

Notice of Meeting:

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

Date: Thursday 27 April 2023
Time: 10.00 am
Venue: Council Chamber, Dunedin Public Art Gallery, The Octagon,
Dunedin

Sandy Graham
Chief Executive Officer

Council
PUBLIC AGENDA

MEMBERSHIP

Mayor
Deputy Mayor

Mayor Jules Radich
Cr Sophie Barker

Members

Cr Bill Acklin	Cr David Benson-Pope
Cr Christine Garey	Cr Kevin Gilbert
Cr Carmen Houlahan	Cr Marie Laufiso
Cr Cherry Lucas	Cr Mandy Mayhem
Cr Jim O'Malley	Cr Lee Vandervis
Cr Steve Walker	Cr Brent Weatherall
Cr Andrew Whiley	

Senior Officer

Sandy Graham, Chief Executive Officer

Governance Support Officer

Lynne Adamson

Lynne Adamson
Governance Support Officer

Telephone: 03 477 4000
governance.support@dcc.govt.nz
www.dunedin.govt.nz

The meeting will be live streamed on the Council's YouTube channel:
<https://youtube.com/live/8x8Ctajlvk?feature=share>

***Note:** Reports and recommendations contained in this agenda are not to be considered as Council policy until adopted.*

ITEM	TABLE OF CONTENTS	PAGE
1	Opening	4
2	Public Forum	4
3	Apologies	4
4	Confirmation of Agenda	4
5	Declaration of Interest	5
6	Confirmation of Minutes	16
	6.1 Ordinary Council meeting - 27 March 2023	16
	6.2 Extraordinary Council meeting - 6 April 2023	30
REPORTS		
7	Actions From Resolutions of Council Meetings	35
8	Forward Work Programme for Council - April 2023	41
9	Introducing car share to Dunedin	49
10	FIFA Women's World Cup 2023 Update	75
11	Mosgiel Recreation Area Reserve Management Plan - Notice of Intent	82
12	Logan Park Recreation Reserve - Reserve Management Plan - Notice of Intent	93
13	Land Transport Management (Regulation of Public Transport) Amendment Bill - Submission	105
14	Review of the Electricity (Hazards from Trees) Regulations 2003 - Submission	117
15	2022 Annual Report for Dunedin Venues Management Ltd	128
	RESOLUTION TO EXCLUDE THE PUBLIC	173

1 OPENING

A member of the Dunedin Baha’i Community will open the meeting with a prayer.

2 PUBLIC FORUM

At the close of the agenda public forum registrations were still being taken. The speakers will be confirmed following closure of registrations 24 hours before the meeting starts..

3 APOLOGIES

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

4 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 possible.

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 Executive Leadership Team Members' Interest Register.

Attachments

	Title	Page
↓A	Councillor Register of Interest	6
↓B	Executive Leadership Team Register of Interest	14

CONFIRMATION OF MINUTES


ORDINARY COUNCIL MEETING - 27 MARCH 2023

RECOMMENDATIONS

That the Council:

- a) **Confirms** the public part of the minutes of the Ordinary Council meeting held on 27 March 2023 as a correct record.

Attachments

	Title	Page
A 	Minutes of Ordinary Council meeting held on 27 March 2023	17

Council

MINUTES

Minutes of an ordinary meeting of the Dunedin City Council held in the Council Chamber, Dunedin Public Art Gallery, The Octagon, Dunedin on Monday 27 March 2023, commencing at 10.00 am

PRESENT

Mayor
Deputy Mayor

Mayor Jules Radich
Cr Sophie Barker

Members

Cr Bill Acklin	Cr David Benson-Pope
Cr Christine Garey	Cr Kevin Gilbert
Cr Carmen Houlahan	Cr Marie Laufiso
Cr Cherry Lucas (via zoom audio visual link)	Cr Mandy Mayhem
Cr Jim O'Malley	Cr Lee Vandervis
Cr Steve Walker	Cr Brent Weatherall
Cr Andrew Whiley	

IN ATTENDANCE

Sandy Graham (Chief Executive Officer), Simon Pickford (General Manager Community Services), John Christie (Manager Enterprise Dunedin), Simon Drew (General Manager Infrastructure and Development), Jeanette Wikaira (Manahautū (General Manager Māori, Partnerships and Policy)), Robert West (General Manager Corporate and Quality), Paul Henderson (Building Services Manager); Jeanine Benson (Group Manager Property); Ben Hogan (Transport Delivery Manager); Alan Worthington (Resource Consents Manager) and Owen Graham (Senior Leasing and Land Advisor)

Governance Support Officer

Lynne Adamson

1 OPENING

Geshe Lobsang Dhonye and Geshe Losang Gyatso from the Dhargyey Buddhist Centre opened the meeting with a prayer.

2 PUBLIC FORUM

2.1 The New Dunedin Public Hospital

Dr Janet Rhodes, Senior surgical trainee at Dunedin Hospital, provided an overview of problems with the current hospital and spoke of her concerns around the cost saving measures of the new Dunedin Hospital.

Dr Rhodes responded to questions and advised that building the new hospital with inadequate capacity would be expensive to recover from. The failure to invest in appropriate sizing would be a poor use of resources and the hospital would likely become congested.

2.2 The New Dunedin Public Hospital

Dr John Chambers, former Southern District Health Board member and retiring Head of Dunedin Hospital Emergency Department spoke on his concerns with the proposed cost saving cuts for the new Dunedin Hospital. He provided background information from when it was proposed that a new hospital was required, as an upgrade to the old hospital would be inadequate.

Dr Chambers spoke of the cutbacks required to achieve the \$90m in savings and what those cutbacks would mean for both patients and staff. He did not believe the final business case would be revived but hoped that some of the reduction in square meterage would be saved.

Dr Chambers responded to questions. He spoke of the proposal that surgical patients travel to Timaru for surgery and he spoke of the need for ongoing support from the City Councillors.

2.3 The New Dunedin Public Hospital

Maureen Carruth, hospital volunteer and recent user of the hospital spoke on the proposed new Dunedin Public Hospital and specifically, the reduction in mental health beds for the elderly.

She commented that the 24 beds initially proposed for mental health had now been reduced to 12. Ms Carruth commented on the impact the change would have on patients and specifically the elderly who often lived alone, were depressed, anxious and lonely.

Ms Carruth spoke of her time as a volunteer in the Emergency Department, the inadequate staff facilities, lack of room and privacy and the need to ensure that better staff facilities are incorporated in the new build.

Ms Carruth responded to questions.

Moved (Mayor Jules Radich/Cr David Benson Pope):

That the Council:

Extends the Public Forum beyond 30 minutes.

Motion carried

2.4 The New Dunedin Public Hospital

Jo Millar, Grey Power representative and former New Dunedin Hospital planning group member spoke on the proposed new hospital. She commented that Grey Power Otago supported the campaign and offered their help as they wanted the new design kept.

Ms Millar also spoke on the proposed changes to the one-way system and advised that Grey Power wanted the one-way system retained.

2.4 Non-notified Consents for Property Developments

Scout Barbour-Evans and Tessa Dawson spoke on their concerns with non-notified consents for property developments in residential areas and the impact that intensification has on the residents.

They spoke of four major developments either underway or planned for an area in Mornington and the impact on the community.

Scout Barbour-Evans responded to questions and requested that any development which intensified a property more than three times the previous density needed to be a notified consent. The cumulative impacts of multiple nearby developments on a community needed to be considered when consents were granted.

2.5 Bus Hub Section – Great King Street

Anne-Marie Parsons addressed Council about the bus hub section of Great King Street and the safety issues of the street being open to general traffic.

Ms Parsons commented that she would like the entrance from Countdown to Great King Street closed and that this section of the street be closed to general traffic.

Ms Parsons responded to questions.

3 APOLOGIES

There were no apologies.

4 DECLARATIONS OF INTEREST

Members were reminded of the need to stand aside from decision-making when a conflict arose between their role as an elected representative and any private or other external interest they might have.

Moved (Mayor Jules Radich/Cr Mandy Mayhem):

That the Council:

- a) **Notes** the Elected Members' Interest Register; and
- b) **Confirms** the proposed management plan for Elected Members' Interests.
- c) **Notes** the Executive Leadership Team Members' Interest Register.

Motion carried (CNL/2023/064)

The Mayor advised that Item 13 - New Zealand Masters Games Deed of Variation had been withdrawn from the Agenda.

5 CONFIRMATION OF MINUTES

5.1 ORDINARY COUNCIL MEETING - 22 FEBRUARY 2023

Moved (Mayor Jules Radich/Cr Andrew Whiley):

That the Council:

- a) **Confirms** the public part of the minutes of the Ordinary Council meeting held on 22 February 2023 as a correct record.

Motion carried (CNL/2023/065)

5.2 ORDINARY COUNCIL MEETING - 28 FEBRUARY 2023

Moved (Mayor Jules Radich/Cr Sophie Barker):

That the Council:

- a) **Confirms** the public part of the minutes of the Ordinary Council meeting held on 28 February 2023 as a correct record.

Motion carried (CNL/2023/066)

Cr Carmen Houlahan left the meeting at 10.58 am and returned at 11.01 am.

REPORTS

6 ACTIONS FROM RESOLUTIONS OF COUNCIL MEETINGS

A report from Civic provided an update on the implementation of resolutions made at Council meetings.

Moved (Mayor Jules Radich/Cr Marie Laufiso):

That the Council:

- a) **Notes** the Open and Completed Actions from resolutions of Council meetings.

Motion carried (CNL/2023/067)

7 FORWARD WORK PROGRAMME FOR COUNCIL - MARCH 2023

A report from Civic provided the updated forward work programme for the 2022-2023 year.

The Chief Executive Officer (Sandy Graham) spoke to the report and responded to questions.

Moved (Mayor Jules Radich/Cr Steve Walker):

That the Council:

- a) **Notes** the updated Council forward work programme.

Motion carried (CNL/2023/068)

8 STATE HIGHWAY 1 - DISCUSSION OF OPTIONS

A report from Transport provided an update on additional work undertaken by the Dunedin City Council and Waka Kotahi New Zealand Transport Agency on options for State Highway 1 through Dunedin City.

The General Manager Infrastructure and Development (Simon Drew) and Group Manager Transport (Jeanine Benson) spoke to the report and responded to questions.

Cr Christine Garey left the meeting at 11.41 am.

Moved (Mayor Jules Radich/Cr Steve Walker)

That the Council

Adjourns the meeting for five minutes.

Motion carried

The meeting adjourned at 11.42 am and reconvened at 11.55 am at which point Cr Garey returned to the meeting.

Moved (Mayor Jules Radich/Cr Bill Acklin):

That the Council:

- a) **Endorses** the State Highway 1 (P1) one-way option through Dunedin City.
- b) **Notes** the Public Realm Assessment by Jasmax dated February 2023.
- c) **Notes** the State Highway 1 Dunedin Operation Review by WSP dated February 2023.

Division

The Council voted by division

For: Crs Bill Acklin, Sophie Barker, Kevin Gilbert, Carmen Houlahan, Cherry Lucas, Mandy Mayhem, Jim O'Malley, Brent Weatherall, Andrew Whiley and Mayor Jules Radich (10).

Against: Crs David Benson-Pope, Christine Garey, Marie Laufiso, Lee Vandervis and Steve Walker (5).

Abstained: Nil

The division was declared CARRIED by 10 votes to 5

Motion carried (CNL/2023/069)

Moved (Mayor Jules Radich/Cr Steve Walker):

That the Council:

Adjourns the meeting for 40 minutes.

Motion carried

The meeting adjourned at 12.46 pm and reconvened at 1.28 pm.

9 ST CLAIR GROYNE - NEXT STEPS

A report from Transport and the Executive Leadership Team provided an update on the consenting pathway for possible reinstatement of the St Clair Groyne and sought direction on how to proceed.

The Chief Executive Officer (Sandy Graham), General Manager Infrastructure and Development (Simon Drew) and Transport Delivery Manager (Ben Hogan) spoke to the report and responded to questions.

Moved (Mayor Jules Radich/Cr Steve Walker):

That the Council:

Adjourns the meeting for 10 minutes.

Motion carried

The meeting adjourned at 2.29 pm and reconvened at 2.42 pm.

Moved (Mayor Jules Radich/Cr Jim O'Malley):

That the Council:

- a) **Continues** with technical investigations of a groyne or groynes (of any form) and other coastal management options identified in the St Clair – St Kilda Coastal Plan with a report back to inform the 10 year Plan, 2024-2034.

Motion carried (CNL/2023/070)

10 REVIEW OF THE RESOURCE MANAGEMENT (INFRINGEMENT OFFENCES) REGULATIONS 1999 - SUBMISSION

A report from Community and Planning sought approval of a draft Dunedin City Council submission to the Ministry for the Environment on the Review of the Resource Management (Infringement Offences) Regulations 1999.

The Building Services Manager (Paul Henderson) and Resource Consents Manager (Alan Worthington) spoke to the report and responded to questions.

Moved (Cr Bill Acklin/Cr Kevin Gilbert):

That the Council:

- a) **Approves** the DCC submission, on the Review of the Resource Management (Infringement Offences) Regulations 1999.
- b) **Authorises** the Chief Executive to make any minor editorial amendments to the submission.

Motion carried (CNL/2023/071)

11 PROPOSED INTERIM SPEED MANAGEMENT PLAN - REPORT FROM HEARING COMMITTEE

A report from the Hearings Committee presented the results of the hearings held on the proposed changes to the draft Interim Speed Management Plan around the extent of the speed limits, and not the speed limits around schools.

Cr Jim O'Malley (Hearings Chairperson) spoke to the recommendations and responded to questions.

Moved (Cr Jim O'Malley/Cr Mandy Mayhem):

That the Council:

- a) **Approves** the Dunedin interim Speed Management Plan, as recommended by the Hearings Committee.
- b) **Authorises** the Chief Executive to make any minor editorial changes to the Draft Interim Speed Management Plan if required.
- c) **Notes** that the Interim Speed Management Plan would be submitted to the Director of Land Transport for certification.
- d) **Notes** speed limits would come into effect when submitted into the National Speed Limit Register.

Motion carried (CNL/2023/072)

12 APPROVAL TO GRANT STORMWATER EASEMENT TO AURORA ENERGY LTD - KANE STREET LOCAL PURPOSE RESERVE (ESPLANADE)

A report from Parks and Recreation sought a decision from Council on an application from Aurora Energy Limited for the grant of a stormwater easement over part of the Kane Street Local Purpose Reserve located at the rear of Aurora's Green Island substation.

The General Manager (Simon Pickford) and Senior Leasing and Land Advisor (Owen Graham) spoke to the report and responded to questions.

Moved (Cr Steve Walker/Cr Lee Vandervis):

That the Council:

- a) **Grants**, as administering body of the Kane Street Local Purpose Reserve (Esplanade), pursuant to Section 48 of the Reserves Act 1977, an easement in gross to Aurora Energy Limited for the installation of a stormwater pipe and associated streambank protection over part of the Kane Street Local Purpose Reserve (Esplanade) (part Record of Title 561979).
- b) **Decides** the criteria for exemption from public notification had been met.
- c) **Acting** under its delegation from the Minister of Conservation dated 12 June 2013 and pursuant to Section 48 of the Reserves Act 1977, approves an easement in gross to Aurora Energy Limited for the installation of a stormwater pipe and associated streambank protection over part of Kane Street Local Purpose Reserve (Esplanade) (part Record of Title 561979).

Motion carried (CNL/2023/073)

13 NEW ZEALAND MASTERS GAMES DEED OF VARIATION

This item was withdrawn from the agenda.

14 PROPOSED EVENT ROAD CLOSURES FOR APRIL - MAY 2023

A report from Transport sought approval of temporary road closures applications relating to the following events:

- a) City Activation Rod Stewart
- b) FIFA 100 days to go
- c) Hyde Street Party
- d) May Graduation Parades

The General Manager Infrastructure and Development (Simon Drew) spoke to the report and responded to questions.

Moved (Cr Carmen Houlahan/Cr Lee Vandervis):

That the Council:

- a) **Resolves** to close the roads detailed below (pursuant to Section 319, Section 342, and Schedule 10 clause 11(e) of the Local Government Act 1974):
 - i) **City Activation Rod Stewart**
Dates and Times:
Wednesday 5 April 2023, from 7.00am to Thursday 6 April 2023, 5.00am.
• Roads:
Lower Octagon and Lower Stuart Street, from the Octagon to Moray Place.
 - ii) **FIFA 100 days to go**
Date and Time:

Tuesday 11 April 2023, from 10.30am to 11.30am.

Roads:

Baldwin Street, from North Road to Buchanan Street.
Buchanan Street (entire Street).

iii) Hyde Street Party

Dates and Times:

Friday 28 April 2023, from 5.30am to Sunday 30 April 2023, 12.00noon.

Roads:

Hyde Street, between Albany Street and Frederick Street.

Dates and Times:

Saturday 29 April 2023, from 5.00am to 8.30pm.

Roads:

Albany Street, between Leith Street and Clyde Street.

iv) May Graduation Parades

Dates:

Saturday 13 May 2023 and Saturday 20 May 2023.

Roads and Times:

From 11.00am to 11.30am.

Moray Place, between Lower Stuart and Burlington Streets.

From 11.10am to 12.30pm.

Moray Place, between George and Upper Stuart Streets.

From 11.20am to 11.45am. (Parade Route).

Moray Place, between Burlington and Princes Streets.

Princes Street, between Moray Place and the Octagon.

Octagon Central Carriageway.

George Street, between Octagon and Moray Place.

Roads will be reopened as the Parade clears.

Motion carried (CNL/2023/074)

15 NAMING OF A LEGAL ROAD AND A PRIVATE WAY

A report Transport sought approval of road names for a private way and a legal road in the Mosgiel-Taieri area.

The General Manager Infrastructure and Development (Simon Drew), spoke to the report and responded to questions.

Moved (Cr Lee Vandervis/Cr Carmen Houlahan):

That the Council:

- a) **Approves** the naming of the legal road located at 157 Dukes Road North as ‘Enterprise Place’.
- b) **Approves** the naming of the private way located at 219 Gladstone Road North as ‘Magnolia Lane’.

Motion carried (CNL/2023/075)

16 NOTICE OF MOTION - RESIDENTIAL CONVERSION OF VACANT INNER-CITY SPACE

In accordance with Standing Order 26.1, a Notice of Motion was received from Cr David Benson-Pope.

Cr David Benson-Pope spoke to the Notice of Motion which was then considered by Council.

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

That the Council:

- b) **Ask** staff to report as part of Annual Plan discussions 2023/2024 on possible initiatives to further incentivise the residential conversion of vacant inner city space.

Division

The Council voted by division

For: Crs Bill Acklin, Sophie Barker, David Benson-Pope, Christine Garey, Kevin Gilbert, Carmen Houlahan, Marie Laufiso, Cherry Lucas, Mandy Mayhem, Jim O'Malley, Steve Walker, Brent Weatherall, Andrew Whiley and Mayor Jules Radich (14).

Against: Cr Lee Vandervis (1).

Abstained: Nil

The division was declared CARRIED by 14 votes to 1

Motion carried (CNL/2023/076)

RESOLUTION TO EXCLUDE THE PUBLIC

That the Council:

Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	Reason for Confidentiality
---	---	---	-----------------------------------

C1 Ordinary Council
meeting - 28 February
2023 - Public Excluded

S7(2)(b)(ii)
The withholding of the
information is
necessary to protect
information where the
making available of the
information would be
likely unreasonably to
prejudice the
commercial position of
the person who
supplied or who is the
subject of the
information.

S7(2)(a)
The withholding of the
information is
necessary to protect
the privacy of natural
persons, including that
of a deceased person.

S7(2)(g)
The withholding of the
information is
necessary to maintain
legal professional
privilege.

S7(2)(h)
The withholding of the
information is
necessary to enable
the local authority to
carry out, without
prejudice or
disadvantage,
commercial activities.

S7(2)(i)
The withholding of the
information is
necessary to enable
the local authority to
carry on, without
prejudice or
disadvantage,
negotiations (including
commercial and
industrial
negotiations).

C2 Confidential Council Actions from Resolutions at Council Meetings	S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.
	S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege.	
	S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	
	S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	
C3 Confidential Council Forward Work Programme - February 2023	S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.
C4 Grants Subcommittee - External Representatives	S7(2)(a) The withholding of the information is necessary to protect	S48(1)(a) The public conduct of the part of the meeting would be

	the privacy of natural persons, including that of a deceased person.	likely to result in the disclosure of information for which good reason for withholding exists under section 7.	
C5 Director Remuneration - Dunedin City Holdings Limited Group Companies	S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	This report is confidential because the information contained in this report remains confidential until Council has determined the level of fees and advised Dunedin City Holdings Limited of the outcome at which point the information can be made public..
	S7(2)(b)(i) The withholding of the information is necessary to protect information where the making available of the information would disclose a trade secret.		

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by Section 6 or Section 7 of that Act, or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown above after each item.

Adjourns the meeting for five minutes to enable members of the media to leave the room.

The meeting moved into confidential at 3.34 pm and concluded at 4.28 pm.

.....
MAYOR

EXTRAORDINARY COUNCIL MEETING - 6 APRIL 2023

RECOMMENDATIONS

That the Council:

- a) **Confirms** the public part of the minutes of the Extraordinary Council meeting held on 06 April 2023 as a correct record.

Attachments

	Title	Page
A↓	Minutes of Extraordinary Council meeting held on 6 April 2023	31

Extraordinary Council MINUTES

Minutes of an extraordinary meeting of the Dunedin City Council held in the Council Chamber, Dunedin Public Art Gallery, The Octagon, Dunedin on Thursday 06 April 2023, commencing at 9.00 am

PRESENT

Mayor
Deputy Mayor

Mayor Jules Radich
Cr Sophie Barker

Members

Cr Bill Acklin	Cr David Benson-Pope
Cr Christine Garey	Cr Kevin Gilbert
Cr Carmen Houlahan	Cr Cherry Lucas
Cr Mandy Mayhem	Cr Jim O'Malley
Cr Lee Vandervis	Cr Steve Walker
Cr Brent Walker	

IN ATTENDANCE

Sandy Graham (Chief Executive Officer), Gavin Logie (Chief Financial Officer), Warren Allen (Chairperson Audit and Risk Subcommittee via zoom audio visual link) Anna Nilsen (Group Manager Property) and Leanne Mash (Communications and City Marketing Manager) and Clare Sullivan (Principal Committee Advisor)

Governance Support Officer

Lynne Adamson

1 PUBLIC FORUM

There was no Public Forum.

2 APOLOGIES

Moved (Mayor Jules Radich/Cr Cherry Lucas):

That the Council:

Accepts the apologies from Crs Andrew Whiley for absence and from Cr Jim O'Malley for lateness.

Motion carried (CNL/2023/077)

Cr Jim O'Malley entered the meeting at 9.02 am

3 DECLARATIONS OF INTEREST

Members were reminded of the need to stand aside from decision-making when a conflict arose between their role as an elected representative and any private or other external interest they might have.

Moved (Mayor Jules Radich/Cr Bill Acklin):

That the Council:

- a) **Notes** the Elected Members' Interest Register ;and
- b) **Confirms** the proposed management plan for Elected Members' Interests.
- c) **Notes** the Executive Leadership Team Members' Interest Register.

Motion carried (CNL/2023/078)

REPORTS

4 DUNEDIN CITY COUNCIL ANNUAL REPORT FOR THE YEAR ENDED 30 JUNE 2022

A report from the Executive Leadership Team sought approval and adoption of the Annual Report for the Dunedin City Council for the financial year ended 30 June 2022.

The Chief Executive Officer (Sandy Graham), Chief Financial Officer (Gavin Logie) and Chairperson, Audit and Risk Subcommittee (Warren Allen) spoke to the report and responded to questions.

Cr Carmen Houlahan entered the meeting at 9.04 am.

Cr Houlahan left the meeting at 9.19 am and returned to the meeting at 9.20 am

Moved (Mayor Jules Radich/Cr Steve Walker):

That the Council:

- a) **Approves** the Dunedin City Council Annual Report for the financial year ended 30 June 2022.
- b) **Delegates** the Chief Executive the authority to make any minor editing required to the approved Annual Report for the year ended 30 June 2022.
- c) **Authorises** the Mayor and Chief Executive to sign the Statement of Compliance and Responsibility on behalf of Council.
- d) **Authorises** the Mayor and Chief Executive to sign the Letter of Representation to the auditor on behalf of Council.

- e) **Receives** the Audit Report on the Annual Report for the year ended 30 June 2022; and
- f) **Adopts** the audited Annual Report for the year ended 30 June 2022.

Division

The Council voted by division

For: Crs Bill Acklin, Sophie Barker, David Benson-Pope, Christine Garey, Kevin Gilbert, Carmen Houlahan, Cherry Lucas, Mandy Mayhem, Jim O'Malley, Lee Vandervis, Steve Walker, Brent Weatherall and Mayor Jules Radich (13).

Against: Nil

Abstained: Nil

The division was declared CARRIED by 13 votes to 0

Motion carried (CNL/2023/079)

5 DEBT DRAWDOWN 2022/2023

A report from the Executive Leadership Team sought approval for an additional borrowing for the 2022/2023 financial year of \$35.0 million to ensure the Council could meet its commitments as and when they fell due.

The Chief Executive Officer (Sandy Graham) and Chief Financial Officer (Gavin Logie) spoke to the report and responded to questions.

Moved (Mayor Jules Radich/Cr Mandy Mayhem):

That the Council:

- a) **Authorises** the Chief Executive to drawdown debt up to total debt of \$480 million from Dunedin City Treasury Limited in the 2022/2023 year.
- b) **Notes** that this was an additional \$35.0 million of debt in the 2022/2023 year.
- c) **Notes** that the capital budget for the 2023/2024 year was being recast to sustainable levels and in line with the 10 year plan 2021-31.

Division

The Council voted by division

For: Crs Bill Acklin, Sophie Barker, David Benson-Pope, Christine Garey, Kevin Gilbert, Carmen Houlahan, Cherry Lucas, Mandy Mayhem, Jim O'Malley, Steve Walker, Brent Weatherall and Mayor Jules Radich (12).

Against: Cr Lee Vandervis (1).

Abstained: Nil

The division was declared CARRIED by 12 votes to 1

Motion carried (CNL/2023/080)

It was noted that an apology had been received from Cr Marie Laufiso for absence.

The meeting closed at 10.37 am.

.....
MAYOR

REPORTS

ACTIONS FROM RESOLUTIONS OF COUNCIL MEETINGS

Department: Civic

EXECUTIVE SUMMARY

- 1 The purpose of this report is to show progress on implementing resolutions made at Council meetings.
- 2 As this report is an administrative report only, there are no options or Summary of Considerations.

RECOMMENDATIONS

That the Council:

- a) **Notes** the Open and Completed Actions from resolutions of Council meetings as attached.

DISCUSSION

- 3 This report also provides an update on resolutions that have been actioned and completed since the last Council meeting. Note that items on the Forward Work Programme are not included in the attached schedules.

NEXT STEPS

- 4 Updates will be provided at future Council meetings.

Signatories

Author:	Lynne Adamson - Governance Support Officer
Authoriser:	Sharon Bodeker - Manager Governance

Attachments

	Title	Page
↓A	Council Public Open Action List	36
↓B	Council Public Closed Action List	38

INTRODUCING CAR SHARE TO DUNEDIN

Department: Sustainability Group

EXECUTIVE SUMMARY

- 1 This report updates Council on plans to introduce a car share service to Dunedin to offer visitors and residents an additional transport option.
- 2 Car share services are common overseas and in many other cities in New Zealand. They provide users short term car hire at convenient locations to increase transport options.
- 3 Investigations into establishing a public car share service for Dunedin have been progressed as part of the Shaping Future Dunedin Transport (SDFT) project, and to inform development of emissions reduction plans for Dunedin and the DCC.

RECOMMENDATIONS

That the Council:

- a) **Notes** the intention to issue a Request for Proposal to identify a preferred car share supplier for Dunedin.

BACKGROUND

What is car share?

- 4 Car share is a service that provides members of the public with access to a fleet of vehicles when required. It enables people to rent a car for personal or business use, rather than paying to own, store and maintain their own vehicles.
- 5 Car share reduces car ownership and use. Research has shown that for every car share vehicle there is a reduction of 7 - 10 private vehicles. This in turn helps to reduce greenhouse gas emissions, congestion and parking demand, and to improve health outcomes.
- 6 Car share is also recognised as a means of broadening mobility options available to residents and visitors, particularly those without cars, by providing access to vehicles of different types on an as-required basis.
- 7 Investigations into car share have been progressed as part of the SFDT Central City Parking Management project, and as part of work to develop emissions reduction plans for the city and the DCC.

SFDT Central City Parking Management Project

- 8 The scope of the Central City Parking Management project was informed by the Dunedin Parking Roadmap (2021). The Roadmap, which was presented to Council at its meeting on 31 May 2021, recommended investigating establishing a car share scheme to Dunedin as an operational action in advance of a full parking management policy.
- 9 At that meeting, Council resolved to include provision for the Central City Parking Management project in the 2021/31 10 Year Plan, as follows:

Moved (Cr Jim O'Malley/Cr Marie Laufiso):

That the Council:

b) (ii) **Approves** that the Central City Parking Management project be retained in the 10Year Plan 2021-31.

Division

The Council voted by division:

For: Crs Sophie Barker, David Benson-Pope, Christine Garey, Marie Laufiso, Mike Lord, Jim O'Malley, Chris Staynes, Steve Walker and Mayor Aaron Hawkins (9).

Against: Crs Rachel Elder, Carmen Houlahan, Jules Radich, Lee Vandervis and Andrew Whiley (5).

Abstained: Nil

The division was declared CARRIED by 9 votes to 5

Motion carried (CNL/2021/107)

- 10 A follow up report to the November 2021 Planning and Environment Committee presented a high-level work plan showing how the recommendations from the Roadmap would be progressed. The Committee resolved to note the work plan as follows:

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

That the Committee:

Notes the Dunedin Parking Roadmap Work Plan.

Division

That the Committee:

Votes by division.

For: Crs Sophie Barker, Rachel Elder, Christine Garey, Doug Hall, , Carmen Houlahan, Marie Laufiso, Jim O'Malley, Chris Staynes, Steve Walker, David Benson-Pope and Mayor Aaron Hawkins (11).

Against: Crs Jules Radich and Lee Vandervis (2).

Abstained: Nil

The division was declared CARRIED by 11 votes to 2

Motion carried (PLA/2021/016)

Report findings on service provider and key stakeholder interest

- 17 Among potential service providers different share models are on offer, each with different benefits and disadvantages, and contrary to earlier indications, some service would consider expanding operations to the city without business subscriptions.
- 18 The University of Otago and Te Pūkenga – Dunedin Campus both see potential opportunities for integration of car share into their respective fleets, and would be very supportive of a public car share scheme available to student populations.

Report findings on barriers to establishment

- 19 Operators need supportive parking policies/exemptions and initial local government support (e.g. waived revenue) to establish an accessible network.
- 20 Consideration should be given to Dunedin’s unique demographics and to ensuring the car share service is affordable and accessible for all. While inclusion of EVs in car share schemes is desirable, for operators the cost of full EVs is higher, and these costs are passed on to customers, making EV-based schemes challenging to establish, and less affordable.

Recommended approach to establishing a public car share service

- 21 The Report recommended the DCC run an Expressions of Interest process with the intention of supporting the establishment of, in the first instance, one small-scale car share service based around hybrid and petrol vehicles, and meeting minimum requirements.
- 22 The Report noted that the DCC will need to work with the preferred car share provider and other local organisations to ensure that appropriate policies and frameworks are in place to overcome the barriers.

Recent developments

- 23 In the period since the Report was completed:
 - some inner-city apartment developers have expressed interest in the introduction of a car share service
 - Zero Carbon Alliance members have continued to express interest in seeing car share established
 - car share providers continue to express interest in next steps.

Potential costs and implications to the DCC of the proposed approach

- 24 Staff have completed an assessment of the potential costs and implications for the DCC (and possible mitigations), were the DCC to support a car share scheme to establish in the city in line with the recommended approach.
- 25 Exact costs and requirements would depend on the preferred service model, and on the outcome of negotiations with the preferred supplier. Potential cost implications include:
 - loss of potential parking revenue
 - portion of cost to provide charging infrastructure

- in-kind marketing
- ongoing policy or regulatory work.

26 It's anticipated the total order of cost implications for the DCC would be less than \$100k – a combination of waived revenue, additional infrastructure costs, and staff time/resourcing. These costs could be managed within existing budgets.

OPTIONS

27 There are no options, as this work has previously been agreed to as part of the high level workplan.

NEXT STEPS

- 28 In May, staff intend to issue a Request for Proposals (RFP) to identify a preferred car share provider.
- 29 An update will be provided to Council once a preferred supplier has been identified and anticipated launch timeframes are known.
- 30 If approval for dedicated car parks is required, then the standard regulatory process under the Traffic and Parking Bylaw will be followed (similar to the process for taxi stands, involving the Customer and Regulatory Committee).

Signatories

Author:	Jinty MacTavish - Principal Policy Advisor Sustainability
Authoriser:	Jeanette Wikaira - Manahautū (General Manager Māori Partnerships and Policy) Simon Drew - General Manager Infrastructure and Development

Attachments

	Title	Page
↓A	Opportunities for Car Sharing In Dunedin	56

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

The introduction of car share promotes the social, economic and environmental well-being of communities in the present and for the future. Car share enables greater transport choices; provides lower cost options for residents, visitors, and businesses than owning cars; and has been shown to reduce the number of cars on the road. Associated emissions are also reduced through the introduction of EVs into car share fleets.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Establishing car share is part of the Integrated Transport Strategy. It can help to improve social wellbeing, give businesses another option than owning fleets, reduce transport related emissions, help to support denser urban form, and creates options for people to get to parks and recreational facilities.

Investigating establishment of a car share service in Dunedin has been identified as an action in the SFDT Central City Parking Management project action plan, and as a contribution towards the achievement of emissions reduction targets.

Māori Impact Statement

The RFP includes provision for potential providers to outline how accessible the scheme will be to a wide range of communities.

Sustainability

Car share is anticipated to contribute to reducing city-wide emissions.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

The Central City Parking Management project and Zero Carbon work programme are both anticipated and funded through the 10 Year Plan.

Financial considerations

Exact costings will depend on the model adopted from the RFP process. Anticipated financial implications are in the order of \$100k, and can be managed within existing budget.

Significance

This decision is considered to be of low significance in terms of the Council’s Significance and Engagement Policy.

SUMMARY OF CONSIDERATIONS

Engagement – external

Zero Carbon Alliance members have been engaged in discussions and studies regarding car share opportunities for Dunedin. Car share companies have both been involved in discussions to date. Apartment developers have been in touch with staff expressing interest in the establishment of car share.

Engagement - internal

Transport and Zero Carbon teams have been involved work to date. Fleet, Legal and Procurement teams have also been consulted.

Risks: Legal / Health and Safety etc.

The RFP and resulting agreement will be drafted in consultation with the Legal Team. This agreement will outline the support the DCC will provide and expectations of the provider.

The Trading in Public Places Bylaw may also apply. Exact implications for permitting would be worked through once the preferred supplier, and operating model, has been identified.

Once operational, car share providers would only allow fully licenced drivers to use the cars which would need to obey all road rules.

Conflict of Interest

No conflicts of interest have been identified to date.

Community Boards

Community Boards may be interested in the establishment if there are opportunities for car share to serve their communities. Proposed locations of operations would be established through the RFP process.

FIFA WOMEN'S WORLD CUP 2023 UPDATE

Department: Events and Community Development

EXECUTIVE SUMMARY

- 1 This report provides an overview of the DCC activity preparing for the FIFA Women's World Cup. This tournament is being hosted in Dunedin from 21 July until 1 August 2023.
- 2 This report highlights the ongoing work DCC staff are undertaking to celebrate and showcase the city during the tournament.

RECOMMENDATIONS

That the Council:

- a) **Notes** the FIFA Women's World Cup 2023 Update report.

BACKGROUND

- 3 The FIFA Women's World Cup 2023 is the largest female sporting tournament in the world and is classified by Ministry of Business, Innovation and Employment (MBIE) as a "Not Business as Usual" event for New Zealand. It is the most complex event hosted in New Zealand history.
- 4 The tournament will be played across nine cities, with four being in New Zealand. Dunedin is the only host city in the South Island and will be hosting six matches including the Football Ferns v Switzerland on 30 July 2023.
- 5 For the first time, the FIFA Women's World Cup will be hosted across two nations (New Zealand and Australia) and will feature an expanded format of 32 teams.

DISCUSSION

- 6 Staff are working across a number of areas to deliver an engaging and exciting programme to support the tournament in Dunedin. The key planning areas are progressing on schedule and are covered in detail below.

City activations

- 7 There have been several city activations launched over the past six months in Dunedin. This has included:

- a) The international launch of the tournament’s mascot. Dunedin was successful in its bid to launch the tournament mascot, Tazuni, a 16-year-old female blue penguin. This took place in October 2022 and gained positive international media attention.
 - b) In March 2023 Dunedin hosted the Unity Pitch, a colourful artificial pitch, at Logan Park across four days. There was a full programme of activities, which saw over 2,000 people joining in the fun. There was terrific support from the community, which included activities such as a mini world cup, a Fern Fever Day with over 800 schoolgirls involved, as well as the adapted sports programme for people with disabilities.
 - c) More recently Dunedin activated the “100 Days To Go” milestone in early April 2023 through a uniquely Dunedin approach. The day saw 32 footballs rolling down Baldwin Street, representing the 32 teams. Mascot Tazuni was playing in goal at the bottom of the street and caught the winning ball representing Italy, proclaiming them the winner.
 - d) Interactive public events have been held at various other events including football events, fixtures and tournaments, Thieves Alley, South Dunedin Street Festival, Filipino Christmas, Orientation Week, and Clubs Day.
- 8 There are several other activations still to be launched including the Trophy Tour late June 2023, which will be a four-day programme of activities that will team up with the popular Midwinter Carnival along with engaging with the business community.

Business engagement

- 9 Staff are working with businesses, hospitality and tourism operators to celebrate the tournament and make the most of this once in a lifetime opportunity. They are actively being involved in the planning as well as the programming of a city-wide programme of events and tourism offerings. The aim of this programme is to encourage visitors to spend more in the city, stay longer, and support local businesses.
- 10 Enterprise Dunedin and Business South, will run an engagement programme with businesses to keep them informed and discuss how they can showcase Dunedin, promote the games, and welcome visitors. The programme will launch with a breakfast meeting followed by regular updates.
- 11 In addition to this, the isite Visitor Centre team will engage with retailers in the CBD area to generate awareness and excitement. They’ll provide details on where to locate information and obtain promotional packs to dress up their premises and show their support for the tournament.

Marketing and Communications

- 12 A two-prong marketing campaign is under development. The first aim is to stimulate travel from Christchurch, Queenstown, and Invercargill to attend games in Dunedin.
- 13 The second aim is to raise awareness with Dunedin residents that FIFA is coming to town and encourage attendance at games. The overall goal of both streams is to drive ticket sales through raising awareness in support of FIFA’s own marketing activity.
- 14 The campaign will primarily be through an online presence. Locally we will provide promotional collateral for use in shop fronts, libraries, cafes and bars. The timing of activity in market will be from 15 May to 14 June and a final call to action 10 July to 19 July. The look and feel of the campaign is centred on:

- 23 The Fan Festival programme is expected to be launched in early June.

Transport

- 24 To provide the best possible travel experience for match attendees, a comprehensive transport plan is being created. Park and Ride options have proven to be popular and successful at recent major events. They will be repeated for the tournament. In addition, there will be free buses from the Octagon to the stadium.
- 25 The Otago Regional Council has confirmed support for the tournament by allowing ticket holders to travel for free on public transport, to and from the stadium at key times on match days.
- 26 When major events are hosted at the stadium, traffic management plans are created to ensure that it is safe and accessible for people to get to and from the stadium. Staff are currently working on the tournament plan with affected businesses.
- 27 Within the stadium traffic management plan, staff have designated a new and improved mobility access parking lot that sits within the stadium's existing carpark. This location will include 35 mobility parks and is closer than previous major event mobility parks. This will ensure greater accessibility and easier access for people who require it.
- 28 Staff are working with Dunedin Airport to provide a visible welcome to visitors with decoration throughout the terminal.

Training sites

- 29 In the lead up to and during the tournament period, Dunedin will have four training sites. These sites will be used by the teams playing in Dunedin just prior to each match. These sites are the Caledonian, University Oval, Logan #6 as well as Tahuna Park, which will be a base camp training site.
- 30 All training sites have received significant upgrades as part of international sporting specifications required to host the tournament. Tahuna Park is currently in the final stages of the largest upgrade, including building gender neutral facilities, installing international-standard flood lights, and pitch upgrades. This has been an excellent result for the city's facilities and for participants as part of FIFA's legacy programme.

Switzerland has Dunedin as home base

- 31 In late 2022 Dunedin was announced as the base camp location for the Swiss team. The Swiss training site will be at Tahuna Park where the team will be based for approximately three weeks. Staff have been working with the local Swiss community, the Swiss Ambassador to New Zealand, and FIFA to ensure the city makes the team feel welcome. Staff are working with parties to provide a civic welcome, incorporating ideas into the Fan Festival, and an open training session for locals to enjoy. We look forward to the city welcoming Switzerland as their second favourite team.
- 32 Staff are working with FIFA on the requirements needed to overlay infrastructure at the training sites, as well as the Swiss team's requests.
- 33 Staff are working with FIFA and MBIE on an 'Adopt a Team' concept to be launched late May. This includes fun and social interactive online surveys where participants can match their personality to a country and lend their support.

OPTIONS

34 As this is a noting only report, there are no options.

NEXT STEPS

35 Over the following months the city will be transformed with the tournament brand’s vibrant colours and fun and engaging activations to promote the tournament to support FIFA’s ticket sales. We want to encourage as many fans as possible to be part of this exciting time through attendance at the matches as well as city events.

36 The Fan Festival programme will be launched in June 2023.

37 Training site upgrades will be completed in May 2023.

Signatories

Author:	Dan Hendra - Team Leader - Events
Authoriser:	Simon Pickford - General Manager Community Services

Attachments

There are no attachments for this report.

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision promotes the social, economic and 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The FIFA WWC2023 contribute to five of the DCC’s strategies and towards the vision that Dunedin is one of the world’s great small cities. The World Cup reflects the current Festivals and Events Plan in relation to attracting visitors, visitor nights, and visitor expenditure.

Māori Impact Statement

Mana whenua has been engaged from the earliest planning stages of the tournament. There are two mana whenua representatives who provide advice and input as part of the project. Staff are working with mana whenua to identify legacy opportunities and projects.

Sustainability

The DCC is working with FIFA to ensure they maximise sustainability initiatives.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

The budget for hosting the tournament is included in the 10 year plan.

Financial considerations

DCC’s budget for FIFA WCC 2023 is \$308,500 in 2022/23 and \$749,788 in 2023/24.

Significance

This report is considered low in terms of the Council’s Significance and Engagement Policy.

Engagement – external

The project undergoes significant external engagement working with MBIE, FIFA, Waka Kotahi, Dunedin Venues Management Ltd, NZ Police, FENZ, Otago Regional Council, Dunedin International Airport, Hotels, NZ Football, Southern Football, civil defence, city businesses and communities, numerous sporting bodies.

SUMMARY OF CONSIDERATIONS

Engagement - internal

The project works across numerous departments, including Transport, Waste and Environment Solutions, Parks and Recreation, Library Services, DPAG, Community Development, Risk and Auditing, Fleet and Parking, Economic Development, Visitor Centre, Business Relations, City Marketing, Human Resources, Property, Communications, Procurement, Health and Safety, Legal, Customer Solutions, Resource Consents, Regulatory, and Creative Partnerships.

Risks: Legal / Health and Safety etc.

Staff regularly assess potential risks across the tournament and have mitigations in place where required.

Staff will help to enforce the Major Events Management Act as and when required.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

The tournament will be promoted across all the city's community board areas to raise awareness.

- 4 The Mosgiel Recreation Area is defined as Mosgiel Memorial Gardens, Mosgiel Memorial Sportsground, and Peter Johnstone Park. Refer to Mosgiel Memorial Area map at Attachment A.
- 5 In addition to the reserves and facilities included in the Mosgiel Recreation Area Designation, it is proposed to include the Silverstream Esplanade Reserve within this site-specific reserve management plan. The Silverstream Esplanade Reserve is immediately adjacent to both reserves and provides a pedestrian and cycle route from the surrounding residential area to the reserve.
- 6 The reserves that make up the Mosgiel Recreation Area Designation and the Silverstream Esplanade Reserve are currently managed under the General Policies Reserve Management Plan and the Sports Ground Management Plan. Throughout the process of creating the Mosgiel Recreation Area Designation it became clear that a site-specific reserve management plan would be appropriate to provide a co-ordinated approach to the protection, management, and operation of the included reserves.

The Reserves Act 1977

- 7 The Reserves Act 1977 requires management plans for all Council administered reserves. It is a requirement under the Reserves Act 1977 to consult with the public when a reserve management plan is being created or reviewed.
- 8 While no formal public engagement has taken place, a site-specific management plan for the Mosgiel Recreation Area has been suggested by stakeholders and members of the public, as being a way to better manage the values of the area as a whole.
- 9 The purpose of a reserve management plan is identified in Section 41(3) of the Reserves Act 1977 as to *“provide for and ensure the use, enjoyment, maintenance, protection, and preservation, as the case may require, and, to the extent that the administering body’s resources permit, the development, as appropriate, of the reserve for the purposes for which it is classified.”*
- 10 It is a requirement under Section 41(5) of the Reserves Act 1977 to give public notice of Council’s intent to prepare a reserve management plan.
- 11 Section 41(5) requires Council to give public notice of its intention to prepare a reserve management plan. This public notice must *“invite persons or organisations interested to send the administering body written suggestions within a time specified in the notice” (S41(5)(b) Reserves Act 1977).*
- 12 Community engagement is carried out in two stages – the first stage seeks community input on new or current plans that need updating. Staff have allocated 20 working days for this initial engagement period. The stage 1 feedback guides and influences the writing of the draft reserve management plan.
- 13 Using feedback received during stage 1 of engagement, a draft reserve management plan is prepared. Staff then report back to Council (or Committee) to seek approval as per Section 41(6) of the Reserves Act 1977, to *“give public notice... stating that the draft plan is available for inspection at a place and times specified in the notice, and calling upon persons or organisations interested to lodge with the administering body written objections to or suggestions on the draft plan before a specified date, being not less than 2 months after the date of publication of the notice; and give notice in writing as far as practicable, to all persons and organisations who or which made suggestions to the administering body under subsection (5)..”*

- 14 In the second stage, submitters can provide feedback on the draft reserve management plan. The stage 2 feedback is considered by the Hearings Committee and is assimilated into the final plan.
- 15 This report seeks approval of the Statement of Proposal and commencement of stage 1 of community engagement.

OPTIONS

Option One – Recommended Option: Prepare a site-specific reserve management plan for Mosgiel Recreation Area

- 16 Council approves the proposal to publicly notify its intention to prepare a Reserve Management Plan for Mosgiel Recreation Area (shown in Appendix A), as required by Section 41(5) of the Reserves Act 1977.

Advantages

- A site-specific reserve management plan would be appropriate to provide a co-ordinated and integrated approach to the protection, management and operation of these important sites.
- Staff can begin the public consultation process, as required by Section 41(5) of the Reserves Act 1977, allowing interested persons and organisations to provide written suggestions on the proposal.
- Any future development of Mosgiel Recreation Area would be carried out under policies which are site specific, providing for efficient and effective use of the space.

Disadvantages

- There will be costs for Council in the engagement process required by section 41(5), and any subsequent processes to develop a draft Mosgiel Recreation Area Reserve Management Plan.

Option Two – Status Quo: Mosgiel Recreation Area continues to be managed under the General Policies and Sports Ground Reserve Management Plans

- 17 The Council declines the proposal to publicly notify its intention to prepare a reserve management plan for Mosgiel Recreation Area and does not initiate a public consultation process.

Advantages

- The budget and time associated with community engagement and drafting a reserve management plan would be saved.

Disadvantages

- None of the benefits of having an integrated management plan will be achieved.

NEXT STEPS

- 18 If approved, staff will follow the public consultation process required by section 41(5) of the Reserves Act 1977.
- There will be a public notice appearing in the Otago Daily Times and a media release for the wider media outlets.
 - There will be notices on Council’s social media channels.
 - The preparation of the reserve management plan will be listed as a consultation project on Council’s website.
 - Known key users and stakeholders of the Mosgiel Recreation Area will be engaged with directly.
- 19 After this process, Parks and Recreation Services staff will prepare a draft reserve management plan, which will be subject to a separate public consultation process as prescribed by Section 41(6) of the Reserves Act 1977. Refer to Appendix B for the Mosgiel Recreation Area RMP Statement of Proposal and Appendix C for the Mosgiel Recreation Area RMP Stage 1 Engagement Questions.
- 20 If the Notice of Intent is not approved, the reserves that make up the Mosgiel Recreation Area Designation and the Silverstream Esplanade Reserve will continue to be managed under the General Policies Reserve Management Plan and the Sports Ground Management Plan.

Signatories

Author:	John Brenkley - Planning and Partnerships Manager
Authoriser:	Scott MacLean - Group Manager Parks and Recreation Simon Pickford - General Manager Community Services

Attachments

	Title	Page
↓A	Mosgiel Recreation Area Map	88
↓B	Mosgiel Recreation Area RMP Statement of Proposal	89
↓C	Mosgiel Recreation Area RMP Stage 1 Engagement Questions	92

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 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 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"/>

The city’s parks and reserves contribute to the wellbeing of the community. Reserve management plans provide opportunities to work with other departments to consider linkages and connections in terms of movement and association. The public consultation process for preparing a new reserve management plan enables the community to provide input into the management of reserves. Reserve management plans are also an opportunity to evaluate biodiversity and ecological values and support improvements to the environment.

Māori Impact Statement

Mana whenua, through Aukaha have been invited to advise on this project. The development of reserve management plans gives the opportunity for mana whenua to tell the cultural narrative relative to place.

Sustainability

Sustainability and the Council’s Zero Carbon Policy is to be considered through the process of this project and will inform the management and operation of the reserve.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications on the plans and strategies for preparing and engaging on reserve management plans, but upon their adoption projects may be generated which may have implications on the future operational and capital budgets.

Financial considerations

Preparation of the reserve management plan and community engagement can be resourced from within Parks and Recreation Services operating budget for the 2022/23 year and draft budget for the 2023/24 year.

Significance

The decision is considered low in terms of the Council’s Significance and Engagement Policy.

Engagement – external

The Reserves Act 1977 requires DCC to consult with the public when a reserve management plan is being created or reviewed.

SUMMARY OF CONSIDERATIONS

Engagement – internal

Parks and Recreation Services staff will work closely with other departments (Legal, Transport, 3 Waters, Community Development and Events) with the creation of reserve management plans.

Risks: Legal / Health and Safety etc.

This report has been reviewed by Council’s In-House Legal team.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Mosgiel-Taieri Community Board have an interest in the creation of this reserve management plan. At its meeting of 29 March 2023, the Board were informed of the intention to seek Council approval to prepare a management plan for the Mosgiel Recreation Area and that they would be formally engaged to input into the reserve management plan once Council approval had been granted.

LOGAN PARK RECREATION RESERVE - RESERVE MANAGEMENT PLAN - NOTICE OF INTENT

Department: Parks and Recreation

EXECUTIVE SUMMARY

- 1 Logan Park Recreation Reserve does not have a site-specific reserve management plan. This report seeks approval to commence the public consultation process required by section 41(5) of the Reserves Act 1977 to enable the preparation of a reserve management plan.

RECOMMENDATIONS

That the Council:

- a) **Approves** the Statement of Proposal and the Stage 1 Engagement Questions for Logan Park Recreation Reserve, and the commencement of the public consultation process required by section 41(5) of the Reserves Act 1977.

BACKGROUND

- 2 The creation of a reserve management plan for the Logan Park Recreation Reserve was requested at the Council Annual Plan meeting on 31 January 2022, the Council resolved as follows:

Moved (Cr Andrew Whiley/ Cr Christine Garey)

That the Council:

Requests staff prioritise the development of a Reserve Management Plan for Logan Park in order to inform the potential development of a sports hub.

Motion carried (CAPCC/2022/004)

DISCUSSION

Logan Park Recreation Reserve

- 3 Logan Park Recreation Reserve (LPRR) is one of the major sporting and recreation areas in Dunedin. It is home to several sports and recreation organisations and provides year-round and seasonal facilities for a range of sports disciplines, including rugby, football, cricket, tennis, hockey, and athletics, along with administration space for various groups in several buildings on the reserve. The area is immediately adjacent to the Forsyth Barr Stadium. The areas to be

preservation, as the case may require, and, to the extent that the administering body's resources permit, the development, as appropriate, of the reserve for the purposes for which it is classified."

- 15 It is a requirement under Section 41(5) of the Reserves Act 1977 to give public notice of Council's intent to prepare a reserve management plan.
- 16 Section 41(5) requires Council to give public notice of its intention to prepare a reserve management plan. This public notice must *"invite persons or organisations interested to send the administering body written suggestions within a time specified in the notice"* (S41(5)(b) Reserves Act 1977).
- 17 Community engagement is carried out in two stages – the first stage seeks community input on new or current plans that need updating. Staff have allocated 20 working days for this initial engagement period. The stage 1 feedback guides and influences the writing of the draft reserve management plan.
- 18 Using feedback received during stage 1 of engagement, a draft reserve management plan is prepared. Staff then report back to Council (or Committee) to seek approval as per Section 41(6) of the Reserves Act 1977, to *"give public notice... stating that the draft plan is available for inspection at a place and times specified in the notice, and calling upon persons or organisations interested to lodge with the administering body written objections to or suggestions on the draft plan before a specified date, being not less than 2 months after the date of publication of the notice; and give notice in writing as far as practicable, to all persons and organisations who or which made suggestions to the administering body under subsection (5).."*
- 19 In the second stage, submitters can provide feedback on the draft reserve management plan. The stage 2 feedback is considered by the Hearings Committee and is assimilated into the final plan.
- 20 This report seeks approval of the Statement of Proposal and commencement of stage 1 of community engagement.

OPTIONS

Option One – Recommended Option: Prepare a site-specific reserve management plan for Logan Park Recreation Reserve

- 21 Council approves the proposal to publicly notify its intention to prepare a Reserve Management Plan for Logan Park Recreation Reserve, as required by Section 41(5) of the Reserves Act 1977.

Advantages

- Logan Park Recreation Reserve is one of Dunedin's premier sports grounds and a site-specific reserve management plan is appropriate to provide a co-ordinated and integrated approach to the protection, management and operation of this important site.
- Staff can begin the public and stakeholder consultation process, as required by section 41(5) of the Reserves Act 1977, allowing interested persons and organisations to provide written suggestions on the proposal.
- The development of Logan Park Recreation Reserve will be carried out under policies which are site-specific, providing efficient and effective use of the spaces.

Disadvantages

- There will be costs for Council in the engagement process required by section 41(5), and any subsequent processes to develop a draft Logan Park Reserve Management Plan.

Option Two – Status Quo: Logan Park Recreation Reserve continues to be managed under the General Policies and Sports Ground Reserve Management Plans

22 Council does not initiate a public consultation process.

Advantages

- The budget and time associated with community engagement and drafting a reserve management plan would be saved.

Disadvantages

- None of the benefits of having an integrated reserve management plan will be achieved.
- Lost opportunity to take a co-ordinated and integrated approach to the protection, management and operation of one of Dunedin’s premier sports grounds.

NEXT STEPS

23 If approved, staff will follow the public consultation process required by section 41(5) of the Reserves Act 1977. Refer to Attachment B for the Statement of Proposal – Proposed Logan Park Recreation Reserve Management Plan and Attachment C for the Logan Park RMP Stage 1 Engagement Questions.

- There will be a public notice appearing in the Otago Daily Times and a media release for the wider media outlets.
- There will be notices on Council’s social media channels.
- The preparation of the reserve management plan will be listed as a consultation project on Council’s website.
- All current users of the Logan Park facilities will be contacted as part of the stage 1 engagement process including Dunedin Venues Management Limited, the University of Otago, Te Pukenga, the College of Education, Logan Park High School, Unipol, Sport Otago, the Highlanders Rugby franchise and sports codes either based at or currently using Logan Park Recreation Reserve.

24 After this process, Parks and Recreation Services staff will review submissions and feedback received and start preparing a draft Reserve Management Plan. This draft Plan will be subject to a separate public consultation process as prescribed by section 41(6) of the Reserves Act 1977.

25 If the Notice of Intent is not approved, Logan Park will continue to be managed under the General Policies Reserve Management Plan and the Sports Ground Management Plan.

Signatories

Author:	John Brenkley - Planning and Partnerships Manager
Authoriser:	Scott MacLean - Group Manager Parks and Recreation Simon Pickford - General Manager Community Services

Attachments

	Title	Page
↓A	Map of Area to be Included in Management Plan	100
↓B	Statement of Proposal - Proposed Logan Park Recreation Reserve Management Plan	101
↓C	Logan Park RMP Stage 1 Engagement Questions	104

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 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 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"/>

The city's parks and reserves contribute to the wellbeing of the community. Reserve management plans provide opportunities to work with other departments to consider linkages and connections in terms of movement and association. The public and stakeholder consultation process for preparing a new reserve management plan enables the community and stakeholders to provide input into the management of reserves. Reserve management plans are also an opportunity to evaluate biodiversity and ecological values and support improvements to the environment.

Māori Impact Statement

Mana whenua, through Aukaha have been invited to advise on this project. The development of reserve management plans gives the opportunity for mana whenua to tell the cultural narrative relative to place.

Sustainability

Sustainability and the Council Zero Carbon Policy is to be considered through the process of this project and will inform the management and operation of the reserve.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications on the plans and strategies for preparing and engaging on reserve management plans. However, on the adoption of reserve management plans by the Council projects may be generated which have implications on the above.

Financial considerations

Preparation of reserve management plan and community and stakeholder engagement can be resourced from within the existing Parks and Recreation Services operating budgets for the 2022/23 year and the draft budget for the 2023/24 year.

Significance

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

Engagement – external

The Reserves Act 1977 requires DCC to consult with the public and key stakeholders when a reserve management plan is being created or reviewed.

SUMMARY OF CONSIDERATIONS

Engagement - internal

Parks and recreation Service staff will work closely with other departments (Legal, Transport, 3 Waters, Community Development and Events) during the development of the reserve management plan.

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

Logan Park Recreation Reserve is a key amenity for the entire city and all residents including those in Community Board areas will be interested in the development of a reserve management plan for this facility.

LAND TRANSPORT MANAGEMENT (REGULATION OF PUBLIC TRANSPORT) AMMENDMENT BILL - SUBMISSION

Department: Transport

EXECUTIVE SUMMARY

- 1 This report seeks Council approval for a Dunedin City Council (DCC) submission (Attachment A) on the Land Transport Management (Regulation of Public Transport) Amendment Bill (The Bill).
- 2 The Bill is before Government's Transport and Infrastructure Select Committee. The submission period closes 28 April 2023.
- 3 The Bill establishes the Sustainable Public Transport Framework for the planning, procurement, and delivery of public transport services. This new framework will replace the existing Public Transport Operating Model.

RECOMMENDATIONS

That the Council:

- a) **Approves** the draft submission, with any amendments, to the Land Transport Management (Regulation of Public Transport) Amendment Bill
- b) **Authorises** the Mayor or his delegate to speak to the DCC submission at the Transport and Infrastructure Select Committee
- c) **Authorises** the Chief Executive to make any minor editorial changes to the submission if required.

BACKGROUND

- 4 The Land Transport Management Act contains principles that guide both Waka Kotahi NZ Transport Agency and councils on how public transport is delivered.
- 5 In 2022 the Government announced a new Sustainable Public Transport Framework (SPTF). This followed a review of the Public Transport Operating Model (PTOM) that was undertaken in response to concerns around how public transport in New Zealand was operating including driver wages and responding to climate change. The review focused on:
 - the objectives of the PTOM model
 - decarbonisation of the public transport bus fleet
 - roles and relationships in the public transport sector
 - the labour market in the public transport bus sector

- services that operate outside of PTOM (exempt and excluded services)
 - on-demand public transport services.
- 6 The PTOM was introduced in 2013 and had a focus on growing the commerciality of public transport services with reduced reliance on public subsidy. It introduced a partnering approach to public transport contracts, where fare revenue risk sat with councils rather than public transport operators. The model also provided exclusive operating rights within defined geographic boundaries and corridors.
- 7 The PTOM was in part a response to service issues that resulted from the deregulation of public transport in the late 1980s. The deregulation enabled registration of commercial services and required councils to sell or divest public transport assets to arms-length holding companies. The PTOM gave regional councils the overall responsibility for planning and contracting services while the provision of public transport infrastructure remained with city councils.

DISCUSSION

- 8 The SPFT seeks to create a public transport system that is reliable, an attractive career opportunity, and a credible alternative to using cars to get around and proposes to:
- support 'on-demand' public transport services
 - allow councils to own and operate services in house
 - improve pay and working conditions
 - deliver routes and services that reflect community needs
 - incentivise the decarbonisation of the fleet .
- 9 Replacing the PTOM with the SPTF is a key initiative in the implementation plan for the actions in the Transport chapter of New Zealand's first emissions reduction plan – the recently adopted [Decarbonising Transport Action Plan 2022–25](#).

New objectives for planning, procurement, and delivery of services and greater transparency

- 10 The Land Transport Management Act currently has a focus on:
- partnership, collaboration, and coordination to meet passengers needs and enable growth
 - provision of a competitive and efficient market for public transport services;
 - transparency around planning and procurement
 - incentives for operators to reduce reliance on public subsidies.

The Amendment Bill proposes a substantial change to the existing principles, with the new principles being:

- (a) well-used public transport services reduce the environmental and health impacts of land transport, including by reducing reliance on single-occupant vehicles and using zero-emission technology.
- (b) public transport services support a mode shift from private motor vehicle use if they are co-ordinated, integrated, reliable, frequent, accessible, affordable, and safe.

- (c) fair and equitable employment or engagement of people in the public transport workforce should ensure that there is a sufficiently robust labour market to sustain and expand public transport services.
- (d) regional and city councils and public transport operators should work together to provide co-ordinated public transport services and the associated infrastructure necessary:
 - (i) to meet the needs of passengers
 - (ii) to encourage more people to use the services
- (e) providing public transport services assists:
 - (i) public transport investment to be efficient
 - (ii) public transport investment to give value for money.

11 The Bill requires openness and transparency in relation to:

- operating costs
- service performance
- the vehicles or vessels used to deliver services
- aggregate employee terms and conditions
- financial performance of operators

This will enable different service delivery models, such as direct operation by councils to be benchmarked against contracting-out models.

Ability for councils to directly operate public transport services and own assets

12 A major shift in the Bill will enable regional councils to directly operate services instead of contracting out and for both regional and city councils to own public transport assets. Currently DCC owns public transport infrastructure directly and rail assets through Dunedin City Rail Limited. Prior to 2011 DCC owned Citibus (which prior to the early 1990s was directly operated by DCC). At present no councils in New Zealand own bus companies. Auckland Transport and Greater Wellington Regional Council own rail rolling stock and above track infrastructure and contract operation of the Metrorail services to private operators.

Encouraging greater collaboration between regional and city councils

13 The Bill establishes a requirement for regional and city councils to collaborate to prepare Regional Public Transport Plans (RPTPs). Under the Bill, RPTPs will need to identify the infrastructure necessary to support public transport services and take into account any council plans or strategy relevant to transport that have been publicly consulted on. Rail line access providers must also be consulted. The current legislation already requires collaboration with city councils in principle, but there is no specific requirement to consider the infrastructure required, to work with city councils on preparation of the RPTP or link to strategic plans other than District Plans.

Changes to what and where public transport services are defined

14 Under the PTOM the way operating boundaries and public transport services are defined and set has restricted the ability to innovate, or provide different services offerings, e.g. on demand shuttle services, or passenger rail where these overlap with existing public transport services.

- 15 Currently services using shuttles that are not operated to a set schedule are excluded from the PTOM. This makes it more difficult to provide on demand services which can provide a different level of service compared to conventional buses.
- 16 The PTOM currently offers exclusivity for an operator based on identified geographical areas or corridors. Investigation into operating trial passenger rail services from Mosgiel to the CBD identified this as a barrier to operation as it overlaps with the existing bus unit. The Bill provides greater flexibility to regional councils about how they define areas. This would make it easier to develop overlapping services within similar geographical catchments that operate differently.

OPTIONS

Option One – Recommended Option

- 17 Approve, with any agreed amendments, the submission to the Land Transport Management (Regulation of Public Transport) Amendment Bill.

Advantages

- Opportunity to provide feedback to the Select Committee on the proposed new framework for public transport.
- Opportunity to demonstrate support for improved strategic alignment with Dunedin's emissions reduction goals.

Disadvantages

- There are no identified disadvantages.

Option Two

- 18 Do not approve the draft submission to the Land Transport Management (Regulation of Public Transport) Amendment Bill.

Advantages

- There are no identified advantages.

Disadvantages

- Missed opportunity to provide feedback to the Select Committee on the proposed new framework for public transport.
- Missed opportunity to demonstrate support for improved strategic alignment with Dunedin's emissions reduction goals.

NEXT STEPS

- 19 If the submission is approved DCC staff will submit it, with any amendments, to the Secretariat of the Transport and Infrastructure Committee.

Signatories

Author:	Helen Chapman - Senior Transport Planner
Authoriser:	Jeanine Benson - Group Manager Transport Simon Drew - General Manager Infrastructure and Development

Attachments

	Title	Page
↓A	Draft DCC submission on the Land Transport Management (Regulation of Public Transport) Amendment Bill	112

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision promotes the social, economic, and 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This submission seeks improvements to the regulatory framework for public transport that enable improvements to public transport that could contribute to the Integrated Transport Strategy, Environment Strategy, Otago-Southland Regional Land Transport Plan, and emissions reductions under the Zero Carbon policy.

Māori Impact Statement

The Government has undertaken high-level engagement with iwi/Māori in relation to the Bill. Given the timeframe constraints for the submission, staff have not engaged with mana whenua in the development of the draft submission.

Sustainability

The changes proposed in the Land Transport Management (Regulation of public transport) Bill make a positive contribution to sustainability by aiming to improve public transport offerings to the community.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no known implications.

Financial considerations

There are no financial implications.

Significance

This approval of the draft DCC submission is considered low in terms of the Council’s Significance and Engagement Policy.

Engagement – external

There has been no external engagement.

Engagement - internal

The Zero Carbon, Transport and Corporate Policy teams have reviewed the report.

SUMMARY OF CONSIDERATIONS

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There are no identified conflicts of interest.

Community Boards

Changes to public transport in Dunedin is likely to be of interest to all Dunedin communities including those served by Community Boards. Implementation of the new framework will sit with Otago Regional Council.

REVIEW OF THE ELECTRICITY (HAZARDS FROM TREES) REGULATIONS 2003 - SUBMISSION

Department: Parks and Recreation

EXECUTIVE SUMMARY

- 1 This report seeks approval of a Dunedin City Council (DCC) submission (Attachment A) to the Ministry of Business Innovation and Employment on the discussion document 'Review of the Electricity (Hazards from Trees) Regulations 2003'
(<https://www.mbie.govt.nz/dmsdocument/26235-discussion-document-review-of-the-electricity-hazards-from-trees-regulation-2003>)

RECOMMENDATIONS

That the Council:

- a) **Approves** the submission, with any amendments, to the Ministry of Business Innovation and Employment on the discussion document 'Review of the Electricity (Hazards from Trees) Regulations 2003'.
- b) **Authorises** the Chief Executive to make any minor editorial changes to the submission if required

BACKGROUND

- 2 The Ministry of Business Innovation and Employment (MBIE) is seeking feedback on a proposal to review the Regulations. Submissions close on Friday 5 May 2023.
- 3 The purpose of the Electricity (Hazards from Trees) Regulations 2003 is to protect the security of electricity supply and the safety of the public by:
 - prescribing distances from electrical wires within which trees must not encroach.
 - setting rules about who has responsibility for cutting or trimming trees that encroach on electrical wires
 - assigning liability if those rules are breached, and
 - providing an arbitration system to resolve disputes between works owners and vegetation owners about the operation of these regulations.
- 4 The discussion document outlines the concerns raised by key stakeholders regarding the current Regulations and presents potential solutions to address these issues. Primary issues include:

- a) There are risks to electricity network assets from trees that are not encroaching on the Growth Limit Zone in the way anticipated by the Regulations, but that could still fall on the assets during a severe weather event (“fall risk trees”). This is the most significant issue raised by stakeholders.
- b) Vegetation owners consider that the Regulations do little to prevent the over-trimming of hazardous vegetation, which can result in unnecessary diminution of economic or amenity value.
- c) The Regulations apply at the level of individual trees which imposes an administrative cost on works owners in monitoring encroachment and maintenance.
- d) The scope for opting out through a “no-interest” notice, and the distinction between the “first trim” and subsequent remedial work, create confusion and gaming opportunities which increase the costs for works owners.
- e) The Regulations do not sufficiently consider the impact of new tree planting and the risk it creates for network assets.
- f) The process for works owners to access vegetation on private land appears difficult to works owners but appears too easy to vegetation owners.
- g) The dispute resolution process appears to be under-utilised.

DISCUSSION

- 5 DCC supports a review of the Regulations and finds the primary issues identified as being relevant and consistent with the DCC’s findings. The DCC considers a review to be a timely opportunity for addressing shortcomings within the Regulations and will help ensure the electricity supply system is strong, secure and supported, and the expectations of vegetation owners are clear, fair and workable.
- 6 In summary, DCC submits that MBIE should:
 - a) Make amendments that will support the wider interests of Māori to ensure the full exclusive and undisturbed possession of their lands, as guaranteed under the Treaty of Waitangi.
 - b) Not further restrict the distance in which trees are allowed to grow in proximity to electricity lines. DCC believes the status quo is acceptable if Electricity Distribution Businesses carry out their functions under the Regulations
 - c) Consider including within the Regulation’s ‘Growth Limit Zone’ any vegetation growing above and over wires. This would limit risk of branches falling on to wires from a height.
 - d) Regulate through a risk-based approach that allows the specifics of an individual tree to be assessed in terms of the likelihood it will interfere with electrical infrastructure.
 - e) Strike a balance in tree-maintenance responsibilities between vegetation owners and Electricity Distribution Businesses.
 - f) Commit to a ten-yearly review cycle of the Regulations to ensure they remain fit-for-purpose.

OPTIONS

Option One – Recommended Option

- 7 Approve the DCC submission, with any amendments, to the MBIE on the discussion document ‘Review of the Electricity (Hazards from Trees) Regulations 2003’

Advantages

- Enables the DCC to provide feedback on issues with the current Regulations that are specific to Dunedin.

Disadvantages

- There are no identified disadvantages for this option

Option Two – Status Quo

- 8 Do not approve the DCC submission to the MBIE on the discussion document ‘Review of the Electricity (Hazards from Trees) Regulations 2003’

Advantages

- There are no identified advantages for this option

Disadvantages

- Missed opportunity to provide Dunedin-specific feedback on issues that are relevant to the DCC and Dunedin residents.


NEXT STEPS

- 9 If the Council approves the DCC submission on the MBIE discussion document ‘Review of the Electricity (Hazards from Trees) Regulations 2003’ it will be sent to the MBIE before the deadline.
- 10 The approved submission will be uploaded to the DCC website.

Signatories

Author:	Stephen Hogg - Parks and Recreation Planner
Authoriser:	Scott MacLean - Group Manager Parks and Recreation Simon Pickford - General Manager Community Services

Attachments

	Title	Page
	MBIE Submission - Strengthening the Tree Regulations to improve resilience of electricity supply	122

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.
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 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 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 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The decision contributes to the Environment Strategy's Goal Dunedin is resilient and carbon zero.
The decision contributes to the Parks and Recreation Strategy's priority of Protecting and caring for our special places
The decision contributes to the Integrated Transport Strategy's principles of a safe system approach.

Māori Impact Statement

The Government has a constitutional role in ensuring its Treaty of Waitangi obligations and responsibilities are being met, particularly if any additional restrictions are put on Māori land use, including for forestry and farming. MBIE has identified iwi land owning interests in rural areas as the grouping that would have the highest interest in any changes to the Trees Regulations. MBIE consulted with iwi organisations nationally and specifically organisations working for Kāi Tahu in the South Island to determine impact on Māori and specific concerns. These are outlined in the consultation document. Given time frame constraints for the submission, staff have not engaged with mana whenua in the development of the draft.

Sustainability

The submission urges MBIE to show consideration of the importance of trees in carbon sequestrum in any changes to the policy. The submission supports risk-based approaches to tree maintenance to reduce the likelihood of over-trimming occurring.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications directly relating to this submission.

Financial considerations

There are no implications directly relating to this submission. Once the review has been completed there may be some impact on future operational costs relating to management of trees.

Significance

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

2022 ANNUAL REPORT FOR DUNEDIN VENUES MANAGEMENT LTD

Department: Civic

EXECUTIVE SUMMARY

- 1 This report provides the 2022 Annual Report of Dunedin Venues Management Limited (DVML).

RECOMMENDATIONS

That the Council:

- a) **Notes** the 2022 Annual Reports of Dunedin Venues Management Limited.

BACKGROUND

- 2 The subsidiaries and associate companies of DCHL are required to prepare and deliver an Annual Report to Council for noting.

DISCUSSION

- 3 Council noted the 2022 Annual Reports of the DCHL Group companies in December 2022 with the exception of DVML's Annual Report. It was not available at that time due to delays closing out two audit queries, but the report has now been completed and is attached to this report for noting., along with a cover report from DCHL.
- 4 As this report is for administrative and statutory reporting purposes, a summary of considerations and options is not required.

OPTIONS

- 5 Not applicable

Signatories

Author:	Sharon Bodeker - Manager Governance
Authoriser:	Sandy Graham - Chief Executive Officer

Attachments

	Title	Page
↓A	Cover report from Dunedin City Holdings Limited	130

↓B	Dunedin Venues Management Limited Annual Report to 30 June 2022
--------------------	---

131

RESOLUTION TO EXCLUDE THE PUBLIC

That the Council excludes the public from the following part of the proceedings of this meeting (pursuant to the provisions of the Local Government Official Information and Meetings Act 1987) namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	Reason for Confidentiality
<p>C1 Confirmation of the Confidential Minutes of Ordinary Council meeting - 27 March 2023 - Public Excluded</p>	<p>S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.</p> <p>S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege.</p> <p>S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p> <p>S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>	<p>.</p>	

	<p>S7(2)(b)(i) The withholding of the information is necessary to protect information where the making available of the information would disclose a trade secret.</p>		
<p>C2 Confidential Council Actions from Resolutions at Council Meetings</p>	<p>S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.</p> <p>S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege.</p> <p>S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p> <p>S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>	<p>S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</p>	
<p>C3 Confidential Council Forward Work Programme - April 2023</p>	<p>S7(2)(h) The withholding of the information is necessary to enable the local authority to</p>	<p>S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure</p>	

	carry out, without prejudice or disadvantage, commercial activities.	of information for which good reason for withholding exists under section 7.	
C4 Director Remuneration - Dunedin City Holdings Limited Group Companies	<p>S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.</p> <p>S7(2)(b)(i) The withholding of the information is necessary to protect information where the making available of the information would disclose a trade secret.</p>	<p>S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</p>	This report is confidential because the information contained in this report remains confidential until Council has determined the level of fees and advised Dunedin City Holdings Limited of the outcome at which point the information can be made public..
C5 Appointment of District Licensing Committee Members	<p>S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.</p>	<p>S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</p>	

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by Section 6 or Section 7 of that Act, or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown above after each item.