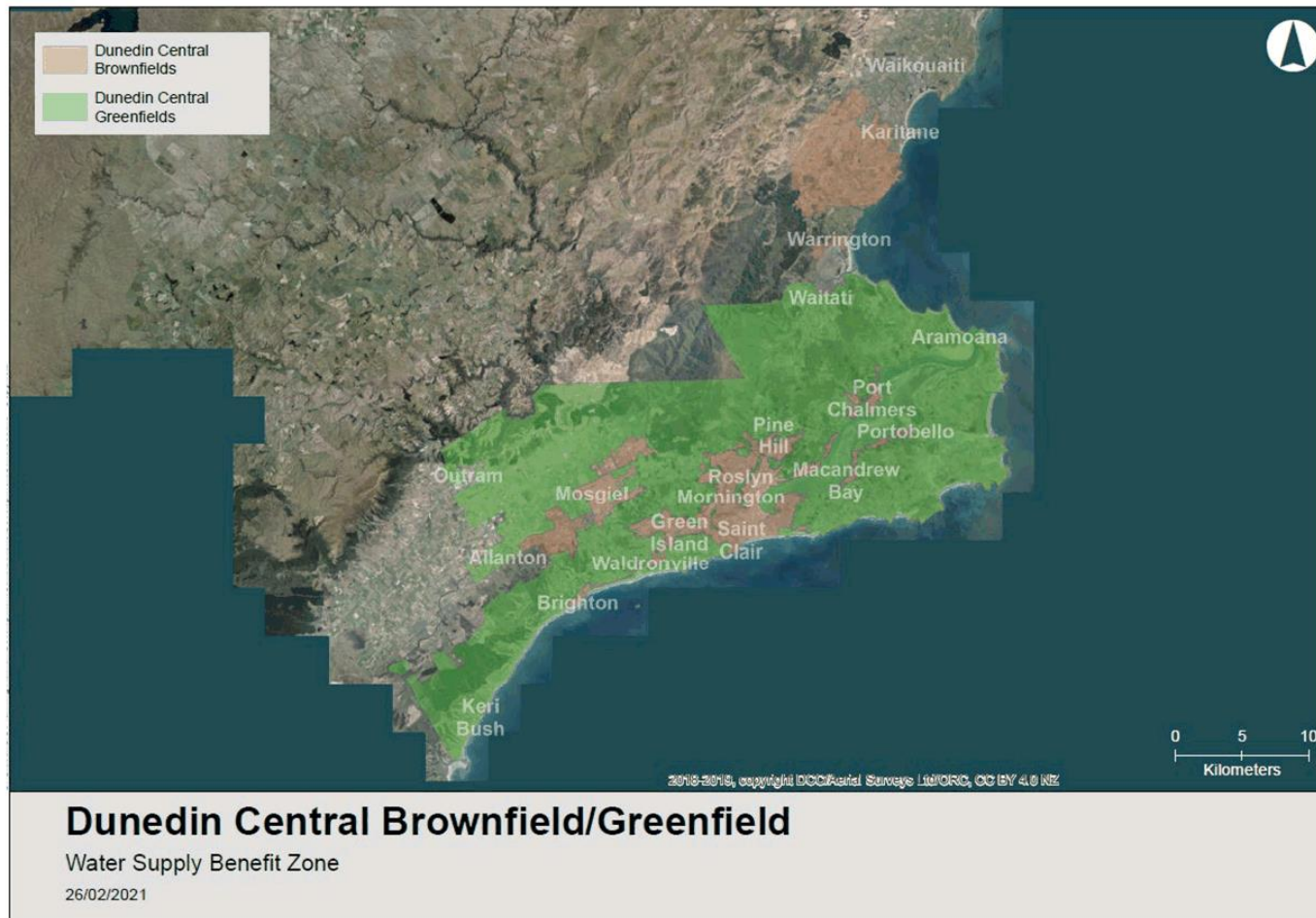
Transportation, Community Infrastructure and Reserves Areas of Benefit Maps

- Dunedin Metropolitan
- Dunedin Other

Mosgiel Plan Change Area of Benefit Maps

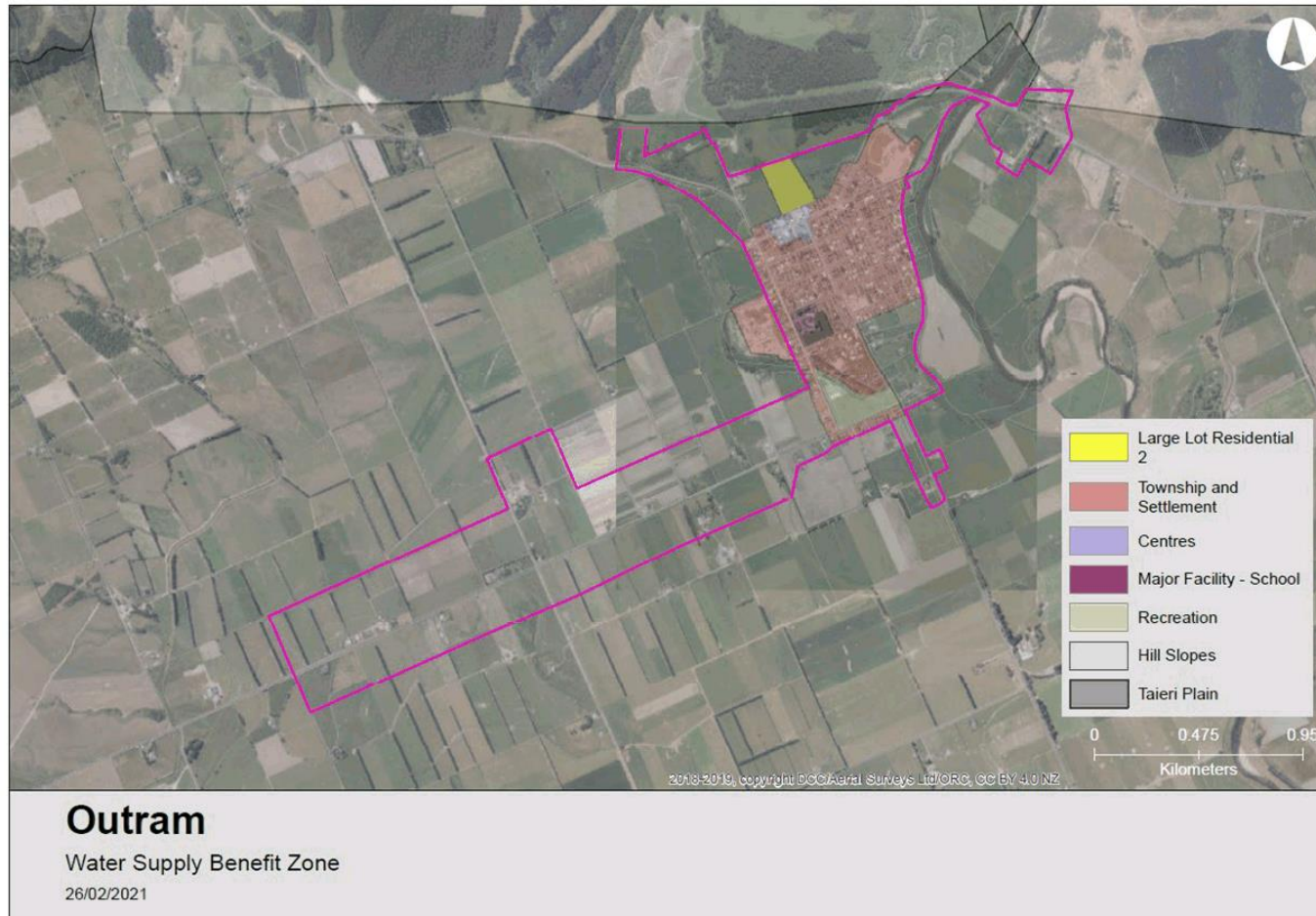
- Mosgiel East - Local Reserves, Transportation, Stormwater and Wastewater
- Mosgiel West - Local Reserves, Transportation, Stormwater and Wastewater
- Mosgiel East C Waste Supply and Wastewater
- Mosgiel Variation 9B Water Supply and Wastewater

Map 1: Dunedin Central (Dunedin Metro, Mosgiel, Waitati, Warrington, Merton and Seacliff Greenfield and Brownfield) – Water supply



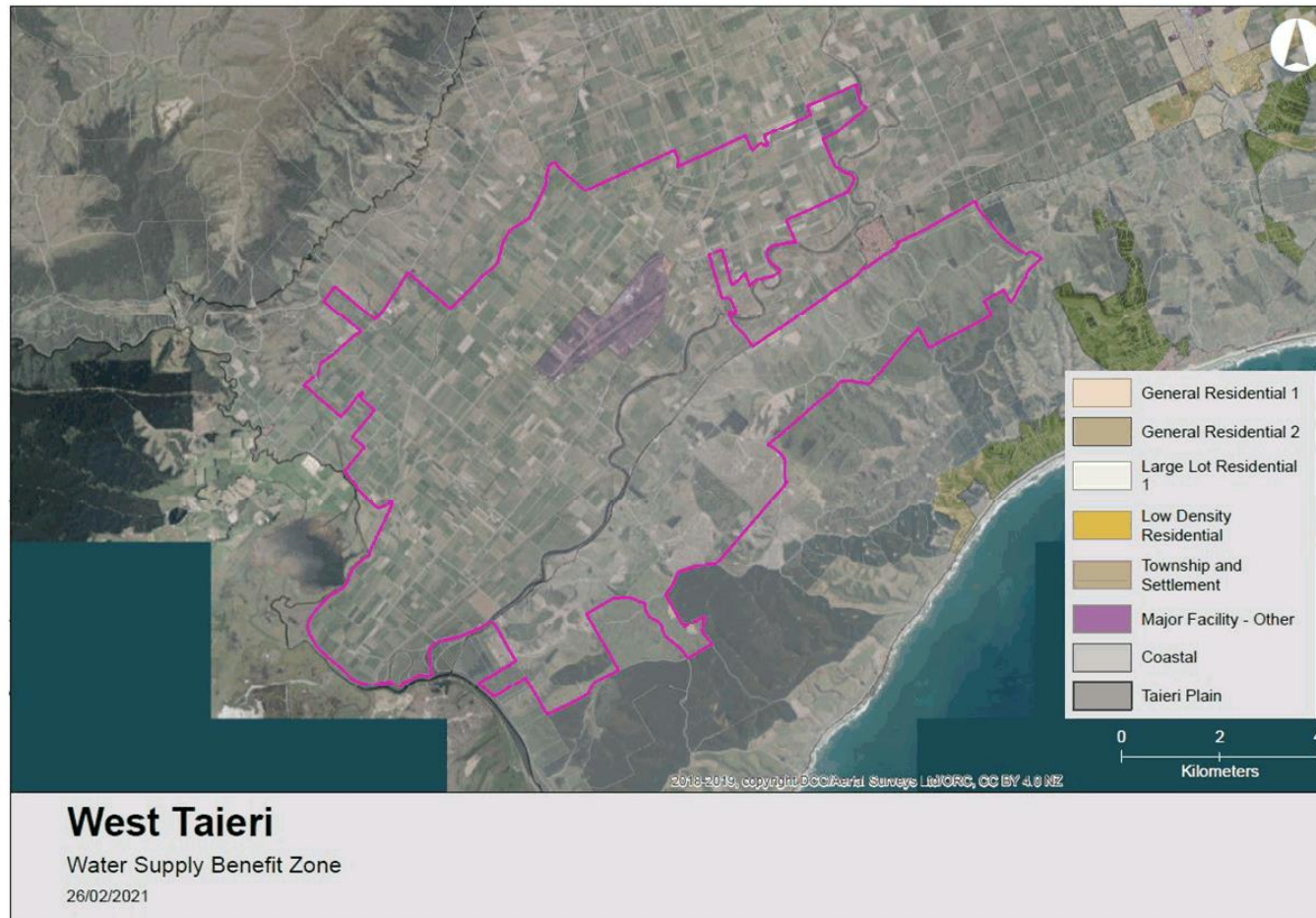
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Map2: Outram – Watersupply



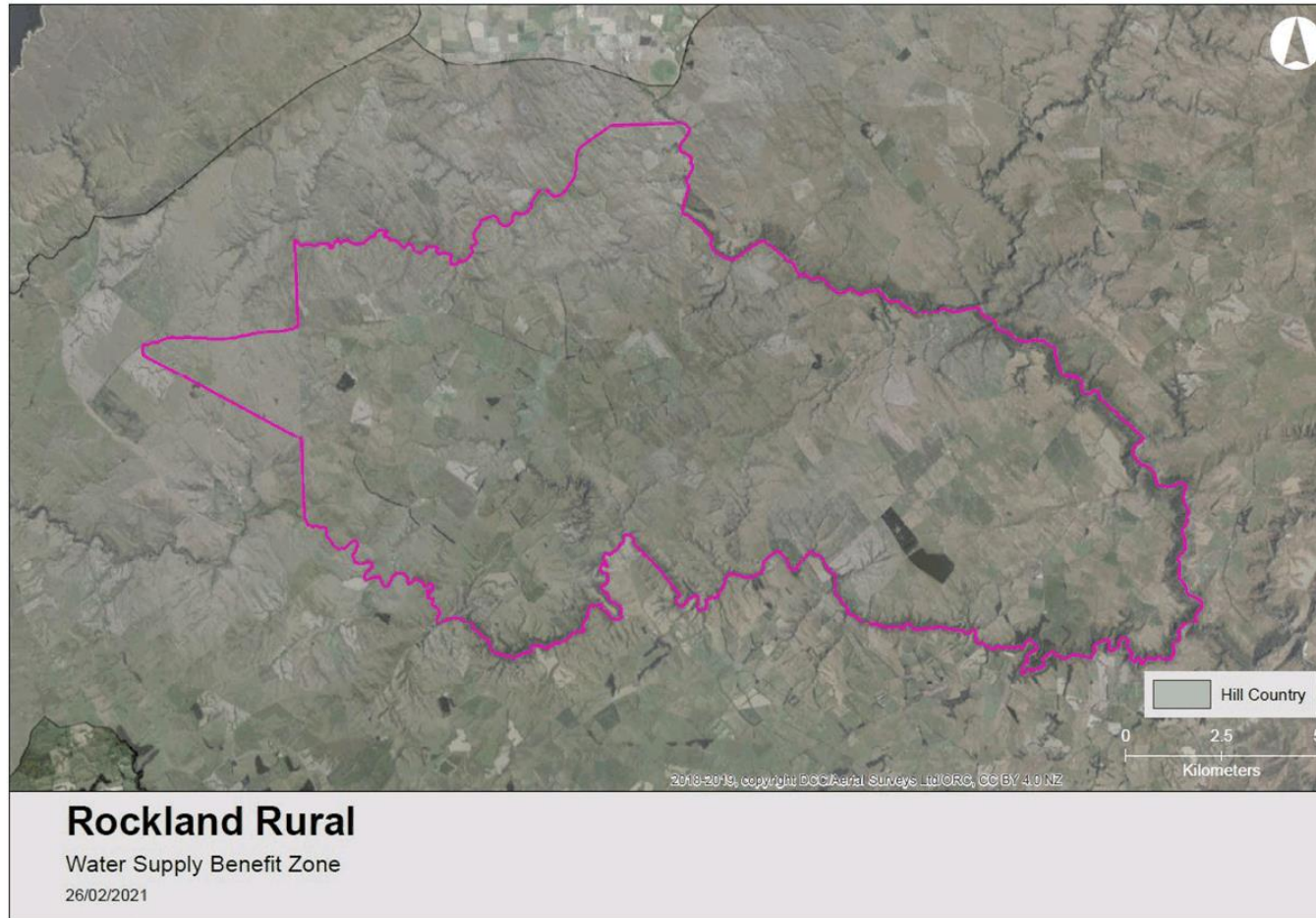
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Map 3: West Taieri – Water supply



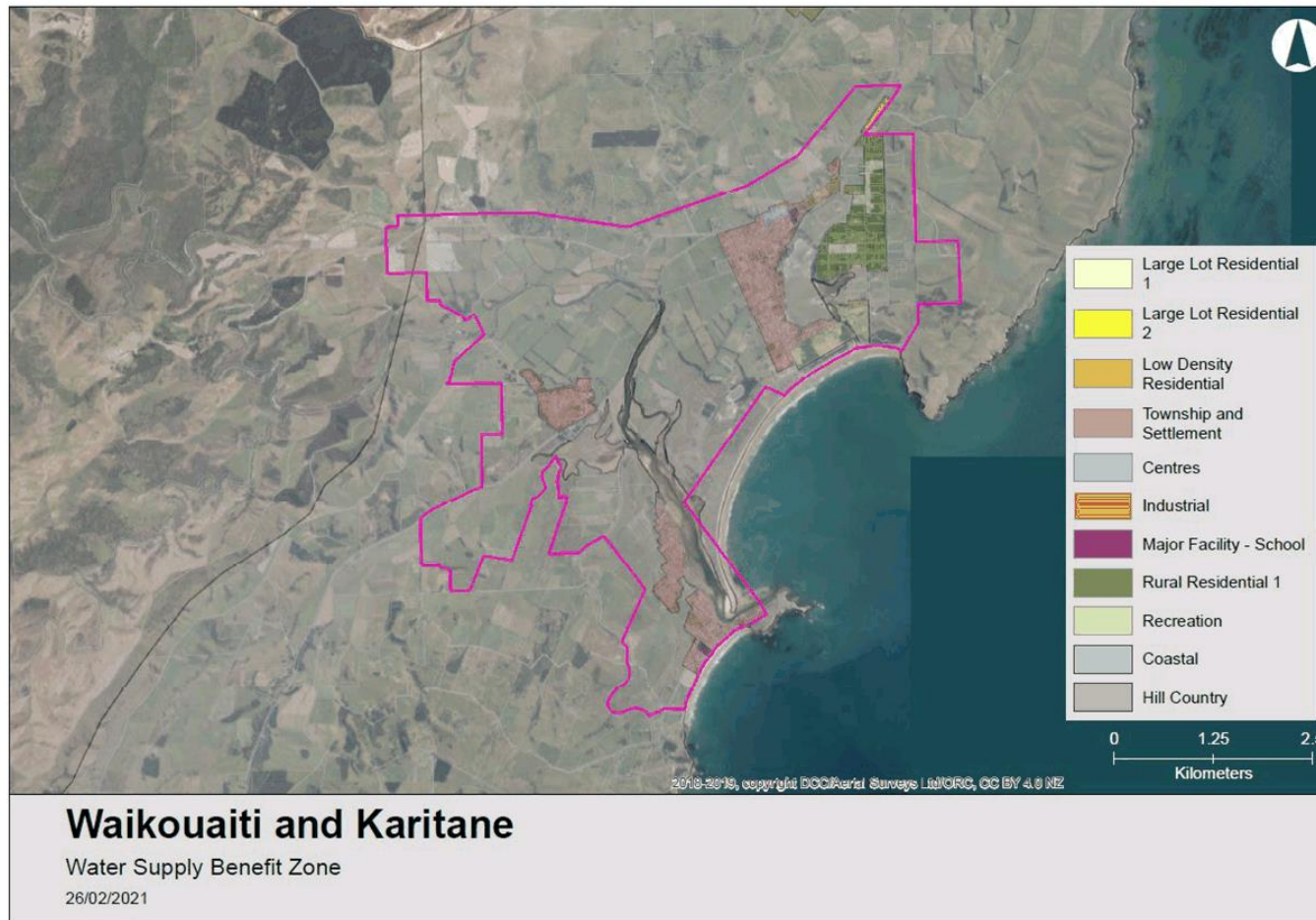
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Map 4: Rocklands Rural – Water Supply



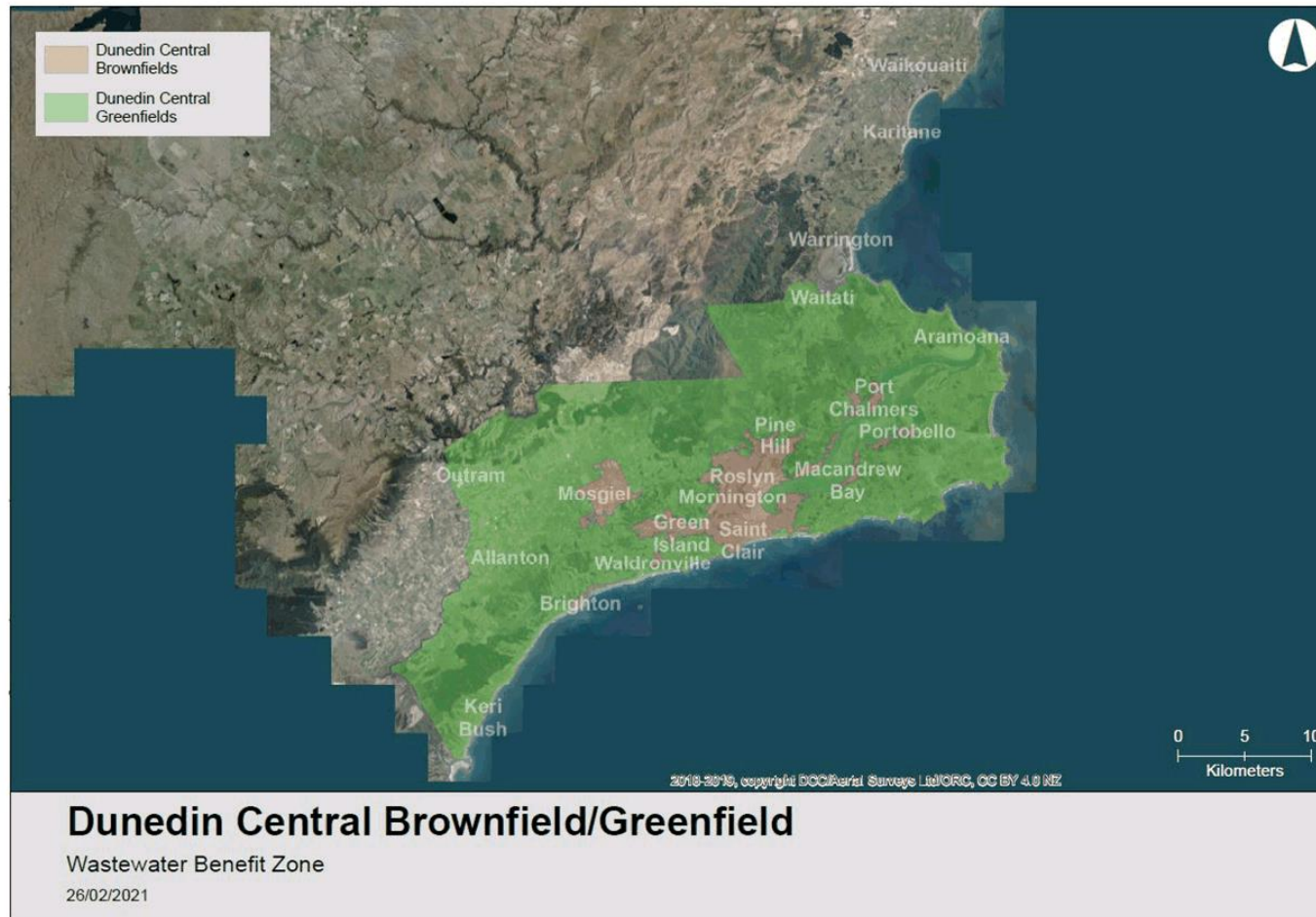
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Map 5: Waikouaiti and Karitane – Water Supply



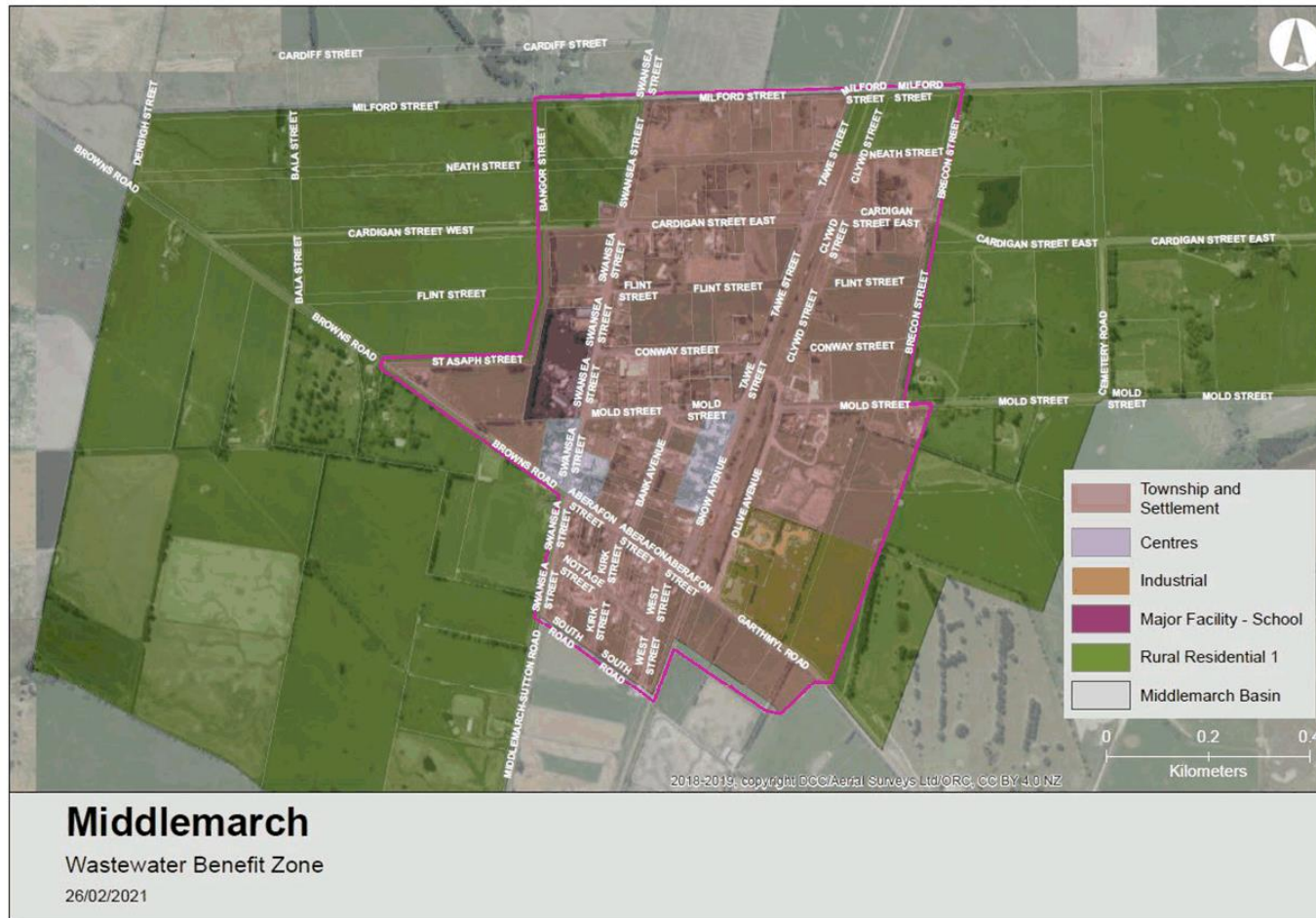
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Map 6: Dunedin Central (Tahuna, Green Island, Mosgiel Greenfield and Brownfield) – Wastewater



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Map 7: Middelmarsh – Wastewater



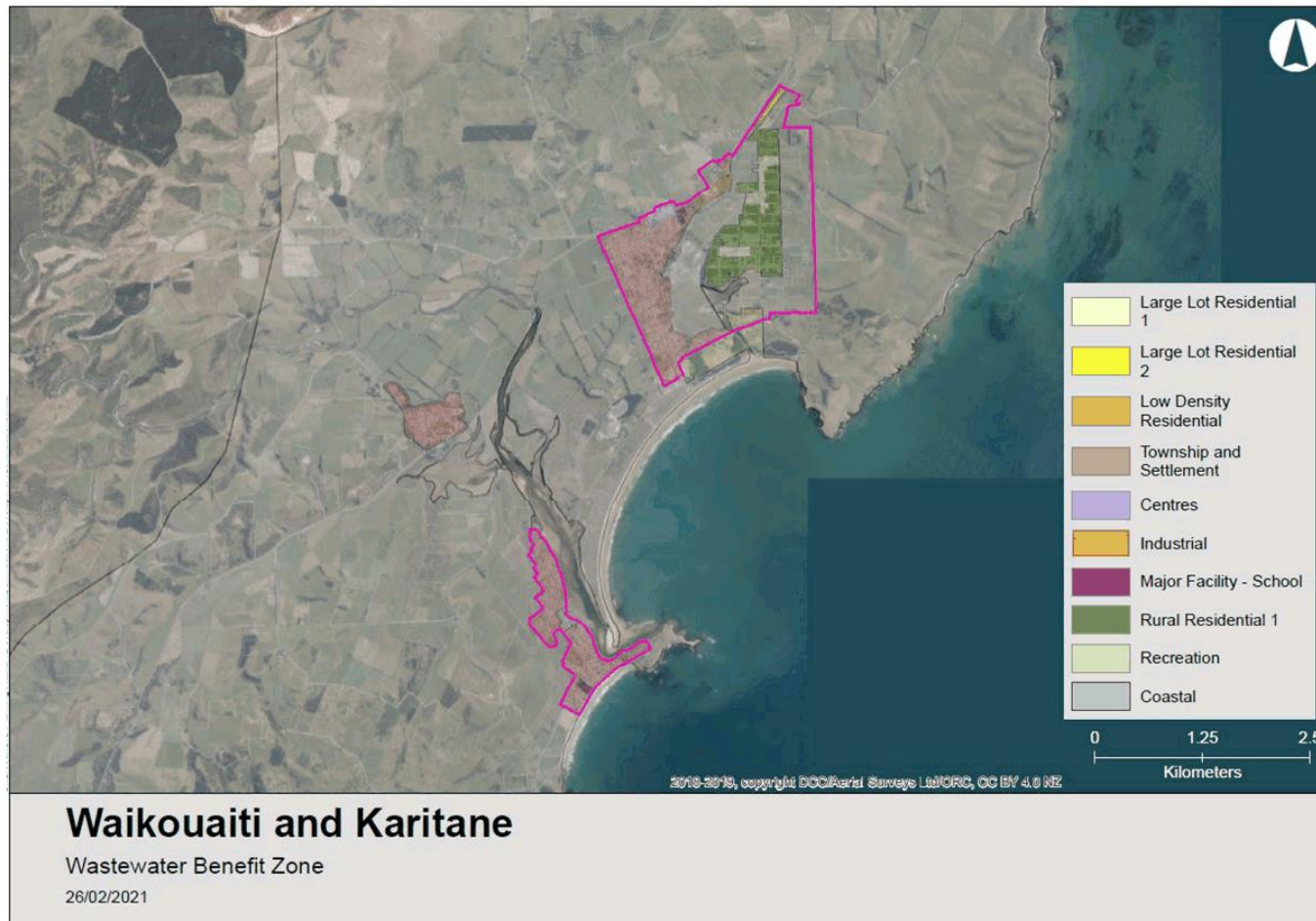
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Map 8: Seacliff – Wastewater



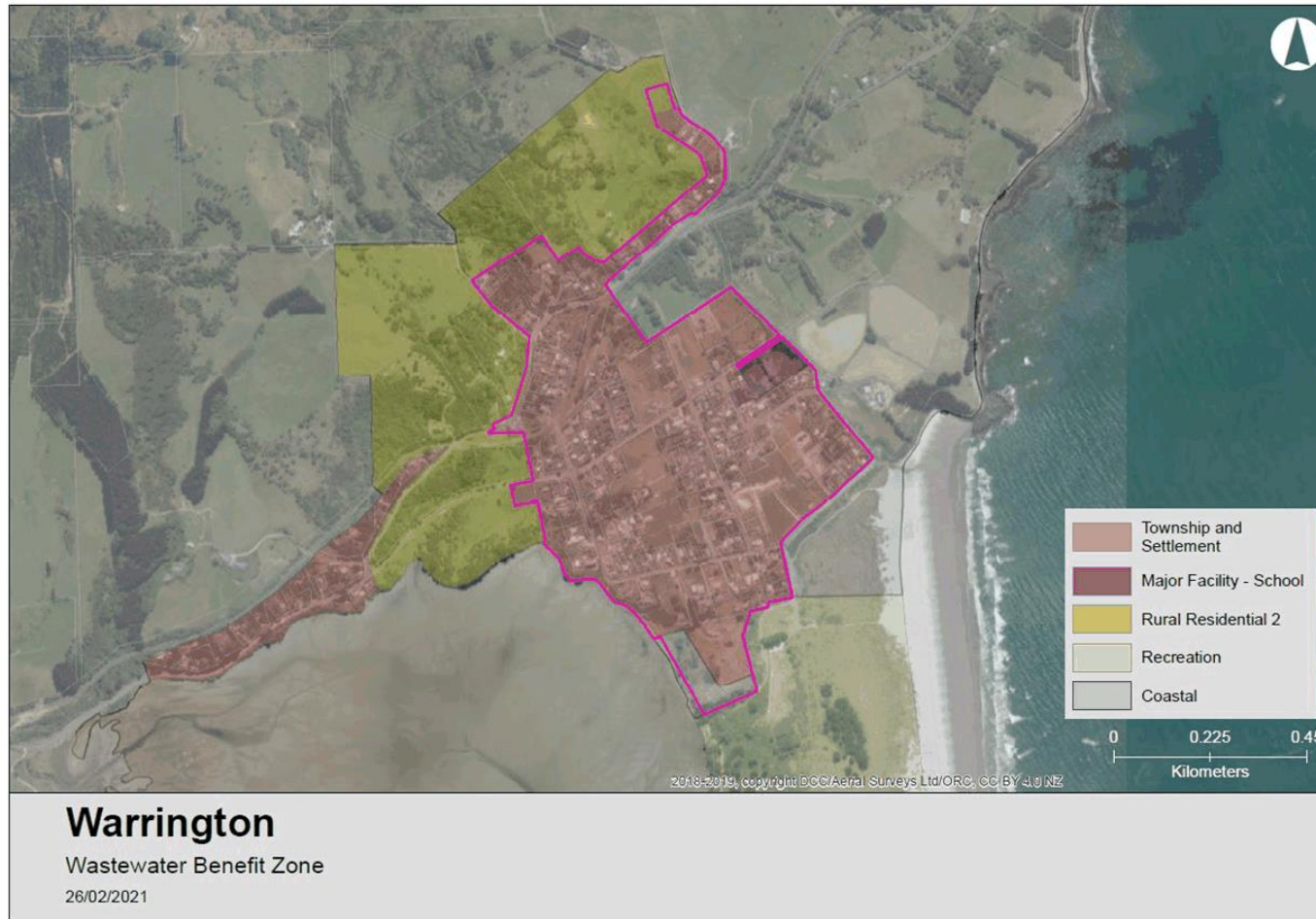
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Map 9: Waikouaiti and Karitane – Wastewater



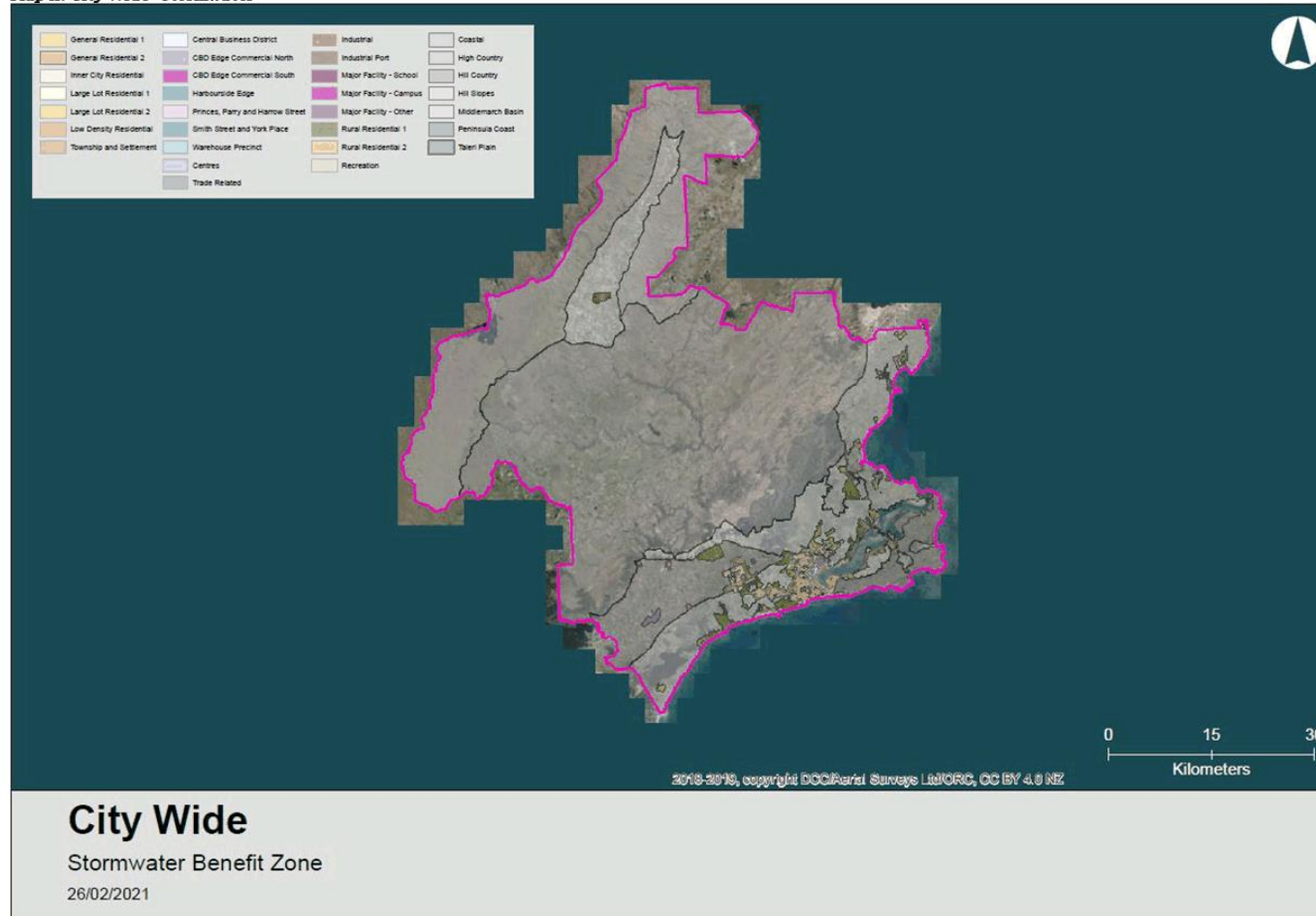
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Map 10: Warrington - Wastewater



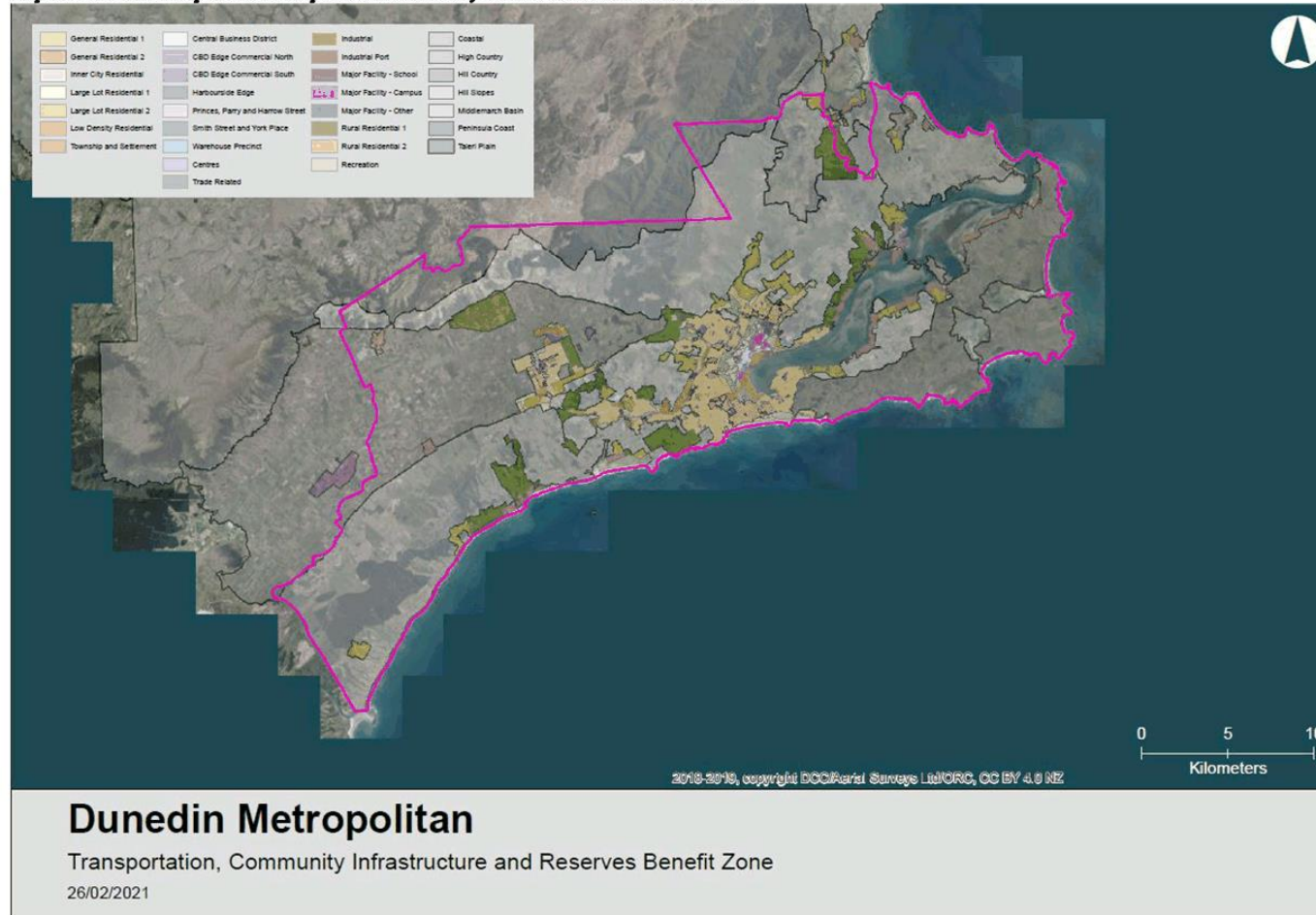
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Map 11: City Wide -Stormwater



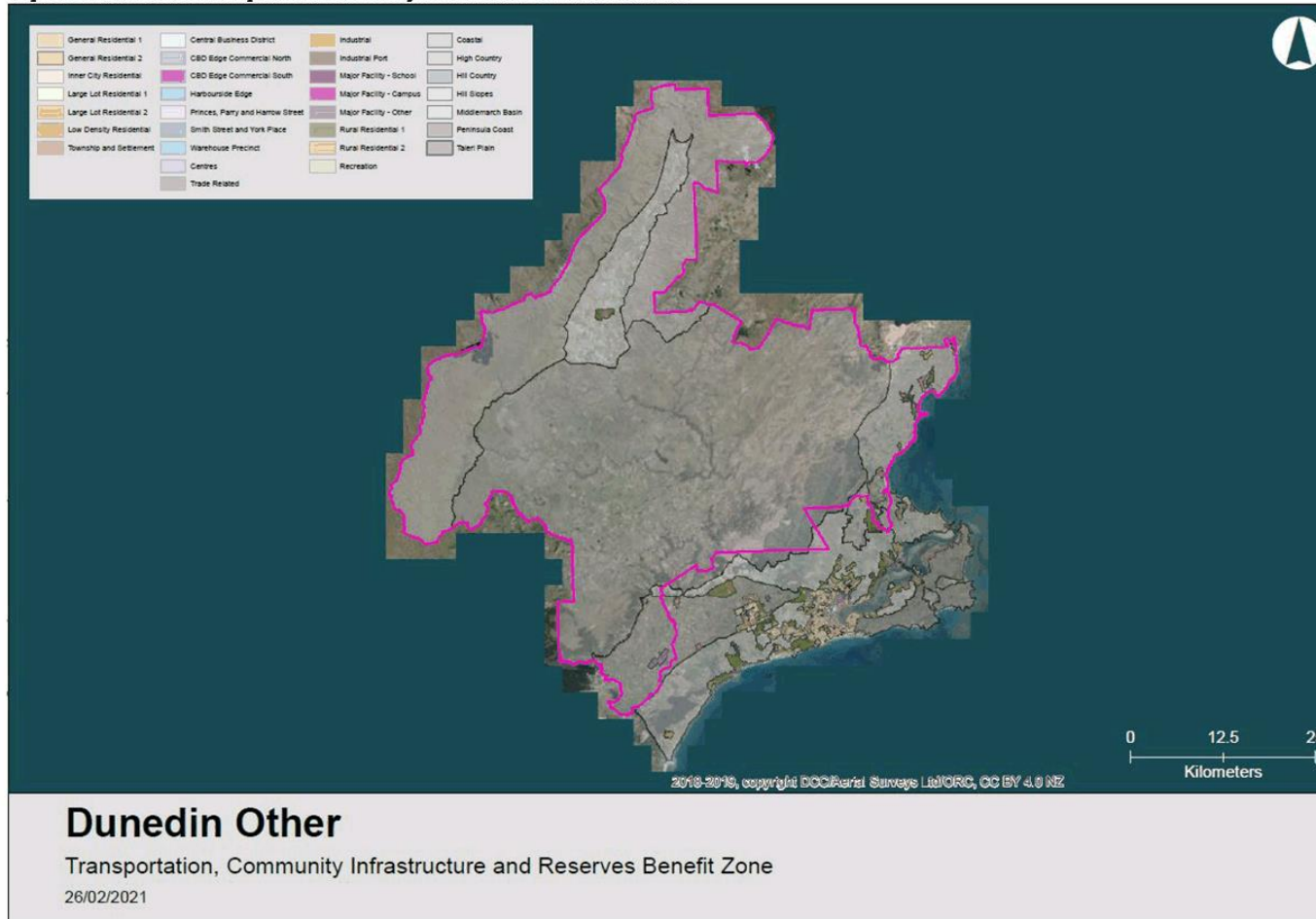
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Map 12: Dunedin Metropolitan - Transportation community infrastructure and reserves areas



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Map 12: Dunedin Other -Transportation community infrastructure and reserves areas



Mosgiel Plan Change areas of benefit

Map 1: Mosgiel East – Local Reserves, Transportation, Stormwater and Wastewater



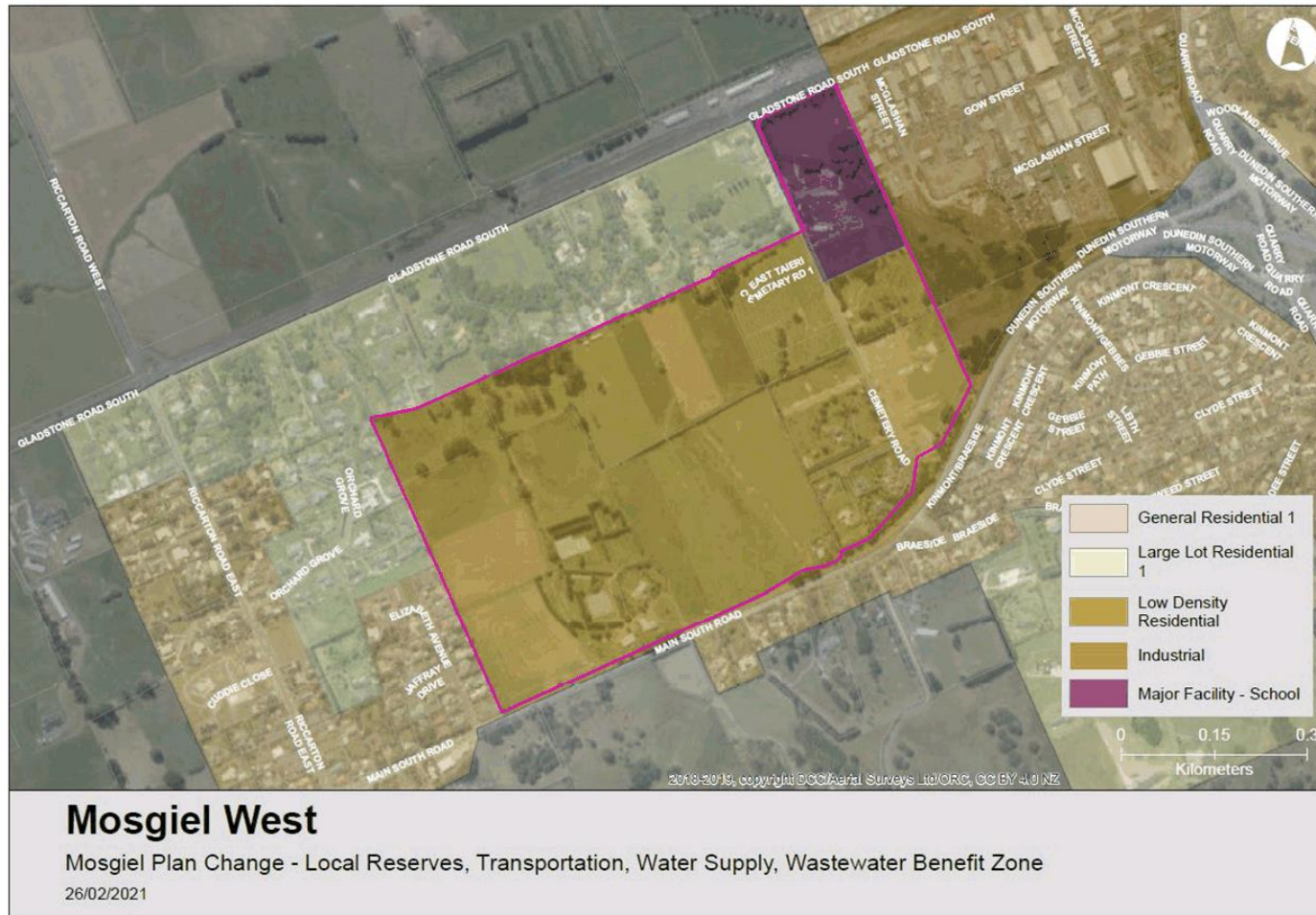
Mosgiel East

Mosgiel Plan Change - Local Reserves, Transportation, Stormwater and Wastewater Benefit Zone

26/02/2021

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Map 2: Mosgiel West - Local Reserves, Transportation, Stormwater and Wastewater



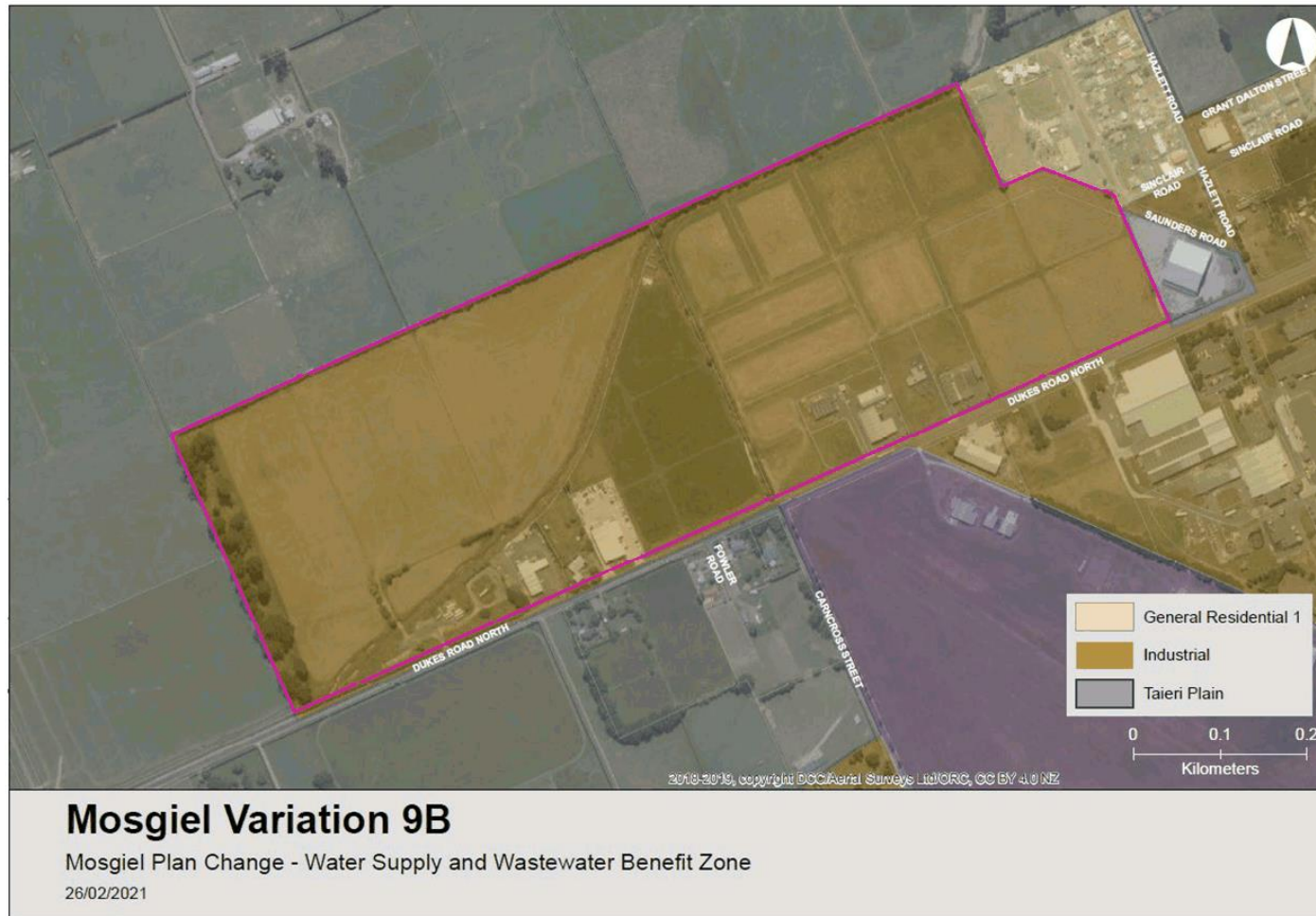
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Map 3: Mosgiel East C Waste Supply and Wastewater



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Map 4: Mosgiel Variation 9B Water Supply and Wastewater



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RATES REMISSION AND POSTPONEMENT POLICY

Department: Corporate Policy

EXECUTIVE SUMMARY

- 1 The final Rates Remission and Postponement Policy (the Policy) is presented to the Council for adoption. Minor amendments have been made that add clarity to the Policy.
- 2 The policy was consulted on through the 10 year plan consultation process. No specific submissions were received on the Policy.

RECOMMENDATIONS

That the Council:

- a) **Adopts** the Rates Remission and Postponement Policy, with any amendments.

BACKGROUND

- 3 Section 102(3) of the LGA provides that a local authority may adopt either or both of a rates remission policy and/or a rates postponement policy.
- 4 The policies must state the objectives sought to be achieved by the remission and postponement of rates, and the conditions and criteria to be met for rates to be remitted or postponed.
- 5 The policies must be reviewed at least once every six years and be consulted on.

DISCUSSION

- 6 Council's Policy was last reviewed in 2015 and therefore a review was undertaken as part of the development of 10 year plan 2021-2031. The revised policy was approved by Council at its meeting on 27 January 2021 (CNL/2021/035), to be consulted on through the 10 year plan consultation process.
- 7 A subsequent review of the Policy has identified some minor amendments that add clarity to the Policy. These include adding two new definitions, and throughout the policy referring to "applicable" targeted rates rather than "one" targeted rate. The proposed amendments are at Attachment B – Rate Remission and Postponement Policy – track changes, with the revised policy at Attachment A.

OPTIONS

- 8 As this is required by legislation, there are no options.

NEXT STEPS

- 9 The adopted policy will be included in the final 10 year plan 2021-31, and become effective on 1 July 2021.

Signatories

Author:	Sharon Bodeker - Corporate Planner
Authoriser:	Gavin Logie - Acting General Manager Finance

Attachments

	Title	Page
↓A	Rate Remission and Postponement Policy	374
↓B	Rate Remission and Postponement Policy - track changes	383

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Rates Remission and Postponement Policy contributes to the Financial Strategy and Revenue and Financing Policy.

Māori Impact Statement

There are no known impacts for tangata whenua.

Sustainability

There are no implications for sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

Any decision to change the rating policies may impact on the 10 year plan, Annual Plan and Financial Strategy.

Financial considerations

There are no financial implications for Council from the proposed amendments.

Significance

The proposed minor amendments to the policy are considered of low significance in terms of the Council's Significance and Engagement Policy.

Engagement – external

The Policy was consulted on through the 10 year plan process.

Engagement - internal

Finance staff have been engaged in the review of this policy.

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There are no known conflicts of interest.

SUMMARY OF CONSIDERATIONS

Community Boards

There are no implications for Community Boards.

Rates remission and postponement policy | Kaupapa here whakaheke rēti, whakakoreka**Purpose**

- To support fairness and equity of the rating system.
- To provide certainty about sources and levels of funding.
- To provide financial assistance or support for ratepayers where they might otherwise have difficulty meeting their rate payment obligations.
- To support broader Council policy objectives.

Scope

Dunedin City Council sets rates under section 23 of the Local Government (Rating) Act 2002. Rates are used by Council to fund the balance of its costs once all other funding sources are taken into account.

Section 102 of the Local Government Act 2002 provides that a council may have a rates remission and postponement policy.

This policy contains the full details of each remission and postponement scheme as well as outlining the objectives and criteria for each scheme and applies to every ratepayer or their agent (as defined within the policy).

Once adopted this policy must be reviewed at least once every 6 years.

Definitions

"Financial Hardship" means that the ratepayer is unlikely to have sufficient funds after the payment of rates for the care of any dependents, reasonable living expenses, health care, and provision for the maintenance of their home and chattels.

"Land Use" is whereby a person: leases the land; resides on the land; de-pastures or maintains livestock on the land; stores anything on the land; and/or uses the land in any other way.

"Māori Freehold Land" is land that

- has been investigated by the Māori Land Court and a freehold order has been issued, or
- was set aside by the Crown as Māori freehold land and awarded by Crown Grants to specific individuals, or
- has had the status determined as Māori Freehold Land by order of the Māori Land Court.

Māori Freehold Land is held by individuals who have shares together as tenants in common.

"Multiple Owners" in respect to Māori Freehold Land, is land owned by more than one person.

"Rates instalment notice" is a quarterly rates invoice for a rating unit.

"Rating unit" is the unit of liability (land) that gives rise to the obligation on the ratepayer to pay rates.

"Register" is a database maintained for the purpose of recording properties of which the Council has agreed to remit.

"Remitted Rates" are rates for which the requirement to pay is remitted.

1. General provisions

- 1.1 All applications under this policy must be made in writing, using the prescribed form unless expressly declared otherwise in this policy. Copies of the prescribed forms may be obtained from the Council Offices or Customer Service Centres.
- 1.2 All applications must be made by the ratepayer or their authorised agent, (but exclude a mortgagee of the ratepayer).
- 1.3 A reference to a ratepayer is reference to all persons entered on the Council's rating information database in respect of that rating unit.
- 1.4 All applications will be considered on their individual merits and on a case by case basis.

2. Remission of rates for extreme financial hardship

Objective

- 2.1 To assist ratepayers experiencing extreme financial hardship while providing for the collection of rates.

Conditions and Criteria

- 2.2 Applications for remission of rates for an amount of up to one rate instalment may be made by a ratepayer (or their agent) where the following can be demonstrated to the Council's satisfaction:
 - 2.2.1 That the rating unit to which the application relates is the primary private residence owned and occupied by them, or farmland occupied by the ratepayer.
 - 2.2.2 The ratepayer does not own (or have an interest in) any other rating units, including investment properties (whether in the district or another), with the exception of farmland which may include several rateable units that are used as one farming unit.
 - 2.2.3 The ratepayer does not have the financial capacity to pay their rates instalment when demanded or the payment of the rates instalment would create extreme financial hardship for the ratepayer.
 - 2.2.4 The remission will apply for the rating year in which the application is made.
 - 2.2.5 The ratepayer is not in arrears from a previous rating year.

3 Postponement of rates for extreme financial hardship

Objective

- 3.1 To assist ratepayers to continue to live in their own home where they are experiencing financial hardship which temporarily affects their ability to pay rates.

Conditions and criteria

- 3.2 Applications for the postponement of up to 100% of rates may be made by a ratepayer (or their agent) who can demonstrate the following to the Council's satisfaction:
 - 3.2.1 That the rating unit to which the application relates is the primary private residence owned and occupied by the ratepayer, or is farmland occupied by them.
 - 3.2.2 There are no outstanding rate arrears owed in respect of the rating unit.
 - 3.2.3 The ratepayer does not own (or have an interest in) any other rating units or investment properties (whether in the district or another), with the exception of farmland which may include several rateable units that are used as one farming unit.
 - 3.2.4 The ratepayer does not have the financial capacity to pay their rates, or the payment of rates would create financial hardship.
- 3.3 The ratepayer may be required to make arrangements acceptable to the Council, for payment of future rates.
- 3.4 Any postponement will continue to apply until the earliest of the following:
 - 3.4.1 the death of the ratepayer(s); or
 - 3.4.2 the ratepayer(s) cease to be the owner or occupier of the rating unit; or
 - 3.4.3 the ratepayer(s) cease to use the property as his/her residence; or
 - 3.4.4 a date specified by the Council; or
 - 3.4.5 at the ratepayer's request.
- 3.5 The Council may charge an annual fee to cover the Council's administrative and financial costs, on postponed rates for the period that the rates are postponed.
- 3.6 The postponed rates or any part thereof may be paid at any time. The ratepayer may elect to postpone the payment of a lesser sum than that which they would be entitled to have postponed pursuant to this policy.
- 3.7 Postponed rates will be registered as a statutory land charge on the rating unit title. This means that the Council will have first call on the proceeds from the sale or lease of the rating unit. All costs associated with the statutory land charge, including but not limited to preparation and registration of the statutory land charge, will be met by the ratepayer.
- 3.8 A postponement will apply from the beginning of the rating year in which the application is made and will end at the conclusion of the rating year.
- 3.9 Penalties will not be applied or will be remitted for any rates that have been postponed.
- 3.10 The Council may require a ratepayer to make an application each year for continued postponement.
- 3.11 The ratepayer agrees to meet any Council costs associated with granting the postponement.

4 Remission of Penalties

Objective

- 4.1 To set parameters for the Council to remit penalties where it is fair and equitable to do so, and to encourage ratepayers to pay arrears and keep payment up to date.

Conditions and criteria

- 4.2 Applications for the remission of up to 100% of any penalties can be made by a ratepayer who can demonstrate that they meet one or more of the following criteria:
- 4.2.1 Compassionate reasons (including the illness or death of a spouse or partner).
 - 4.2.2 The rate account went to the wrong address.
 - 4.2.3 The ratepayer did not receive an account.
 - 4.2.4 The Council made a mistake.
 - 4.2.5 Previous owners did not pay rates in full before property sale was completed.
 - 4.2.6 Monies received on time but credited to a different rate account due to a ratepayer supplying an incorrect reference number.
 - 4.2.7 Previous history of prompt payment and is paying the rate account within 10 days of the instalment due date, or as soon as practicable and offers a reasonable excuse for tardiness.
- 4.3 An application for this remission need not be in writing unless the penalty is in excess of \$100.
- 4.4 Penalties will not be applied where a ratepayer has entered into a repayment agreement satisfactory to Council and makes the agreed regular rate payments.
- 4.5 Where a ratepayer has not paid the first instalment by the due date of that instalment but pays the total annual rates and charges by the second scheduled instalment due date, late payment penalties on the first instalment will be remitted.

5 Remission for Certain Targeted Rates on Farmland

Objective

- 5.1 To support fairness and equity of the rating system by providing for relief from certain targeted rates for rural land, which is non-contiguous, farmed as a single entity and owned by the same ratepayer.

Conditions and criteria

- 5.2 Applications for 100% remission of applicable targeted rate(s) may be received from ratepayers of rural land, which is non-contiguous, farmed as a single entity and owned by the same ratepayer.
- 5.3 Applications may be made in respect of any targeted rate set on the basis of a fixed dollar charge per rating unit. The ratepayer will remain liable for at least one set of each type of charge and must meet the following criteria:

- 5.3.1 The rating units must be owned by the same ratepayer.
- 5.3.2 Only one of the units may have any residential dwelling situated on the rating unit which is occupied by the ratepayer as their principal private residence.
- 5.4 Where any of the rating units lies within the district of an adjoining Local Authority which applies their sets of Targeted Rates to the rating units in the District, the Council may wave the applicable targeted rate(s) on those rating units.
- 5.5 If a remission is approved, the ratepayer will only be charged one set of targeted rates each rating year.
- 5.6 A remission will apply from no later than the beginning of the next rating year commencing 1st July from which the application is made until the occupier no longer meets the criteria above.
- 6 Remission for certain Targeted Rates on Farmland and Commercial Land used by the same Ratepayer as a Single Entity**
 - Objective**
 - 6.1 To support fairness and equity of the rating system by providing relief from certain targeted rates on Farmland and Commercial properties where the ratepayer occupies and uses the adjoining land as one unit.
 - Conditions and criteria**
 - 6.2 Applications for 100% remission of applicable targeted rate(s) may be received from ratepayers of rural land, which is contiguous, farmed as a single entity and owned by the same ratepayer.
 - 6.3 Applications may be made in respect of applicable targeted rate(s) set on the basis of a fixed dollar charge per rating unit. The ratepayer will remain liable for at least one set of each type of charge.
 - 6.4 The granting of this remission is subject to all of the following conditions:
 - 6.4.1 all Rating Units must be occupied by the same ratepayer
 - 6.4.2 all Rating Units must be used by the ratepayer as a single entity
 - 6.4.3 all Rating Units must be contiguous or separated only by road, railway, drain, water race, river or stream
 - 6.4.4 the number of Community Services Targeted rates is limited to the number of inhabited dwellings on each rating unit
 - 6.4.5 the occupier is unable to negotiate a lease compliant with the Local Government (Rating) Act 2002.
 - 6.5 If a remission is approved, the ratepayer will only be charged one set of targeted rates each rating year.
 - 6.6 A remission will apply from no later than the beginning of the next rating year commencing 1st July from which the application is made until the occupier no longer meets the criteria above.

7 Remission of certain Targeted Rates for a family flat

Objective

- 7.1 To support fairness and equity of the rating system by providing relief from certain targeted rates where the ratepayer occupies and uses a second self-contained dwelling on their property for family use and does not rent the flat on the open market separately from the main dwelling.

Conditions and criteria

- 7.2 Applications for 100% remission of applicable targeted rate(s) may be received from ratepayers that have a second self-contained dwelling on their property, owned by the same ratepayer.
- 7.3 Applications may be made in respect of any targeted rate set on the basis of a fixed dollar charge per rating unit. The ratepayer will remain liable for at least one set of each type of charge.
- 7.4 The granting of this remission is subject to all of the following conditions:
- 7.4.1 all Rating Units must be occupied by the same ratepayer
 - 7.4.2 all Rating Units must be used by the ratepayer as a single entity
 - 7.4.3 the number of Community Services Targeted rates is limited to the number of inhabited dwellings on each rating unit
- 7.5 If a remission is approved, the ratepayer will only be charged one set of targeted rates each rating year.
- 7.6 A remission will apply from no later than the beginning of the next rating year commencing 1st July from which the application is made until the occupier no longer meets the criteria above.

8 Remission of rates on land voluntarily protected for conservation purposes

Objective

- 8.1 The policy is intended to support the Council's goal –
"To promote a quality environment and sustainable management of our resources by ensuring that existing values are not compromised and by encouraging improvement."
- 8.2 To encourage property owners to protect and preserve open spaces within the city for the benefit and enjoyment of present and future generations of the people of Dunedin.

Conditions and criteria

- 8.3 On application by the ratepayer the Council may remit 100% of rates for any period where a rating unit meets the following criteria:
- 8.3.1 The rating unit is within the city. It may be a part of a larger property in which case the area concerned shall be separately rated; and
 - 8.3.2 The rating unit is an area of land listed in Schedule 25.4 of the District Plan as an area of significant conservation value or the landowner has agreed for the land to be so listed; and

- 8.3.3 The conservation of the rating unit contributes to the benefit and enjoyment of citizens of Dunedin by preserving particular natural or historic or cultural features within the district. This could include, but is not limited to, the following features:
- A specific area of forest or bush; or
 - A specific visual or scenic feature of the landscape; or
 - Any specific feature the conservation of which, in the view of the Council, meets the Council's goal in regard to the environment.
- 8.4 When determining an application, the Council shall have regard to the following matters:
- 8.4.1 the desirability of preserving particular natural or historic or cultural features within the district
- 8.4.2 whether, and to what extent, the preservation of particular natural or historic or cultural features might be prejudicially affected if rates remission is not granted in respect of the land on which they are situated
- 8.4.3 whether, and to what extent, preservation of particular natural or historic or cultural features are likely to be encouraged by the granting of rates remission
- 8.4.4 the extent to which the preservation of different types of natural, historic, and cultural features should be recognised by different criteria and conditions for rates remission, and whether different levels of rates remission should apply
- 8.4.5 the extent to which rates remission should be available where the preservation of natural or historic or cultural features does not restrict economic utilisation of the land;
- 8.4.6 such other matters as the Council considers relevant.
- 8.5 The Council may impose conditions on a property owner when granting relief.

Explanatory Note - Where the rating unit is owned or used by and for the purposes of the Queen Elizabeth the Second National Trust it is non-rateable under the Local Government (Rating) Act 2002

9 Remission of rates following a natural disaster or calamity

Objective

- 9.1 To provide rates relief to ratepayers where the use of any rating unit has been detrimentally affected by erosion, subsidence, submersion or any natural disaster, and where Government funds that rates relief.

Conditions and criteria

- 9.2 An application may be made by a ratepayer for remission of up to 100% of their rates for the period for which the rating unit is uninhabitable or the use is detrimentally affected by erosion, subsidence, submersion or any natural disaster.

- 9.3 The remission will apply only to each single event and to the rating unit affected by such an event.
- 9.4 The granting of this remission is subject to all of the following conditions:
 - 9.4.1 The Government has established and approved a reimbursement scheme for rates remitted for such properties
 - 9.4.2 Applications for this remission must be in writing describing the nature of the event, the steps being taken to return the rating unit to a usable state and provide an estimate of the time the rating unit is expected to be affected.
 - 9.4.3 All applications must be made within three (3) months of the event.
 - 9.4.4 Council can set additional criteria for each event, as criteria may change depending on the nature and severity of the event and available funding at the time.
- 9.5 Council may require other records, such as Insurance claims, as part of the approval process

10 Remission of rates for unexpected events

Objective

- 10.1 To support fairness and equity of the rating system by providing rate relief for any unexpected event where it may be considered appropriate to do so.

Criteria

- 10.2 Council may resolve to remit any rate or rate penalty for any unexpected event, where it considers that is appropriate, fair and equitable to do so.

11 Remission of rates on Māori freehold land

Objective

- 11.1 The objectives of this policy are to:
 - 11.1.1 Recognise situations where there is no occupier or person gaining an economic or financial benefit from the land.
 - 11.1.2 Recognise situations where land use is limited due to the physical accessibility of the land.
 - 11.1.3 Recognise situations where land use is limited due to the marginal quality of the land.
 - 11.1.4 Recognise situations where there are no practical means of enforcing the rates assessed due to the dispersion of multiple owners.
 - 11.1.5 To account for the importance of the land relating to the preservation of the natural character of the coastal environment, the protection of outstanding natural features and the protection of significant indigenous vegetation and significant habitats of indigenous fauna; and land that is set aside as whenua rāhui.
 - 11.1.6 Encourage owners or trustees to use or develop the land.

Conditions and Criteria

- 11.2 Applications may be made to remit all or part of the rates (including penalties for unpaid rates) on Māori freehold land
- 11.3 A register titled the Māori Freehold Land Rates Remission Register ("the Register") will be maintained by Council to record properties for which it has agreed to remit rates pursuant to this policy.
- 11.4 Rates may only be remitted where the rating unit has been entered onto the Register.
- 11.5 The criteria for eligibility for entry to the Register are as follows:
 - 11.5.1 The land listed on the application must be Māori Freehold Land.
 - 11.5.2 The matters listed in Schedule 11 of the Local Government Act 2002 will be taken into account.
 - 11.5.3 The land must be unoccupied by any persons, with no place of residence built thereon.
 - 11.5.4 No income is derived from any use of the land.
- 11.6 The Council reserves the right to seek further information as the Council deems necessary.
- 11.7 The application must include reasons why the remission is sought and demonstrate the objectives of this policy that will be achieved by the granting of the rates remission.
- 11.8 Where the land is vested in multiple owners, a copy of the minutes authorising individuals to act for the other owners should be enclosed, if it can be practicably obtained.
- 11.9 The Register will be reviewed annually, and eligible landowners may need to re-apply at the request of the Council. If the land has been developed within this period and/or any use of the land has become capable of generating an income, the rates will cease to be remitted from 1 July the following year.
- 11.10 The Council may at its own discretion add the land to the Register without an application, if it is considered reasonable in the circumstances to do so in accordance with the eligibility requirements in Clause 9.5.
- 11.11 The extent of the rates remission is at the sole discretion of the Council. This policy does not provide for the permanent remission of rates and the remission may be cancelled or reduced at any time.

12 Postponement of rates for Māori freehold land

- 12.1 There is no specific policy for the postponement of rates on Māori freehold land, however, other Council rates postponement policies may apply.

Rates remission and postponement policy | Kaupapa here whakaheke rēti, whakakoreka**Purpose**

- To support fairness and equity of the rating system.
- To provide certainty about sources and levels of funding.
- To provide financial assistance or support for ratepayers where they might otherwise have difficulty meeting their rate payment obligations.
- To support broader Council policy objectives.

Scope

Dunedin City Council sets rates under section 23 of the Local Government (Rating) Act 2002. Rates are used by Council to fund the balance of its costs once all other funding sources are taken into account.

Section 102 of the Local Government Act 2002 provides that a council may have a rates remission and postponement policy.

This policy contains the full details of each remission and postponement scheme as well as outlining the objectives and criteria for each scheme and applies to every ratepayer or their agent (as defined within the policy).

Once adopted this policy must be reviewed at least once every 6 years.

Definitions

"Financial Hardship" means that the ratepayer is unlikely to have sufficient funds after the payment of rates for the care of any dependents, reasonable living expenses, health care, and provision for the maintenance of their home and chattels.

"Land Use" is whereby a person: leases the land; resides on the land; de-pastures or maintains livestock on the land; stores anything on the land; and/or uses the land in any other way.

"Māori Freehold Land" is land ~~that whose beneficial ownership has been determined by the Māori Land Court by freehold order.~~

- has been investigated by the Māori Land Court and a freehold order has been issued, or
- was set aside by the Crown as Māori freehold land and awarded by Crown Grants to specific individuals, or
- has had the status determined as Māori Freehold Land by order of the Māori Land Court.

Māori Freehold Land is held by individuals who have shares together as tenants in common.

"Multiple Owners" in respect to Māori Freehold Land, is land owned by more than one person.

"Rates instalment notice" is a quarterly rates invoice for a rating unit.

"Rating unit" is the unit of liability (land) that gives rise to the obligation on the ratepayer to pay rates.

"Register" is a database maintained for the purpose of recording properties of which the Council has agreed to remit.

"Remitted Rates" are rates for which the requirement to pay is remitted.

1. General provisions

- 1.1 All applications under this policy must be made in writing, using the prescribed form unless expressly declared otherwise in this policy. Copies of the prescribed forms may be obtained from the Council Offices or Customer Service Centres.
- 1.2 All applications must be made by the ratepayer or their authorised agent, (but exclude a mortgagee of the ratepayer).
- 1.3 A reference to a ratepayer is reference to all persons entered on the Council's rating information database in respect of that rating unit.
- 1.4 All applications will be considered on their individual merits and on a case by case basis.

2. Remission of rates for extreme financial hardship

Objective

- 2.1 To assist ratepayers experiencing extreme financial hardship while providing for the collection of rates.

Conditions and Criteria

- 2.2 Applications for remission of rates for an amount of up to one rate instalment may be made by a ratepayer (or their agent) where the following can be demonstrated to the Council's satisfaction:
 - 2.2.1 That the rating unit to which the application relates is the primary private residence owned and occupied by them, or farmland occupied by the ratepayer.
 - 2.2.2 The ratepayer does not own (or have an interest in) any other rating units, including investment properties (whether in the district or another), with the exception of farmland which may include several rateable units that are used as one farming unit.
 - 2.2.3 The ratepayer does not have the financial capacity to pay their rates instalment when demanded or the payment of the rates instalment would create extreme financial hardship for the ratepayer.
 - 2.2.4 The remission will apply for the rating year in which the application is made.
 - 2.2.5 The ratepayer is not in arrears from a previous rating year.

3 Postponement of rates for extreme financial hardship

Objective

- 3.1 To assist ratepayers to continue to live in their own home where they are experiencing financial hardship which temporarily affects their ability to pay rates.

Conditions and criteria

- 3.2 Applications for the postponement of up to 100% of rates may be made by a ratepayer (or their agent) who can demonstrate the following to the Council's satisfaction:
- 3.2.1 That the rating unit to which the application relates is the primary private residence owned and occupied by the ratepayer, or is farmland occupied by them.
 - 3.2.2 There are no outstanding rate arrears owed in respect of the rating unit.
 - 3.2.3 The ratepayer does not own (or have an interest in) any other rating units or investment properties (whether in the district or another), with the exception of farmland which may include several rateable units that are used as one farming unit.
 - 3.2.4 The ratepayer does not have the financial capacity to pay their rates, or the payment of rates would create financial hardship.
- 3.3 The ratepayer may be required to make arrangements acceptable to the Council, for payment of future rates.
- 3.4 Any postponement will continue to apply until the earliest of the following:
- 3.4.1 the death of the ratepayer(s); or
 - 3.4.2 the ratepayer(s) cease to be the owner or occupier of the rating unit; or
 - 3.4.3 the ratepayer(s) cease to use the property as his/her residence; or
 - 3.4.4 a date specified by the Council; or
 - 3.4.5 at the ratepayer's request.
- 3.5 The Council may charge an annual fee to cover the Council's administrative and financial costs, on postponed rates for the period that the rates are postponed.
- 3.6 The postponed rates or any part thereof may be paid at any time. The ratepayer may elect to postpone the payment of a lesser sum than that which they would be entitled to have postponed pursuant to this policy.
- 3.7 Postponed rates will be registered as a statutory land charge on the rating unit title. This means that the Council will have first call on the proceeds from the sale or lease of the rating unit. All costs associated with the statutory land charge, including but not limited to preparation and registration of the statutory land charge, will be met by the ratepayer.
- 3.8 A postponement will apply from the beginning of the rating year in which the application is made and will end at the conclusion of the rating year.
- 3.9 Penalties will not be applied or will be remitted for any rates that have been postponed.

- 3.10 The Council may require a ratepayer to make an application each year for continued postponement.
- 3.11 The ratepayer agrees to meet any Council costs associated with granting the postponement.

4 Remission of Penalties

Objective

- 4.1 To set parameters for the Council to remit penalties where it is fair and equitable to do so, and to encourage ratepayers to pay arrears and keep payment up to date.

Conditions and criteria

- 4.2 Applications for the remission of up to 100% of any penalties can be made by a ratepayer who can demonstrate that they meet one or more of the following criteria:
 - 4.2.1 Compassionate reasons (including the illness or death of a spouse or partner).
 - 4.2.2 The rate account went to the wrong address.
 - 4.2.3 The ratepayer did not receive an account.
 - 4.2.4 The Council made a mistake.
 - 4.2.5 Previous owners did not pay rates in full before property sale was completed.
 - 4.2.6 Monies received on time but credited to a different rate account due to a ratepayer supplying an incorrect reference number.
 - 4.2.7 Previous history of prompt payment and is paying the rate account within 10 days of the instalment due date, or as soon as practicable and offers a reasonable excuse for tardiness.
 - ~~4.2.8 Business (Commercial) and Farmland Ratepayers are expected to be "business like" and to be organised to pay their rates on time.~~
- 4.3 An application for this remission need not be in writing unless the penalty is in excess of \$100.
- 4.4 Penalties will not be applied where a ratepayer has entered into a repayment agreement satisfactory to Council and makes the agreed regular rate payments.
- 4.5 Where a ratepayer has not paid the first instalment by the due date of that instalment but pays the total annual rates and charges by the second scheduled instalment due date, late payment penalties on the first instalment will be remitted.

5 Remission for Certain Targeted Rates on Farmland

Objective

- 5.1 To support fairness and equity of the rating system by providing for relief from certain targeted rates for rural land, which is non-contiguous, farmed as a single entity and owned by the same ratepayer.

Conditions and criteria

- 5.2 Applications for 100% remission of ~~one-applicable~~ targeted rate(s) may be received from ratepayers of rural land, which is non-contiguous, farmed as a single entity and owned by the same ratepayer.
- 5.3 Applications may be made in respect of any targeted rate set on the basis of a fixed dollar charge per rating unit. The ratepayer will remain liable for at least one set of each type of charge and must meet the following criteria:-
 - 5.3.1 The rating units must be owned by the same ratepayer.
 - 5.3.2 Only one of the units may have any residential dwelling situated on the rating unit which is occupied by the ratepayer as their principal private residence.
- 5.4 Where any of the rating units lies within the district of an adjoining Local Authority which applies their sets of Targeted Rates to the rating units in the District, the Council may wave the ~~uniform annual charges-applicable targeted rate(s)~~ on those rating units.
- 5.5 If a remission is approved, the ratepayer will only be charged one set of targeted rates each rating year.
- 5.6 A remission will apply from no later than the beginning of the next rating year commencing 1st July from which the application is made until the occupier no longer meets the criteria above.

6 Remission for certain Targeted Rates on Farmland and Commercial Land used by the same Ratepayer as a Single Entity

Objective

- 6.1 To support fairness and equity of the rating system by providing relief from certain targeted rates on Farmland and Commercial properties where the ratepayer occupies and uses the adjoining land as one unit.

Conditions and criteria

- 6.2 Applications for 100% remission of ~~one-applicable~~ targeted rate(s) may be received from ratepayers of rural land, which is contiguous, farmed as a single entity and owned by the same ratepayer.
- 6.3 Applications may be made in respect of ~~any-applicable~~ targeted rate(s) set on the basis of a fixed dollar charge per rating unit. The ratepayer will remain liable for at least one set of each type of charge.
- 6.4 The granting of this remission is subject to all of the following conditions:
 - 6.4.1 all Rating Units must be occupied by the same ratepayer
 - 6.4.2 all Rating Units must be used by the ratepayer as a single entity
 - 6.4.3 all Rating Units must be contiguous or separated only by road, railway, drain, water race, river or stream

6.4.4 the number of Community Services Targeted rates is limited to the number of inhabited dwellings on each rating unit

6.4.5 the occupier is unable to negotiate a lease compliant with the Local Government (Rating) Act 2002.

6.5 If a remission is approved, the ratepayer will only be charged one set of targeted rates each rating year.

6.6 A remission will apply from no later than the beginning of the next rating year commencing 1st July from which the application is made until the occupier no longer meets the criteria above.

7 Remission of certain Targeted Rates for a family flat

Objective

7.1 To support fairness and equity of the rating system by providing relief from certain targeted rates where the ratepayer occupies and uses a second self-contained dwelling on their property for family use and does not rent the flat on the open market separately from the main dwelling.

Conditions and criteria

7.2 Applications for 100% remission of ~~one-applicable~~ targeted rate(s) may be received from ratepayers that have a second self-contained dwelling on their property, owned by the same ratepayer.

7.3 Applications may be made in respect of any targeted rate set on the basis of a fixed dollar charge per rating unit. The ratepayer will remain liable for at least one set of each type of charge.

7.4 The granting of this remission is subject to all of the following conditions:

7.4.1 all Rating Units must be occupied by the same ratepayer

7.4.2 all Rating Units must be used by the ratepayer as a single entity

7.4.3 the number of Community Services Targeted rates is limited to the number of inhabited dwellings on each rating unit

7.5 If a remission is approved, the ratepayer will only be charged one set of targeted rates each rating year.

7.6 A remission will apply from no later than the beginning of the next rating year commencing 1st July from which the application is made until the occupier no longer meets the criteria above.

8 Remission of rates on land voluntarily protected for conservation purposes

Objective

8.1 The policy is intended to support the Council's goal –

"To promote a quality environment and sustainable management of our resources by ensuring that existing values are not compromised and by encouraging improvement."

- 8.2 To encourage property owners to protect and preserve open spaces within the city for the benefit and enjoyment of present and future generations of the people of Dunedin.

Conditions and criteria

- 8.3 On application by the ratepayer the Council may remit 100% of rates for any period where a rating unit meets the following criteria:
- 8.3.1 The rating unit is within the city. It may be a part of a larger property in which case the area concerned shall be separately rated; and
 - 8.3.2 The rating unit is an area of land listed in Schedule 25.4 of the District Plan as an area of significant conservation value or the landowner has agreed for the land to be so listed; and
 - 8.3.3 The conservation of the rating unit contributes to the benefit and enjoyment of citizens of Dunedin by preserving particular natural or historic or cultural features within the district. This could include, but is not limited to, the following features:
 - A specific area of forest or bush; or
 - A specific visual or scenic feature of the landscape; or
 - Any specific feature the conservation of which, in the view of the Council, meets the Council's goal in regard to the environment.
- 8.4 When determining an application, the Council shall have regard to the following matters:
- 8.4.1 the desirability of preserving particular natural or historic or cultural features within the district
 - 8.4.2 whether, and to what extent, the preservation of particular natural or historic or cultural features might be prejudicially affected if rates remission is not granted in respect of the land on which they are situated
 - 8.4.3 whether, and to what extent, preservation of particular natural or historic or cultural features are likely to be encouraged by the granting of rates remission
 - 8.4.4 the extent to which the preservation of different types of natural, historic, and cultural features should be recognised by different criteria and conditions for rates remission, and whether different levels of rates remission should apply
 - 8.4.5 the extent to which rates remission should be available where the preservation of natural or historic or cultural features does not restrict economic utilisation of the land;
 - 8.4.6 such other matters as the Council considers relevant.
- 8.5 The Council may impose conditions on a property owner when granting relief.

Explanatory Note - Where the rating unit is owned or used by and for the purposes of the Queen Elizabeth the Second National Trust it is non-rateable under the Local Government (Rating) Act 2002

9 Remission of rates following a natural disaster or calamity

Objective

- 9.1 To provide rates relief to ratepayers where the use of any rating unit has been detrimentally affected by erosion, subsidence, submersion or any natural disaster, and where Government funds that rates relief.

Conditions and criteria

- 9.2 An application may be made by a ratepayer for remission of up to 100% of their rates for the period for which the rating unit is uninhabitable or the use is detrimentally affected by erosion, subsidence, submersion or any natural disaster.
- 9.3 The remission will apply only to each single event and to the rating unit affected by such an event.
- 9.4 The granting of this remission is subject to all of the following conditions:
- 9.4.1 The Government has established and approved a reimbursement scheme for rates remitted for such properties
- 9.4.2 Applications for this remission must be in writing describing the nature of the event, the steps being taken to return the rating unit to a usable state and provide an estimate of the time the rating unit is expected to be affected.
- 9.4.3 All applications must be made within three (3) months of the event.
- 9.4.4 Council can set additional criteria for each event, as criteria may change depending on the nature and severity of the event and available funding at the time.
- 9.5 Council may require other records, such as Insurance claims, as part of the approval process

10 Remission of rates for unexpected events

Objective

- 10.1 To support fairness and equity of the rating system by providing rate relief for any unexpected event where it may be considered appropriate to do so.

Criteria

- 10.2 Council may resolve to remit any rate or rate penalty for any unexpected event, where it considers that is appropriate, fair and equitable to do so.

11 Remission of rates on Māori freehold land

Objective

- 11.1 The objectives of this policy are to:
- 11.1.1 Recognise situations where there is no occupier or person gaining an economic or financial benefit from the land.
- 11.1.2 Recognise situations where land use is limited due to the physical accessibility of the land.

- 11.1.3 Recognise situations where land use is limited due to the marginal quality of the land.
- 11.1.4 Recognise situations where there are no practical means of enforcing the rates assessed due to the dispersion of multiple owners.
- 11.1.5 To account for the importance of the land relating to the preservation of the natural character of the coastal environment, the protection of outstanding natural features and the protection of significant indigenous vegetation and significant habitats of indigenous fauna; and land that is set aside as whenua rāhui.
- 11.1.6 Encourage owners or trustees to use or develop the land.

Conditions and Criteria

- 11.2 Applications may be made to remit all or part of the rates (including penalties for unpaid rates) on Māori freehold land
- 11.3 A register titled the Māori Freehold Land Rates Remission Register ("the Register") will be maintained by Council to record properties for which it has agreed to remit rates pursuant to this policy.
- 11.4 Rates may only be remitted where the rating unit has been entered onto the Register.
- 11.5 The criteria for eligibility for entry to the Register are as follows:
 - 11.5.1 The land listed on the application must be Māori Freehold Land.
 - 11.5.2 The matters listed in Schedule 11 of the Local Government Act 2002 will be taken into account.
 - 11.5.3 The land must be unoccupied by any persons, with no place of residence built thereon.
 - 11.5.4 No income is derived from any use of the land.
- 11.6 The Council reserves the right to seek further information as the Council deems necessary.
- 11.7 The application must include reasons why the remission is sought and demonstrate the objectives of this policy that will be achieved by the granting of the rates remission.
- 11.8 Where the land is vested in multiple owners, a copy of the minutes authorising individuals to act for the other owners should be enclosed, if it can be practicably obtained.
- 11.9 The Register will be reviewed annually, and eligible landowners may need to re-apply at the request of the Council. If the land has been developed within this period and/or any use of the land has become capable of generating an income, the rates will cease to be remitted from 1 July the following year.
- 11.10 The Council may at its own discretion add the land to the Register without an application, if it is considered reasonable in the circumstances to do so in accordance with the eligibility requirements in Clause 9.5.
- 11.11 The extent of the rates remission is at the sole discretion of the Council. This policy does not provide for the permanent remission of rates and the remission may be cancelled or reduced at any time.

12 Postponement of rates for Māori freehold land

- 12.1 There is no specific policy for the postponement of rates on Māori freehold land, however, other Council rates postponement policies may apply.

COMPLETION OF 10 YEAR PLAN 2021-31 DELIBERATIONS AND DECISION-MAKING

Department: Corporate Policy

EXECUTIVE SUMMARY

- 1 This report contains the recommendations to be taken at the completion of Council consideration of feedback and final decision-making on the budgets for the 10 year plan 2021-31.
- 2 The recommendations allow the decisions and budget changes made during the deliberations meeting to be incorporated into the 10 year plan 2021-31, prior to adoption by the Council on 30 June 2021.

RECOMMENDATIONS

That the Council:

- a) **Approves** staff comments for feedback topics as shown in the consultation database (or as amended during 10 year plan decision-making) for the purposes of:
 - i) providing feedback on 10 year plan 2021-31 engagement and decision-making to the community;
 - ii) inclusion in the 10 year plan 2021-31 as appropriate; and
 - iii) further follow-up or action by staff, if required.
- b) **Approves** the changes to draft budgets resolved at this meeting for inclusion in the 10 year plan 2021-31, for adoption by the Council on 30 June 2021.

Signatories

Author:	Sharon Bodeker - Corporate Planner
Authoriser:	Sandy Graham - Chief Executive Officer

Attachments

There are no attachments for this report.

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities, and promotes the social, economic, environmental and cultural well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The 10 year plan contributes to all of the objectives and priorities of the strategic framework as it describes the Council's activities, the community outcomes, and provides a long term focus for decision making and coordination of the Council's resources, as well as a basis for community accountability.

Māori Impact Statement

The 10 year plan provides a mechanism for Māori to contribute to local decision-making. There has been engagement with both Mana whenua and taurahere during the consultation process.

Sustainability

The 10 year plan has considered various aspects of the Council's approach to sustainability. Major issues and implications for sustainability are discussed in the Infrastructure Strategy and financial resilience is discussed in the Financial Strategy. The Climate 2030 Rapid Review and DCC Emissions Reduction Opportunities report addresses a range of other issues.

10 year plan /Annual Plan / Financial Strategy /Infrastructure Strategy

This report provides for the completion of development of the 10 year plan 2021-31.

Financial considerations

This report provides for the completion of budgets for the 10 year plan 2021-31.

Significance

This report informs 10 year plan deliberations following a full formal consultation process.

Engagement – external

The content of the 10 year plan is of interest to the community and this report provides for completion of the process and feedback on final decision-making to the community.

Engagement - internal

Staff and managers from across the Council have been involved in the development of draft budgets, options reports and update reports for the 10 year plan.

SUMMARY OF CONSIDERATIONS

Risks: Legal / Health and Safety etc.

Any specific risks in the development of the 10 year plan were considered in the relevant supporting documents. The significant forecasting assumptions highlight these in detail and the assumptions have driven the content of the 10 year plan.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Many projects and items identified in Community Board Plans have been incorporated in the draft budgets following engagement with Community Boards during the development of the plan. The Community Boards have participated in the consultation process and all have submitted on the plan.