

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 Christine Garey
Cr Carmen Houlahan
Cr Cherry Lucas
Cr Jim O'Malley
Cr Steve Walker
Cr Andrew Whiley

Cr David Benson-Pope
Cr Kevin Gilbert
Cr Marie Laufiso
Cr Mandy Mayhem
Cr Lee Vandervis
Cr Brent Weatherall

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.

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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

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Councillor Register of Interest - Current as at 17 April 2023				
Councillors are members of all committees				
Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Mayor Jules Radich	Shareholder	Izon Science Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Taurikura Drive Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Golden Block Developments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Cambridge Terrace Properties Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Southern Properties (2007) Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Arrenway Drive Investments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Golden Centre Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	IBMS Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Raft Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Otago Business Coaching Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Effectivise Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Athol Street Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Allandale Trustee Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Aberdeen St No2 Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Road Safety Action Plan	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	100% Shareholder/Director	Panorama Developments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Council of Social Services (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Sector Steering Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Bill Acklin	Shareholder/Director	Dunedin Brokers Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	APRA - AMCOS	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Entertainer	Various functions	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Strath Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Sophie Barker	Director	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property Owner - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Beneficiary	Sans Peur Trust (Larnach Castle)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Mentor	Business Mentors NZ	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Southern Heritage Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Friends Otago Museum	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Peninsula Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Orokonui Ecosanctuary	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Volunteer	Blue Penguins Pukekura	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Vegetable Growers Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Committee Member	Otago Anniversary Day Dinner	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Dunedin Heritage Fund (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Gasworks Museum Trust (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Otaru Sister City Society (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Hereweka Harbour Cone Trust (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Te Ao Tūroa Partnership (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr David Benson-Pope	Owner	Residential Property Ownership in Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee and Beneficiary	Blind Investment Trusts	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Yellow-eyed Penguin Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Heritage Fund (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Christine Garey	Trustee	Garey Family Trust - Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Women of Ōtepoti	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Sophia Charter (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	St Paul's Cathedral Foundation (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Theomin Gallery Management Committee (Olveston) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Kevin Gilbert	Owner	Gipfel Limited - Bakery	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Schlubert Trust - Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Schlup Family Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	BNI	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Business South	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Air New Zealand	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Kevin Gilbert and Esther Gilbert Partnership - Residential Rental Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Trustee	Biddies Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Advisors	Ronald McDonald House Supper Club Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Fair Trading Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Settlers Association (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Saddle Hill Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Carmen Houlahan	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Rental Property - North Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Part Owner	Adobe Group Ltd, Wanaka	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Property Investors Association	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Creative Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Theatre Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Marie Laufiso	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Moray Place Community Building Trust - Trust Owner of Property 111 Moray Place	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Otago Mental Health Support Trust	Potential grants applicant which would result in pecuniary interest. Duty to Trust may conflict with duties of Council Office	Do not participate in consideration of grants applications. If the meeting is in public excluded, to leave the room.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Women of Ōtepoti Recognition Initiative	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Family Member	Staff member a relative	Potential conflict depending on level of staff member involvement	Managed by staff at officer level if a perceived conflict of interest arises.
	Secretary	Brockville Improvements and Amenities Society (BIAS)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Corso Ōtepoti Dunedin Trust	Potential grants recipient	Withdraw from discussion and leave the table. If in public excluded leave the room. Seek advice prior to the meeting.
	Member	Dunedin Manufacturing Holdings Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Secretary	BIAS Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Dunedin Branch Treasurer	P.A.C.I.F.I.C.A Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Green Party of Aotearoa New Zealand	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Abrahamic Interfaith Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Refugee Steering Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Grants Subcommittee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Cherry Lucas	Trustee	Otago Farmers Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Henderson Lucas Family Trust - Residential Dunedin Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Institute of Chartered Accountants	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Chinese Garden Advisory Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Poāri a Pukekura Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Mandy Mayhem	Chairperson	Waitati Hall Society Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Blueskin News Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Waitati Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Emergency response group, Blueskin area	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	FENZ Local Advisory Committee for Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waitati Music Festival Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin Bay Amenities Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chairperson	Keep New Zealand Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Coastal Community Cycleway Network	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	West Harbour Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Disability Issues Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Jim O'Malley	Owner	Biocentrix Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Association Football Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Ocho Newco Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ice Sports Dunedin Incorporated (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waikouaiti Coast Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Lee Vandervis	Director	Lee Vandervis, Antonie Alm-Lequeux and Cook Allan Gibson Trustee Company Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Bunchy Properties Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Vandervision Audio and Lighting - Hire, Sales and Service Business	May contract and provide service to DCC	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Steve Walker	Board Member	Dunedin Wildlife Hospital Trust	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Chairperson	West Harbour Beautification Trust	Potential conflict WHBT work with Parks and Reserves to co-ordinate volunteer activities	Withdrawal from all West Harbour Beautification Trust/ DCC discussions involving this relationship.
	Member	Orokonui Ecosanctuary	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	Port Chalmers Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Society of Beer Advocates	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Port Chalmers Historical Society	Potential grants recipient	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Sea Lion Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Edinburgh Sister City Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Predator Free Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Brent Weatherall	Member	Urban Access	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Business George Street, Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Brent Weatherall Jeweller Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Trustee	Weatherall Trustee Company	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Residential Rental Properties	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Andrew Whiley	Owner/Operator	Whiley Golf Inc and New Zealand Golf Travel Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder 22 May 2017	Estate of Grace Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Japek (Family Trust) - Property Ownership - Dunedin	Duties to Trust may conflict with duties of Council Office.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin South Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	National Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairman	Volunteer South	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	President	New Zealand PGA (Professional Golf Association)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Dunedin Community House Executive Committee	Potential grants recipient	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Property Investors Association	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Chisholm Links Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Hereweka Harbour Cone Trust (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Peninsula Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Shanghai Association (Sister City Society) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Masters Games Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Puketai Residential Centre Liaison Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Executive Leadership Team - Register of Interest - current as at 23 January 2023					
Name	Date of Entry	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Sandy Graham		Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	19/09/2018	Trustee	Trustee of the Taieri Airport Facilities Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	25/07/2019	Member	St Clair Golf Club	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Simon Pickford		Owner	Residential property, Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
John Christie	21/02/2020	Wife	Owens residential properties, Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Wife is a member	Taieri Community Facilities Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Wife employee (Community Connector)	Taieri Network	DCC has provided Place Based Funding to the Taieri Network. Potential future grants applicant.	Does not participate in grant funding decisions.
		Investor/Director	Saddle Hill Investment Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Residential Properties Mosgiel	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	10/02/2022	Trustee	Otago Southland Manufacturers Association Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	15/09/2017	Trustee	Diversity Works NZ	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	09/07/2018	Member	Society of Local Government Managers	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	16/11/2020	Trustee	Sister Cities New Zealand	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Simon Drew		Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Chartered Member	Engineering New Zealand	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Judge	ACENZ (Association of Consulting Engineers NZ) Innovate Awards Judge	ACENZ have own conflict of interest policies.	Would not be allowed to judge a DCC project.
	17/04/2019	Member	Society of Local Government Managers	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Robert West		Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Trustee	Caselberg Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Gavin Logie		Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Residential property Wanaka	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Minority shareholder	Southern Hospitality	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	17/07/2020	Director	Golden Block Investments Limited	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	17/07/2020	Director	Five Council-owned non-trading companies	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
			Wife works in a senior financial position in the Finance Department, University of Otago	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Executive Leadership Team - Register of Interest - current as at 23 January 2023					
Name	Date of Entry	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	14/01/2021		Son works for Tregaskis Brown who provide consultancy services to Central Government	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Jeanette Wikaira		Trustee	Dunedin North Intermediate School	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Otago Institute of Arts and Science	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Trustee	Hone Tuwhare Charitable Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Claire Austin	17/09/2021	Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Institute of Directors	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Fellow	Australia and New Zealand School of Government	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

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 GROYPNE - 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
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C1 Ordinary Council meeting - 28 February 2023 - Public Excluded	<p>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.</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>
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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. 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.	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..

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

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Key	
Changes to timeframes	
Progress to date update	Bold

COUNCIL PUBLIC RESOLUTIONS 2022-2025					
OPEN ACTIONS – APRIL 2023					
OPEN ACTIONS					
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Status
22/02/2023	CNL/2023/039	Annual Plan Budget Update – Waste Management	Directs staff to write to the Ministry of the Environment seeking an explanation as to why the Waste Disposal Levy is applied to material that is used in the operation of the Green Island Landfill.	Waste Management	April 2023 – Staff have written to the Ministry and will report any response to a future Council meeting.
27/03/2023	CNL/2023/069	State Highway 1 – Discussion of Options	Endorses the State Highway 1 (P1) one-way option through Dunedin City	Transport	April 2023 – Staff will continue to work with Waka Kotahi on the programme business case for this work.
27/03/2023	CNL/2023/072	Proposed Interim Speed Management Plan – Report from Hearing Committee	Approves the Dunedin interim Speed Management Plan, as recommended by the Hearings Committee. Authorises the Chief Executive to make any minor editorial changes to the Draft Interim Speed Management Plan if required. Notes that the Interim Speed Management Plan would be submitted to the Director of Land Transport for certification. Notes speed limits would come into effect when submitted into the National Speed Limit Register.	Transport	April 2023 – The Draft Interim Speed Management plan was submitted to Waka Kotahi for inclusion in their nationwide speed management plan.
27/03/2023	CNL/2023/073	Approval to Grant Stormwater Easement to Aurora Energy Ltd – Kane Street Local Purpose Reserve (Esplanade)	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). Decides the criteria for exemption from public notification had been met. 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).	Parks and Recreation	April 2023 – DCC is presently preparing the Agreement to Grant Easement to Install Stormwater Pipe. This will need to be agreed and executed prior to any physical works commencing. The Agreement will be sent to Aurora for review and execution.
27/03/2023	CNL/2023/074	Proposed Event Road Closures for April-May 2023	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):	Transport	April 2023 – the roads were closed as resolved with the exception of the Hyde Street Party and May Graduation Parades which will be closed on the days of the events.

Key	
Changes to timeframes	
Progress to date update	Bold

			City Activation Rod Stewart – 5 April 2023 FIFA 100 days to go – 11 April 2023 Hyde Street Party – 28 April 2023 May Graduation Parades – 13 and 20 May 2023		
27/03/2023	CNL/2023/075	Naming of a Legal Road and a Private Way	Approves the naming of the legal road located at 157 Dukes Road North as ‘Enterprise Place’ . Approves the naming of the private way located at 219 Gladstone Road North as ‘Magnolia Lane’ .	Transport	April 2023 – LINZ has been notified of the approval of the road names to be added into their database. The road signs will be installed in coordination with the developer when the development is completed.
PUBLIC NOTICE OF MOTION RESOLUTIONS 2022-2025 OPEN ACTIONS - MARCH 2023					
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Status
31/01/2023	CNL/2023/013	Notice of Motion - Dunedin Hospital	Supports the New Dunedin Hospital being built to the specifications in the Final Detailed Business Case approved by Cabinet, and that the Dunedin City Council will not accept changes that reduce the long-term capacity of the New Dunedin Hospital, or that compromise in any way the clinical services available to residents of the city and the wider region. Seeks the commitment of all parliamentary parties to adequately fund that work. Engages with stakeholders to support this advocacy position. Commits to fund a public campaign in support of 1 – 3 above, up to \$130,400 and seek support funding from other sources.		April 2023 – The campaign is underway.

Key	
Changes to timeframes	
Progress to date update	Bold

PUBLIC COUNCIL RESOLUTIONS 2022-2025					
COMPLETED ACTIONS - APRIL 2023					
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Completion
27/03/2023	CNL/2023/071	Review of the Resource Management (Infringement Offences) Regulations 1999-Submission	Approves the DCC submission, on the Review of the Resource Management (Infringement Offences) Regulations 1999. Authorises the Chief Executive to make any minor editorial amendments to the submission.	Community Planning/Resource Consents	March 2023 – the submission was lodged on 29 March 2023.
31/01/2023	CNL/2023/012	Committee Structure and Delegations Manual 2023	Adopts the Committee Structure and Delegations Manual 2023 with an amendment to add the word “sustainable” into Clause 4 of the Finance and Council Controlled Organisations Committee delegations.	Civic	April 2023 – The updated Committee Structure and Delegations Manual 2023 has been distributed and is published on the Council website.
22/02/2023	CNL/2023/023	Outram Glen – Facilities Upgrade	Approves the installation of new toilets and BBQ, and regrade and resurface the accessway with Otta seal.	Property	March 2023 – The budget has been included in the draft Annual Plan.
22/02/2023	CNL/2023/025	Destination Playspaces – Stage 1 Consultation Feedback	Approves developing concept plans for the three existing destination playspaces (Marlow Park, Woodhaugh Gardens and Mosgiel Memorial Park) as modern destination playgrounds.	Parks and Recreation	March 2023 – The budget has been included in the draft Annual Plan and will be actioned in the 2023-24 Financial Year.

FORWARD WORK PROGRAMME FOR COUNCIL - APRIL 2023

Department: Civic

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide the updated forward work programme for the 2022-2023 year (Attachment A).
- 2 As this is an administrative report only, there are no options or Summary of Considerations.

RECOMMENDATIONS

That the Council:

- a) **Notes** the updated Council forward work programme as shown in Attachment A.

DISCUSSION

- 3 The forward work programme is a regular agenda item which shows areas of activity, progress and expected timeframes for Council decision making across a range of areas of work.
- 4 As an update report, the purple highlight shows changes to timeframes. New items added to the schedule are highlighted in yellow. Items that have been completed or updated are shown as bold.

NEXT STEPS

- 5 An updated report will be presented to future Council meetings.

Signatories

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

Attachments

Title	Page
A Council Forward Work Programme - April 2023	43

Key	
New item	
Changes to timeframes	
Completed; progress to date update	Bold

Council Forward Work Programme 2022/2023 - April 2023															
Area of Work	Reason for Work	Council role (decision and/or direction)	Expected timeframes												
			Apr	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Annual Report	Statutory requirement under the LGA.	Decision to adopt the Annual Report. Progress to date: Work on developing the 2022/23 Annual Report will commence in July 23.		Interim audit			Final audit of 2022/23 Annual Report								
Committee Structure Delegations Manual	Council may delegate to committees those powers necessary for them to carry out their responsibilities in an efficient and effective way. Any changes to the Committee Structure Delegations manual must be done by Council.	Consider and decide on proposed changes to the Committee and Structure Delegations Manual. Progress to date: Proposed changes to the Committee Structure and Delegations Manual will be presented as required.		As and when required											
Electoral matters	Council may make a resolution on the electoral system by Tuesday 12 September 2023.	Consider the electoral system to be used					Decide								
Māori ward	Statutory provision, Council may make a resolution on a Māori ward by November 2023.	Consider whether to make a decision				Consideration by Te Pae			Decide						
Investment Plan	Develop an Investment Plan	Consider and decide on an investment plan. Progress to date: A draft of the Investment Plan is being finalised. The draft Plan has been referenced in the Letter of Expectation to DCHL. The Plan will go to the Finance & CCO committee in June, previously scheduled for May.			Finance & CCO										
LGNZ AGM Remits and Rules	Remits and rule changes to be considered at the AGM.	Consider and decide on remits and rule changes. Progress to date: Remits will be considered in June 2023, in time for the next LGNZ Annual General Meeting.			Consider										

Area of Work	Reason for Work	Council role (decision and/or direction)	Expected timeframes													
			Apr	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	
Review of Strategic Framework, incorporating Sustainability Framework and aligned levels of service	Review, update and align strategies	Ongoing decision making throughout the review process. Progress to date: An ongoing workshop programme on progress of the Strategic Framework work programme is currently being established for 2023, and will be reported to the Strategy, Planning & Engagement Committee in May.	Workshop	Report to Committee	Sustainability Framework Workshop Series						Ongoing work					
Submissions to central government and other external parties.	Provide feedback on proposals from central government and other external parties.	Consider and decide on draft submission on central government and other external parties proposals. Progress to date: 18 submissions have been considered by Council since 1 July 22. Two new submissions are on the agenda for approval.	2 submissions	As and when required												
3 Waters reform	The Government has initiated changes to the service delivery arrangements for 3 waters.	Progress to date: On 13 April 2023, Government announced changes to the 3 Waters service delivery reforms including increasing the number of new entities from four to ten, extending the establishment date of the new entities from 1 July 2024 to a staged transfer over 2025 and 2026, and the withdrawal of the Better Off Funding Tranche 2. Staff are considering the impacts and implications of the changes. A report will be prepared for the May Council meeting. (Council - 31 May 22; CNL/2022/029).	Ongoing work	Report	Ongoing work											
Masters Games	Staff to review the trust deed considering matters including the length of term, remuneration, the appointment process and the number of trustees. (Council - 31 May 22 - Confidential; CNL/2022/033)	Considers the review of the Trust Deed for the NZ Masters Games. Progress to date A report will be presented to the May 2023 Council meeting.		Report												
Masters Games	Statement of Intent and Service Level Agreement	Present documents for approval. Progress to date: Documents will be presented to Council for approval in May 2023.		Report												

Area of Work	Reason for Work	Council role (decision and/or direction)	Expected timeframes												
			Apr	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Annual Plans and 10 year plans															
Annual Plan	Statutory requirement under the LGA	Consider and make decisions as necessary on the development and adoption of the Annual Plan. Progress to date: Submissions closed on 21 April 2023. Hearings are scheduled for 1 & 2 May 2023, and deliberations will commence on 22 May 2023.	Submissions received	Hearings and deliberations	Adoption										
Vacant inner city space	Notice of motion for report on possible initiatives to further incentivise the residential conversion of vacant inner city space, as part of Annual Plan discussions. (Council - 27 March 23; CNL/2023/076)	Progress to date: A project plan and resourcing requirements for this work is being developed. This work will inform the 10 year plan.	Ongoing work									Report			
Targeted rates for kerbside collection	Look at targeted rates, fixed and progressive targeted rates for 2023/24 Annual Plan. (Council - 31 Jan 22; CAPCC/2022/009)	Consider and decide on a preferred option for charging targeted rates for kerbside collection. Progress to date: With the delay in the start to the new kerbside collection programme, options for charging targeted rates will now be considered in time for the 10 year plan 2024-34.													
Destination playground	Prepare an options report for the development of a new destination playground, in time for the 2022/23 Annual Plan. (Council - 31 May 21; CNL/2021/130)	Consider options for a destination playground. Progress to date: A Destination Playground report was presented to the 22 February 2023 Council meeting, where Council approved developing concept plans for three existing destination playspaces.	Ongoing work									Report			
Aquatics review	Include discussions with the Therapeutic Pool Trust as part of the Aquatics Network Review (Council 23 May 22; CAPCC/2022/034).	Progress to date: A report was presented to the 22 February 2023 Annual Plan meeting. Council requested investigating potential co-investment options with the Ministry of Education, and to report back in time for the 10 year plan.	Ongoing work									Report			
Heritage	Develop a Heritage Action Plan in time for the 10 year plan in January 2024. (CNL/2023/035)	Heritage Action Plan will inform the 10 year plan 2024-34. Progress to date: A report will be prepared for consideration in time for the 10 year plan. Timeframes are subject to confirmation.	Ongoing work							Report					

Area of Work	Reason for Work	Council role (decision and/or direction)	Expected timeframes												
			Apr	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Coastal management options	Continue with technical investigations and identify other coastal management options, including groynes, to inform the 10 year plan. (Council 27 March 23; CNL/2023/070)	Progress to date: A report will be prepared in time for the 10 year plan.	Ongoing work									Report			
Council Controlled Organisations															
Council controlled organisations - letter of expectation for DCHL	Provides Council's annual direction to DCHL, outlining accountabilities, roles and responsibilities.	Decides on the content of the Letter of Expectation to the Board of DCHL. Progress to date: The letter of expectation for the 2024/25 year will be considered at the December 2023 Council meeting.									Letter of expectation				
Council controlled organisations - Statements of Intent	Statutory requirement under section 64 of the LGA, and the Energy Companies Act, to provide statements of intent to its shareholders. Section 65 of the LGA requires local authorities to agree to the statements of intent, or if not agreed to, take steps to have them notified.	Provide feedback on draft statements of intent. Agree to the final statements of intent adopted by the Boards of each CCO. Progress to date: Draft Statements of Intent for 2023/24 were considered at the Finance and CCO Committee in March 2023. A workshop on the draft statements will be held on 26 April. A further report will be presented to the 9 May Finance and CCO committee meeting.		Report F&CCO	Approve										
Company Annual Reports	Notes the DCHL parent financial statements for the financial year.	Progress to date: The parent financial report for the year ended 30 June 22 was presented to the Finance & CCO committee in February 2023.											Report		
Dunedin Railways	Support the Otago Central Rail Trust to seek funding for feasibility work on possible extensions to the Otago Central Rail Trail between Middelmarsh and Wingatui, in collaboration with mana whenua and other interested parties. (Council - 31 May 21; CNL/2021/101)	Update report Progress to date: DCC continues to engage with the Otago Central Rail Trail Trust on the development of a cycle trail feasibility study along the Taieri Gorge. Feasibility study is still to commence.	Ongoing work												
Dunedin Railways	Options for long term operations and governance of Dunedin Railways Ltd. (Council - 31 January 23; CNL/2023/019)	Decide on options. Progress to date: Work on the future of DRL is in line with the resolutions made at the 31 January 2023 Council meeting. The current model of operations will be sustained for the 2023/24 summer season. Options are currently being developed for long term operations and will be considered in time for the 10 year plan.	Ongoing work								Report				

Area of Work	Reason for Work	Council role (decision and/or direction)	Expected timeframes												
			Apr	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Climate Change Work Programme incorporating:															
Zero Carbon 2030	Working across departments and Dunedin City to reduce DCC’s emissions and achieve the city-wide Zero Carbon 2030 target	Progress to date: An update on the Zero Carbon work programme was considered at the 31 January 2023 Council meeting. An update report will be presented to the June 2023 Strategy, Planning & Engagement Committee.	Ongoing work		Update report - committee	Ongoing work									
District Energy Scheme	Final decision to be made on whether to progress with Octagon Area DES or connection to the existing PEL DES, prior to construction commencing on the George Street upgrade. (Council - 15 Dec 20)	Decide on options for a district energy scheme Progress to date: An update report will be presented at a future date.													
South Dunedin Future	Working with the community and Otago Regional Council on the future of South Dunedin	Ongoing decision making throughout the process. Progress to date: Procurement for technical assistance closed 14 March. Tender evaluation is near complete (at the due diligence stage). Councillor workshops and a formal update report will be scheduled for June 2023.	Ongoing work	DCC & ORC joint workshop	Report to Strategy, Planning & Engagement Committee	Ongoing work and workshops									
Bylaws Work Programme and Plans															
Interim Speed Management Plan	Development of a Dunedin Interim Speed Management Plan.	Consider and decide on proposed changes to speed limits. Progress to date: Changes will be presented as and when required.		As and when required											
Waste Minimisation and Management Bylaw	Bylaw prepared under the Local Government Act 2002, Waste Minimisation Act 2008, and the Litter Act 1979	Decision to adopt/amend/revoke the bylaw. Progress to date: On hold pending completion of the Otago Regional Waste Assessment and possible subsequent amendment to the Waste Minimisation and Management Plan.													
Second Generation District Plan (2GP) Work Programme															
Second Generation District Plan (2GP) Work Programme	To deal with appeals received on the 2GP.	Ratify the final plan. Progress to date: Over 90% of appeal points have been resolved or withdrawn. Staff are working through remaining appeals, including the Gordon Road spillway, with 4 appeals set down for Environment Court hearings in mid 2023.	Ongoing work												

Area of Work	Reason for Work	Council role (decision and/or direction)	Expected timeframes													
			Apr	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	
Variation 2 - Second Generation District Plan (2GP)	Variations to the 2GP - Growth	Decide on Variation 2 to the 2GP to be notified for consultation purposes. Decision to adopt the variation to the 2GP. Progress to date: Decisions on Hearing 4 were released on 8 February 2023. The period for submitters to appeal the decisions ended on 21 March 2023 with 16 appeals received.														
Variation 3 - Second Generation District Plan	Variations to the 2GP - implement parts of the National Policy Statement - Urban Development, and other minor amendments	Decide on variation 3 to the 2GP to be notified for consultation purposes. Decision to adopt the variation to the 2GP. Progress to date: Issue and option identification is continuing to be progressed by staff. Notification is expected to be around late 2023.	Ongoing work					Notify								
NPS - Urban Development																
Future Development Strategy	Required to be completed under the National Policy Statement - Urban Development, in conjunction with the Otago Regional Council, by 2024.	Consider and make decisions as required on the development of the strategy. Progress to date: Community engagement workshops are scheduled for 27 April – 30 May. A joint Governors workshop with ORC is planned for 5 May 2023 on strategic directions.	Community Engagement Workshops		Ongoing work											
Policies Work Programme:																
Naming Rights and Sponsorship Policy	Develop a policy that will give clarity to naming rights on DCC assets.	Consider and decide on a proposed Naming Rights policy. Progress to date: This work has not been scheduled.														

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)

Dunedin and DCC Emissions Reduction Plan development

- 11 Following Council resolutions and national direction relating to climate change mitigation, the 10 Year Plan 2021-31 provided funding to progress the Zero Carbon work programme.
- 12 Key current focus areas for the work programme include development of an emissions reduction plan for Dunedin (a 'Zero Carbon Plan'), and the refresh of the DCC's organisational emissions reduction plan.
- 13 Research findings suggest establishing of a car share service should be prioritised to help achieve both city and organisational emissions reduction targets:
 - Reducing emissions from the transport sector is particularly important to the achievement of Dunedin's net zero by 2030 (excluding biogenic methane).
 - Latest figures suggest that private car movements generate approximately half of all emissions from on-road transport. The introduction of a car share scheme to Dunedin, particularly one that includes EVs, would target reduction in emissions from this source.
 - Car share has proved very popular in overseas cities, and services are now operating successfully in Auckland, Hamilton, Wellington and Christchurch, with a service soon to launch in Nelson.
 - A 2020 survey of Wellington car share members showed that 25% of users have sold or are planning to sell at least one vehicle as a result of joining a car share scheme. Almost 40% said they use private motor vehicles less since joining.
 - The Climate 2030 Rapid Review (2020) that was presented to Council at its meeting on 27 January 2021, recommended that the DCC investigate the implementation of an EV car share scheme to replace the DCC fleet, and other public and private sector organisations.

DISCUSSION***Work to date***

- 14 Early discussions with car share companies suggested that before establishing in the city they would need committed business subscriptions to provide a base level of revenue certainty.
- 15 This led to a report '*Opportunities for Car Sharing in Dunedin*' (the Report) on three interrelated considerations:
 - the opportunities for car share in Dunedin
 - the potential for utilising car share as part of the DCC's fleet
 - the preferences and potential contributions of other Zero Carbon Alliance members (Otago Regional Council, University of Otago, Te Whatu Ora - Southern and Te Pukenga) in relation to car share establishment.
- 16 The Report is at Attachment A and is summarised below.

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.

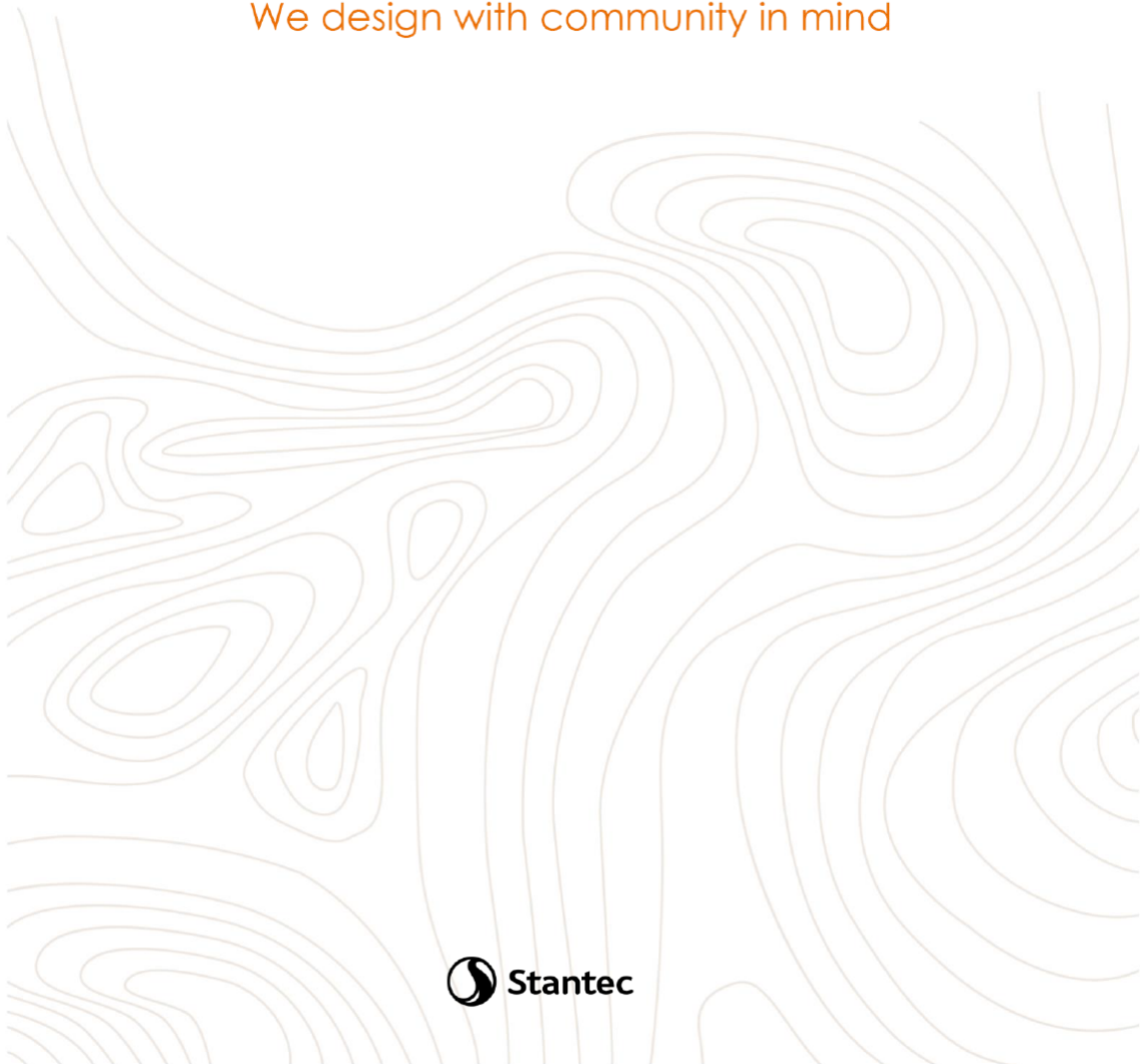
Community Boards

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.

Opportunities for Car Sharing in Dunedin

PREPARED FOR DUNEDIN CITY COUNCIL | DECEMBER 2022

We design with community in mind



Revision schedule

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Quality statement

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1 Introduction

Authorities around the world are exploring new and innovative ways to address the negative impacts of car dependency, including reducing carbon emissions, congestion, crashes and sedentary lifestyles. New technology and the rise of the shared economy are enabling progress towards addressing these impacts, with evolving forms of mobility services. Car sharing is one such service that contributes to decreased car ownership and dependency.

Car sharing is a service that provides members with access to a fleet of vehicles when needed. It enables people to rent a car for personal or business use, rather than paying to own, store and maintain their own vehicles. Car sharing reduces car ownership and use, which contributes to reducing greenhouse gas emissions, congestion and parking demand. Research has shown that for every car share vehicle there is a reduction of 7 - 10 private vehicles¹.

The DCC is seeking to establish car sharing to Dunedin in a show of sustainable leadership to the community to provide multiple benefits for local residents, businesses and organisations. The catalyst for this project was the Dunedin Parking Roadmap report (2021) that recommended investigating the potential of establishing car share in Dunedin as an early action.

A business case was originally proposed for this project to identify potential options to incorporate a car share scheme into Dunedin City Council's (DCC) fleet operations. However, conversations with car share companies identified that some operators were interested in establishing car sharing in Dunedin without the need for DCC to subsidise the scheme via fleet integration. These operators identified other barriers that need to be overcome for them to enter the market in Dunedin. As such, this report provides an overview of car sharing and summarises the outcomes of discussions with car share operators as well as potential project partners. The study outlines the benefits and potential barriers to implementing a car sharing scheme in Dunedin and identifies the next steps to action this project.

1.1 Scope of project

The scope of this project focused on understanding what is needed to establish car sharing in Dunedin. To achieve this, the following actions were undertaken:

- High level discussions with Zero Carbon Alliance members to gauge interest and support for introducing a car share scheme in Dunedin.
- Discussions with car share operators to understand the opportunities and barriers to establishing car share in Dunedin.
- Identification of potential parking locations for car share vehicles.
- A workshop with DCC staff to present on key findings and agree on minimum requirements for an expressions of interest (EOI) process.
- Identification of recommendations for DCC to assist with overcoming key barriers to car share establishment.

Note this study does not investigate opportunities for DCC to develop a car share scheme. This is not a core service of Council and is likely to require high administration costs to manage the initiative (e.g. licencing, insurance, grooming, maintenance of vehicles).

2 Background

New Zealand has one of the highest rates of car ownership in the world, with 796 light vehicles registered per 1000 people in 2020². It also has one of the oldest vehicle fleets in the OECD with an average age of 14.3 years in 2020. As a consequence, the transport sector is one of the largest and fastest growing sources of carbon emissions in New Zealand. This is echoed in Dunedin, where emissions from transport increased by 12% between 2014/15 and 2018/19, reaching 38% of Dunedin's total gross emissions. The largest driver of this growth can be attributed to petrol and diesel vehicles.

In 2019, DCC adopted a 'Zero Carbon 2030' target for Dunedin City. DCC have subsequently partnered with the University of Otago, Otago Regional Council, Otago Polytechnic, and Te Whatu Ora to form the Zero Carbon Alliance (ZCA), with a shared ambition and responsibility of achieving the 'Zero Carbon 2030' goal. Each organisation has individual policies and plans to reduce their carbon emissions and improve sustainability outcomes, however initial

¹ Shaheen, S., & Cohen, A. (2013). Carsharing and personal vehicle services: Worldwide market developments and emerging trends. *International Journal of Sustainable Transportation*

² Te Manatū Waka the Ministry of Transport (2021). Te tauranga rāngai waka a tau 2020 | Annual fleet statistics 2020



discussions with the ZCA members identified there was interest in partnering with the DCC to support the establishment of a car sharing scheme in the City.

2.1 Overview of car sharing

Car sharing is a service that enables members to rent a vehicle for personal or business use, rather than paying to own, store and maintain a vehicle. The service offers convenience and flexibility as vehicles are generally parked on-street and can be easily rented through a website or app at an hourly rate. Some companies offer different vehicle makes and models providing a range of vehicle options suitable for different types of journeys or purposes.

Car sharing allows members to share an expensive resource without taking on the financial burden of traditional car ownership. It fills the gap that other modes such as public transport, walking and cycling cannot meet. For some trips such as a weekend away or carrying bulky goods, using a vehicle is more convenient and feasible than other modes.

Car sharing differs to traditional car rental. Key differences of the car share model include:

- Vehicles are rented by the hour/minute, with overnight and daily options also available.
- Reservations and pick-ups/drop offs are self-serve and not limited by rental office hours.
- Vehicles are scattered in urban areas often close to public transport and/or amenities.
- Fuel and insurance costs are included within the rental cost.

Car sharing also differs from peer-to-peer car sharing, ridesharing and carpooling. Peer-to-peer car rental is where individuals rent out their vehicles to others, which is similar to other shared economy concepts such as Airbnb. By contrast, a car sharing scheme is generally operated by a company that owns or rents a fleet of vehicles that are available to their members for short-term rental. Ride sharing operations such as Uber or Lyft provides a shared mobility service, whereas car share provides a shared object. Carpooling is where a driver and passengers share a journey.

2.1.1 Benefits of car sharing

Car sharing can contribute to reducing car ownership and usage, which in turn can help reduce congestion, demand for parking and carbon emissions. Car sharing schemes that include electric vehicles can also provide a good avenue for people to gain experience and alleviate concerns about technology and range.

A summary of the main benefits of car share schemes are provided below:

- **Convenience:** Car sharing provides affordable and convenient access to vehicles as and when needed.
- **Flexibility:** users can choose the right type of vehicles for different types of journeys (e.g. compact vehicle for short trips or an SUV/4WD for towing or off-road trips)
- **Reduced car ownership:** easy access to vehicles gives people confidence to reduce the number of vehicles in a household or live car free
- **Reduced car use:** car sharing shifts the economics of driving as members have no upfront costs but must evaluate the cost of each trip. Car share members are more likely to consider other modes compared to traditional car ownership model, where driving becomes the 'default mode'.
- **Reduced carbon emissions:** car share members drive less (due to upfront trip costs) and are also driving newer, more fuel-efficient vehicles or electric vehicles
- **Reduced parking demand:** car sharing results in more efficient use of vehicles and encourages people to use other modes, that contributes to reducing parking and congestions
- **Health benefits:** car share members are more likely to replace some vehicle trips with walking and cycling
- **Economic benefits:** car share members do not have upfront vehicle costs and can save money on fuel, parking and maintenance.

A 2020 survey of Wellington car share members showed that 25% of users have sold or are planning to sell at least one vehicle as a result of joining a car share scheme. Almost 40% said they use private motor vehicles less since joining.

The benefits of establishing a car share service in the city also aligns with the goals and objectives of both local strategies and policies as well as national strategies. These alignments are detailed further in Appendix A.

2.2 Car Ownership

As previously mentioned, New Zealand has one of the highest levels of car ownership per capita in the developed world. This is evident in Dunedin, with the level of household car ownership continuing to increase between 2006 and 2018. During this period there was a decrease in the number of households with zero or one vehicles, and an increase in the number of households with two or three (or more) vehicles.



High levels of car ownership have led to poor safety and urban amenity outcomes as a result of high traffic volumes and high parking demand. This makes it challenging and less attractive for pedestrians and cyclists to safely move around the network. Low public transport patronage can make it difficult to justify investment to improve public transport networks, embedding a cycle of car dependency (refer to Figure 1). Car sharing schemes can assist to break this cycle, encouraging use of alternative modes, and enabling opportunities for development of car free developments and increased housing density.

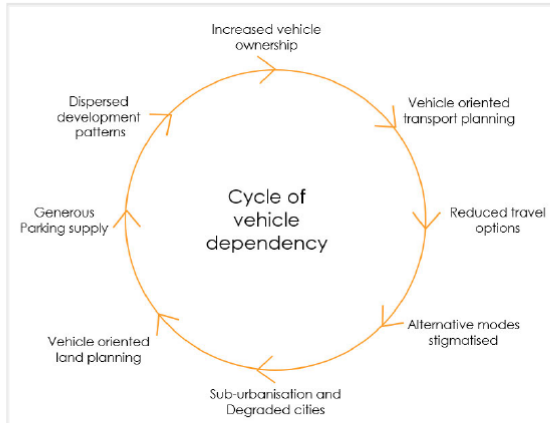


Figure 1: Cycle of vehicle dependency (Litman, T. 2021)³

3 Opportunities for car sharing in Dunedin

To investigate potential opportunities for establishing car sharing in Dunedin, the project team interviewed car share operators and members of the ZCA. A summary of the key outcomes of these investigations is provided below.

3.1 Car share operators

The project team interviewed the three car share providers currently operating in New Zealand (Mevo, Cityhop and Zilch). They also spoke with Hertz Flexicar who are based in Australia, but who have previously expressed interest to DCC about entering the car share market in New Zealand (Hertz does have a presence in New Zealand through their existing car rental operations). The car share companies offer various types of car share models that are discussed in further detail below.

3.1.1 Floating model

The floating car share model shares a similar on-demand booking function to e-scooter hire. Car share vehicles are parked across the city within a 'home zone' and users can locate and book a vehicle with an app. Users can complete their trip and return the vehicle anywhere within the home zone (subject to approved parking restricted areas). The key benefits and disbenefits of this model are provided below.

Benefits

- **Immediate bookings:** bookings can be made immediately, allowing for instant access without the need to reserve ahead of time. The booking time is also unlimited therefore users can book the vehicles for as long as they like.
- **Supplier agreement for major clients:** To ensure major clients have access to vehicles, the floating model car share operator provides a supplier agreement where there will always be an agreed number of vehicles within close proximity to the client's office.
- **Charged EVs:** the floating model allows the car share operator to temporarily remove low charge EVs from the app, to be relocated to an EV charging bay. Once charged, EVs will be reinstated on the app ready to be booked for use.

³ Litman, Todd (2021). Planning Principles and Practices. <https://www.vtpi.org/planning.pdf>



- **Centralised parking bay charging:** EV vehicles can be charged from centralised EV spaces, and then be distributed across the network once charged. This means EV vehicles do not need their own dedicated EV bay, improving the efficiency of EV charging spaces.
- **Flexibility during peak periods:** in periods of high demand, vehicles can be moved across the home zone to manage peak periods
- **One-way trips** – The floating models allows the use of car share vehicles without needing to return the vehicle back to the pick-up zone. This means one-way trips can be made easily e.g., from Dunedin CBD to the airport without the user needing to make the return trip as well.

Disbenefits

- **Minimum subscription commitment:** The floating car share operators needs a commitment of 20 subscriptions for 18 months in order to establish their services. Each subscription costs approximately \$1,000 per month, however this includes driving credit for the organisation.
- **Location uncertainty:** The floating model allows users to park within a home zone, meaning users need to rely on the app to locate a vehicle and there may not always be a vehicle available nearby.
- **End of trip parking:** The floating car share model does not have dedicated car parks meaning users need to find suitable and legal parking at the end of their trip, which may be challenging at times.
- **Advance booking cost:** Users can book vehicles in advance, however there are additional costs for this service.
- **Only one supplier:** there is currently there is only one car share provider in NZ that offers this model.

3.1.2 Fixed (back to base) model

The back to base or fixed model relies on a dedicated parking space from which the vehicles are picked up and returned. The benefits and disbenefits of this model are provided below.

Benefits

- **No subscription commitment:** providers have indicated that there is interest in establishing car share in Dunedin, with no subscription commitment required.
- **Dedicated parking bays:** Each car share vehicle requires its own dedicated parking space with appropriate signage and linemarking. This provides reliable access and certainty for users as they know where to pick up and drop off each vehicle.
- **Advance bookings**– Vehicles can be booked in advance, as vehicles are always located at a dedicated spot. However, immediate bookings are possible if the vehicle is available.
- **Multiple suppliers** – this model is offered by several suppliers providing more choice for DCC.
- **Suppliers already operating in Dunedin:** The car share operators that offer the fixed model already have minor operations in Dunedin meaning they are more agile in being able to provide car share operations in the City.

Disbenefits

- **Managing peak demands:** As fixed car share model rely on dedicated parking bays and can be booked in advance, it may be challenging for users to book a vehicle during peak times.
- **Less efficient use of parking bays:** Dedicated parking for each car share vehicle means that space is only available for that vehicle. For EV vehicles, dedicated EV chargers must be provided for each parking space (although chargers can potentially be shared for two adjacent car share vehicles, or for one car share and one private vehicle).
- **EVs are offline between bookings to recharge:** EVs need to recharge between bookings, meaning they need to remain offline until recharged. This reduces the accessibility and flexibility of these vehicle types compared to petrol and hybrid vehicles.
- **Unable to support one-way trips:** The fixed model needs vehicles to be returned to their dedicated parking bay. As users start and finish trips from the same location, this model is unable to support one-way trips.

3.1.3 Fleet optimisation model

The fleet optimisation model is more focussed on optimising an organisation's fleet rather than providing a community car share scheme. This car share model provides vehicles to staff from one or multiple organisations during business hours, but vehicles can be made available for community use after hours if desired. The benefits and disbenefits of this model are provided below.

Benefits



- **Fleet optimisation:** The focus of this model is to optimise an organisation's vehicle fleet through more efficient use and travel demand management initiatives.
- **Shared fleet across businesses:** This model provides opportunities for neighbouring organisations to share and optimise their vehicle fleets.
- **Shared fleet with community:** While the focus of this model is to optimise vehicle fleets, vehicles can be made available to the community after hours. This reduces fleet costs for the organisations' and provides some car share benefits for the community.
- **Alternative model to ownership/leasing:** This model can replace some or all ownership/leasing of an organisation's fleet, allowing for the management of the vehicles to be passed onto the provider.
- **Transition to EVs:** This model can facilitate an organisation's fleet to transition to EVs as the cost to hire EVs may be more financially viable than replacing and purchasing new EVs.
- **Vehicle administration –** The administrative burden of owning a vehicle e.g. servicing, maintenance, and insurance costs will be passed onto the car share provider, providing cost and resource savings for the organisation.
- **Rapid replacement of damaged vehicles –** A damaged vehicle can be rapidly replaced by car share provider without instigating Council procurement processes.
- **Personal use of vehicles:** Staff members can have the opportunity to book car share vehicles for personal use after hours without the implications of the Fringe Benefit Tax.
- **Reduced fleet parking demand:** The integration of a car share scheme into an organisation's fleet can reduce on-site parking demand.

Disbenefits

- **Limited community access to car share:** This model focuses on providing car share vehicles solely for an organisation to use during business hours. If the organisation/s allow community access after hours, the community will only have limited access.
- **Minimum subscription commitment:** The car share provider that supports this model needs a four-year minimum commitment to establish in Dunedin. The cost is dependent on the number of vehicles needed but is approximately \$1000/month.
- **Dual booking systems:** Integrating a car share scheme into an organisation's fleet could mean two separate booking systems. This may create a barrier to use for some people or result in administrative issues.
- **Cost uncertainty:** The cost of commitment to a car share scheme is uncertain given it's dependent on use, which is uncertain.

3.2 Community car sharing

There are opportunities for communities to establish their own car share schemes. However, a potential barrier to success are suitable booking tools, insurance, maintenance and payment systems. The Hampden community have successfully established a local community car share scheme using a simple calendar app to manage their bookings. Users record trips by noting mileage in a logbook, and payment is managed by a treasurer who invoices users each month. The community scheme has about 10 members. Members pay an annual subscription fee and 10 cents per kilometre travelled and are provided with access to two vehicles (an ICE vehicle and an EV) in a centralised location in Hampden. There is no hourly rate charged and members can book in advance, though the number of advance bookings is restricted.

These types of schemes are particularly suitable for rural communities, eco-communities, or co-housing communities (such as Toiora High Street Cohousing). One of the car share providers is currently working on developing software (e.g. booking apps and payment systems) and hardware (e.g. swipe card access to vehicles and mileage/use data) that can be used by communities to establish their own car sharing schemes. This may assist other local communities to overcome some potential barriers to establish their own schemes.

3.3 DCC's fleet

The original scope considered how car share could potentially be integrated into DCC's fleet as a catalyst to establish a community car sharing scheme in Dunedin, while fast-tracking DCC's transition to EVs. However, conversations with car share providers identified a current market for car sharing in the city, without the need for integration into DCC's fleet.

Opportunities to optimise and potentially integrate car sharing into DCC's fleet, as well as the fleets of the Zero Carbon Alliance (ZCA) members should still be considered in the future. For context, DCC's vehicle fleet currently comprises of 144 vehicles including 11 EVs, 32 PHEVs, and one non plug-in hybrid. Many of the vehicles within the fleet are designated to certain departments and can be specialised vehicles to be used for specific purposes or functions (e.g. building inspectors, parking wardens, animal control). However, there are 17 designated 'pool vehicles' available for any



staff member to book and use. DCC staff can book any pool vehicle via the online system Eroads, and vehicles are accessed from the fleet garage off Moray Place.

3.4 Partnership opportunities

The DCC, Otago Regional Council, University of Otago, Te Whatu Ora and Otago Polytechnic have formed the Zero Carbon Alliance (ZCA), with a shared ambition of achieving a 'Zero Carbon 2030' goal. The project team facilitated initial discussions with the ZCA members to gain an understanding of each organisation's fleet and fleet management practices, staff parking demand and how this is managed, as well as potential interest, opportunities and barriers to supporting car share in Dunedin.

3.4.1 Te Whatu Ora (Southern District Health Board)

Te Whatu Ora (Southern District Health Board) operates across a wide geography covering Otago, Southland and Stewart Island. They have approximately 250 vehicles (including 22 electric vehicles) designated for clinicians (e.g. community district and mental health nurses and allied health professionals such as occupational therapists and physiotherapists). For these staff, their vehicle is essentially their 'office', as they travel around the community and the region visiting patients.

Te Whatu Ora also has 22 pool vehicles based at Wakari that are available for general staff and management. The main trips undertaken by general staff are between the CBD and Wakari, and Dunedin and Invercargill. The hospital operates a nine-seater shuttle van with a bike rack between the CBD and Wakari every 15 minutes between 7:30am and 5pm, which is popular with staff. On average, staff log around seven vehicle trips a day between Dunedin and Invercargill. More efficiently managing these bookings have been attempted, including trialling shuttles and booking seats in vehicles, however these have been unsuccessful.

At Dunedin Hospital, there are only 20 car parks on site that are all allocated to senior hospital staff. Shift work can make it challenging for some staff to find parking, especially those working the afternoon shift. As there are limited alternative transport options late in the evening, combined with safety concerns of using the bus late at night, many staff drive to work but can struggle to find parking nearby. By contrast, there are hundreds of free parking spaces provided at Wakari Hospital for staff, patients and visitors.

Based on these findings, it is unlikely that car share would offer substantial benefits for Te Whatu Ora, despite their commitment to reducing carbon emissions. They aim to achieve these reductions through increased use of EVs and are currently working with EECA to undertake site assessments to accommodate additional EV charging infrastructure.

3.4.2 University of Otago

The University of Otago have approximately 100 vehicles in their fleet. The fleet is departmentalised and there is no centralised booking system nor centralised fleet management. Many of the vehicles are specialist vehicles dedicated to departments for infrequent trips, such as undertaking fieldwork. The University is investigating opportunities to reduce their fleet to improve efficiency and reduce operating costs.

The University of Otago views car share as a part of the solution to reducing their carbon emissions and are potentially interested in a car share model with exclusive use for staff. Their sustainability policies mean they are only interested in supporting a car share model that provides access to EVs.

The university also expressed support for community wide car share schemes, with access available for their student population. Any potential age limit barriers may be a critical factor to overcome to ensure a successful car share scheme in Dunedin. They also indicated support for EV charging infrastructure and car share parking being provided on university grounds.

3.4.3 Te Pūkenga (Otago Polytechnic)

Te Pūkenga (Otago Polytechnic) have campuses in Dunedin, Cromwell and Wanaka. They have a centralised vehicle fleet of 43 vehicles of which 13 are pool vehicles. Currently about 10% of the fleet are EVs and they have policies to gradually replace petrol vehicles with hybrids and EVs. As part of the integration into Te Pūkenga across NZ, there is a directive to reduce expenditure and be involved in achieving more sustainable outcomes. They continue to monitor their carbon emissions and are supportive of initiatives that will help to reduce their carbon footprint. Introducing car share in Dunedin would allow Te Pūkenga to access a pool of vehicles for their staff (and students) to use and assist with decisions on reducing their fleet.

3.4.4 Otago Regional Council

While a member of ZCA, Otago Regional Council expressed they were unable to be involved in this project at this time.



3.5 Tourism opportunities

Establishing a car share scheme in Dunedin can also improve travel choices for tourists to Dunedin. Visitors may want to independently visit remote areas such as the Otago Peninsula. Car share vehicles can allow tourists to rent a vehicle for a day trip rather than hiring a more traditional long term rental vehicle.

Furthermore, car share schemes can contribute to addressing gaps in the car rental market. The COVID-19 pandemic saw many car rental companies sell their unused fleets, eliminating roughly a third of the total car rental fleet across New Zealand. With New Zealand borders opening to international visitors again, rental companies may be challenged in meeting the resurgence in visitor demand. Dunedin has a substantial tourism industry; establishing a car share scheme can contribute to alleviating some of the challenges from growing visitor numbers post-COVID and provide an attractive transport option for both residents and visitors to the city.

4 Key barriers to success

Car share works well in dense urban environments with good access to public transport, walking and cycling and where parking demand is high. Dunedin achieves many of these factors, however the car share operators shared a number of key factors that could pose barriers to success and lessons from operations in other cities. Operators need support to provide sufficient EV charging infrastructure and Council will also need to have appropriate policies and/or exemptions in place to allow for an efficient and easily accessible car share scheme.

4.1 Parking

A major barrier for car share operators is the need for parking policies and exemptions to enable a widespread network of car share vehicles that are easily accessible to the community. Auckland Transport and Wellington City Council have written car share policies or guidelines to identify the rules, regulations, and fees for operators, as well as exemptions to relevant parking restrictions or payment.

For the fixed car share model, dedicated parking bays need to be provided for each vehicle. Consideration of how to allocate parking spaces, the location of spaces, how many spaces will be provided and who will pay to establish these parking spaces (e.g. signage and linemarking) will need to be determined and agreed.

4.2 Market demand

Car share schemes have been established in various NZ metropolitan cities and there is interest from several operators in establishing a scheme in Dunedin. However, many people in the community are unfamiliar with the concept of car sharing and it takes time to grow market share. Car share operators need initial support from Councils to get established. It is also recommended that only a single operator is supported to establish in Dunedin initially, to avoid over saturation and 'diluting success'.

4.3 Barriers to electric vehicle uptake

The Ministry of Transport considers promoting EV uptake to be a key tool to reduce emissions from light vehicles, considering New Zealand sources much of its energy supply from renewable sources. Uptake of electric vehicles in Dunedin has been amongst the strongest in the country, with the annual Dunedin Energy Study demonstrating the city had the highest uptake per capita in the country as recently as 2019. However, as of May 2022, electric vehicles still only constitute 1.25% of Dunedin's light vehicle fleet. Nationally, the EV share is proportionately lower, with 38,117 EVs registered at the end of March 2022. The Ministry of Transport's 2016 target of reaching 64,000 electric vehicles on New Zealand roads by the end of 2021 was missed by some margin.

The Ministry of Transport has identified significant perceptual and behavioural barriers to increasing light EV uptake by prospective buyers including driving range, publicly available fast charging infrastructure and the upfront purchase price of new vehicles. Of these, the initial capital cost was found to be the biggest barrier to uptake, even though EVs offer better value for money over the long term due to lower operating costs than petrol vehicles. As a result, the Government introduced the Clean Car Discount in 2021 to incentivise uptake.

For car share operators, the costs of operating full EV vehicles are currently more expensive than petrol or hybrid vehicles. High upfront costs, installation of EV charging infrastructure and the lower utilisation of these vehicles (due to charging times needed between trips) means car share providers need to pass on these costs to users, making EVs more expensive to hire. However, these barriers to using EVs for car sharing are not insurmountable and the establishment of EV car sharing has been successful in other cities including in New Zealand. EVs contribute to achieving zero carbon targets and providing this option for the community to access will enable individuals to also contribute to zero carbon targets through personal choice and action.



4.4 Equitable access to car share

Dunedin's population has a large proportion of people aged 25 years and under, largely attributed by university students. Options for car share can be limited for this age group due to current age restrictions imposed by some providers as well as the costs of certain vehicle options such as EVs. Dunedin also has communities that are of lower socio-economic standing, with suburbs such as South Dunedin performing poorly on deprivation indexes (a measure of socio-economic disadvantage). This means there are many Dunedin residents who have very low personal income and live in low quality houses that they do not own. Car sharing for is only viable and beneficial for these residents if it is affordable and easily accessible. When establishing a car share scheme consideration of community demographics is needed to ensure that the preferred car share provider offers options for low income residents to enhance their quality of life.

5 Establishing car share in Dunedin

The DCC is focused on reducing carbon emissions as well as providing a wider range of transport choices and reducing parking demand. Establishing a car share scheme contributes to all these outcomes. It was initially assumed that procuring a minimum number of subsidies (through fleet integration) may be required to establish car sharing in Dunedin. However, several providers have indicated their interest in expanding operations to the city without the need to integrate into DCC's fleet. As a result, partnering with the other ZCA members is not required to achieve the minimum subscriptions needed. Furthermore, multiple governance structure and approvals processes with other ZCA members may lead to delays and hinder progress.

To facilitate rapid establishment, the introduction of a small-scale car share scheme in Dunedin, based around hybrid and petrol vehicles is recommended in the first instance. This eliminates the initial need for EV charging infrastructure and will allow the market to grow more rapidly. The cost of hiring these vehicles is also cheaper than EVs and provides a more affordable option for the community. A gradual transition to only using hybrids and EVs in the future will enable the appropriate infrastructure and policies to be implemented to support the transition.

This study has identified some of the key barriers and opportunities for implementing car share in Dunedin. The following section outlines the proposed minimum requirements to be included as part of an Expressions of Interest (EOI) or Request for Proposal (RFP) to gauge market interest in establishing car sharing in Dunedin.

5.1 Minimum requirements

To establish a successful car share model in Dunedin, minimum requirements have been developed in consultation with the DCC as a baseline for future procurement of an appropriate car share provider. These requirements identify the type of service and operating model that the DCC is looking to establish as the first car share operator in Dunedin.

- **Community scheme:** a community scheme with a network of cars easily accessible to all community members across Dunedin
- **Age limit:** a minimum age limit of 18 (with a full drivers' licence) is required to provide Dunedin's large student population access to car sharing
- **Initiate scheme with hybrid and ICE vehicles:** initial establishment of car share will include hybrid and ICE vehicle options, with a range of vehicle types e.g. SUVs, station wagons, hatchbacks, vans etc. to provide a variety of options for different uses
- **Transition to hybrids and EVs only:** preferred car share provider is committed to a staged transition towards a proportion of hybrids and EVs in the fleet, with an agreed target of the proportion of EVs in their fleet in the future (TBC by DCC)
- **No establishment fees or charges:** the DCC will waive any fees or charges initially to allow the scheme to establish and grow
- **User-friendly bookings:** booking system needs to be easy to understand and access, with non-app booking choices available (e.g. phone or website)
- **Responsive IT support:** dedicated and responsive IT support to ensure issues are resolved quickly and establishes trust with users (and DCC) to continue accessing the service
- **Regular monitoring and reporting:** car share operator to provide regular reports and data (e.g. booking numbers and length, average trip length etc.) to monitor trends and success of the service

5.2 Overcoming key barriers

Some of the key barriers identified with establishing a car share scheme in Dunedin include the issues around parking provisions, exemptions from fees and restrictions, managing market demand and EV uptake. 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 issues and enable an accessible and user-friendly car share scheme.



Several car share providers have expressed interest in establishing in Dunedin and it will be important not to oversaturate the market. Multiple providers may dilute success (at least initially) and DCC may not be able to support the level of infrastructure required. To overcome this, DCC should seek an expression of interest to support a single community car share operator to establish the first car share scheme in Dunedin. This will allow for more rapid establishment and organic growth over time to meet future growth in demand. Providing opportunities for new providers could be considered in the future.

To facilitate a rapid and successful establishment of car share in Dunedin, the DCC will need to support the operator to provide appropriate infrastructure. After discussions with DCC staff, up to 20 DCC-owned off-street parking spaces can be repurposed to become dedicated car share spaces. Potential CBD locations identified include Filleul Street carpark, Frederick Street carpark and Railway Station North carpark. Dedicated spaces in suburban areas should also be considered to provide reach and access for these communities. Opportunities for parking spaces outside the CBD include Lorne Street carpark in South Dunedin, community halls, event centres and other DCC owned community facilities (such as swimming pools, libraries, parks etc).

On-street parking spaces should also be considered once a suitable car share policy is in place to provide exemptions to address how parking fees and restrictions will apply to car share vehicles, as well as permits for vehicles (if needed). An EV charging infrastructure policy is currently being developed by DCC to identify how these will be managed, how infrastructure will be funded and how locations will be determined. Once adopted, and suitable sites confirmed, dedicated spaces for car share vehicles should be placed at or near these charging sites to allow for easy access to charging and provide capacity for more EVs on the network.

5.3 Recommendations

It is recommended that DCC confirms the focus and minimum requirements for establishing car sharing with DCC's Executive Leadership Team (ELT). The DCC may want to seek feedback on the scope and minimum requirement from the ZCA members prior to going to market to test future opportunities with ZCA members. Once the EOI has been completed and proposals have been received, the DCC should select one preferred supplier and collaborate to establish the scheme.

For the car share scheme to be successful and appropriately managed, it is recommended the DCC should develop a car share policy as soon as possible to establish a framework for car share operations and set minimum requirements for future operators. Any bylaws that also impact on car share operations, such as parking bylaws may also need to be reviewed and updated. The DCC is also currently working on an EV charging infrastructure policy and it is recommended to include car share as a consideration in the decision making process on appropriate charging locations and use.

5.4 Next Steps

This study provides the background to car sharing opportunities for Dunedin and will allow the DCC to commence the process of engaging with a car share provider to establish a community car share scheme in the City. Once the DCC confirms the focus and requirements for establishing car sharing with ELT (and ZCA members if applicable), it can progress with the EOI and collaborate with the successful supplier to establish the scheme. Once the scheme is in place, a car share policy will be completed to establish the framework for ongoing operations and management.

In the long term, the DCC should consider reviewing fleet optimisation opportunities. The DCC's vehicle fleet currently comprises of 144 vehicles including 11 EVs, 32 PHEVs, and one non plug-in hybrid. Many of the vehicles within the fleet are designated to certain departments and can be specialised vehicles to be used for specific purposes or functions (e.g. building inspectors, parking wardens, animal control). The DCC is committed to zero carbon goals and optimising the fleet to reduce carbon emissions is an important aspect of this commitment. Using car share can be a solution to reducing fleet carbon emissions by enabling access to EVs and more efficient utilisation of vehicles.

There may also be future opportunities to expand car share into rural or cohousing communities. Due to the geographic spread of the city, there will be communities that will ideally benefit from a smaller, localised car share schemes such as the one developed in Hampden. If the DCC supports these communities in embedding car share within their local areas, this ensures that the benefits are shared across the board and will provide a wider transition towards sustainable transport choices. DCC may be able to provide tangible support to these communities with relevant infrastructure, and potentially grants to purchase start-up software and hardware.



Appendices

We design with community in mind



Appendix A Alignment to relevant strategies and plans

Table 1 demonstrates how the business case aligns to relevant national, regional, sector and organisational strategies and plans.

Table 1: Strategic Alignments

Strategy, policy or plan	Explanation
<i>Te Tauāki Kaupapa Here a te Kāwanatanga mō ngā waka whenua</i> Government Policy Statement on Land Transport (GPS)	The Government adopted the most recent GPS in September 2020, setting its priorities for land transport investment over the next 10-year period. The four strategic priorities include 'Better Travel Options' (a focus on options that work together to promote liveable cities) and 'Climate Change' (a focus on developing a low carbon transport system).
New Zealand's emissions budgets and <i>Te hau mārohi ki anamata</i> Aotearoa New Zealand's First Emissions Reduction Plan (ERP)	The Government adopted emissions budgets and its first ERP, in May 2022. They are seeking an approximately 41% reduction in transport emissions by 2035 from 2019 levels, including through pursuing reduced reliance on cars (light VKT reduction programmes for Tier 2 urban areas are anticipated to be published in 2024), and promoting rapid adoption of low-emissions vehicles.
Carbon Neutral Central Government Programme (CNGP)	The Government launched the CNGP in December 2020 to accelerate the reduction of emissions within the public sector. District Health Boards have been directed to participate. Tertiary institutions are encouraged to participate. CNGP participants should: <ul style="list-style-type: none"> • measure, verify and report their emissions annually • set gross emissions reduction targets and longer-term reduction plans • introduce a plan to reduce their organisation's emissions offset remaining gross emissions from 2025 to achieve carbon neutrality.
Te Ao Tūroa / Dunedin's Environment Strategy	Te Ao Tūroa/Dunedin's Environment Strategy was adopted by the DCC in 2015. Goal one (of three goals) is 'Dunedin is resilient with commitments to: <ul style="list-style-type: none"> • Reduce carbon emissions • Be energy efficient • Deliver a low carbon transport system
Dunedin City Integrated Transport Strategy	Introducing car share to Dunedin would strongly contribute to the objective "Dunedin's transportation system provides a platform for sustainable transport choices and the city's dependence on oil for transport is reduced" within the strategy.
Dunedin Parking Roadmap (2020)	This roadmap, prepared for the DCC by MRCagney, recommended investigating the establishment of a car share operation in central Dunedin, in advance of a full parking management policy.
Energy Plan 1.0 (2015)	The Energy Plan 1.0 proposes goals and actions to having warm, healthy homes, reducing reliance on non-renewable energy and exploring better use of energy sources. One of the focus areas of the plan is EVs and encouraging uptake in Dunedin.
DCC Emissions Reduction and Management Plan	The DCC has participated in the Toitū Carbon Reduce programme (formally known as CEMARS) since 2014. Participation involves annual monitoring and reporting of DCC emissions, the setting of reduction targets for the organisation, and an Emissions Management and Reduction Plan (EMRP) setting out actions to reduce emissions. Fleet emissions is reported as part of this process and is a focus area for the DCC to actively reduce their impact from this activity.
DCC Zero Carbon Policy (2022)	The DCC adopted the Zero Carbon Policy in 2022 which sets out the DCC's intent and direction in minimising emissions to achieve reduction targets. Introducing car share to Dunedin would strongly align with the Policy's intent and contribute in minimising DCC's operational emissions.



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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:

- a) It's a spectacle
 - b) It's elite sport
 - c) It's top-class sportswomen
 - d) It's family friendly, affordable, and fun
 - e) Dunedin is the only South Island location to see games
 - f) It's a once in a lifetime opportunity
- 15 Enterprise Dunedin will send a FIFA specific email to its consumer database 'Insiders Dunedin' promoting the Dunedin based games and supporting event programme and include a direct link to purchase tickets.

Major Events Management Act (MEMA)

- 16 When a significant major event occurs in New Zealand the Crown enacts the Major Events Management Act (MEMA). This Act provides protections to event organisers and their commercial affiliates. It is designed to address ambush marketing and certain other issues associated with the running of major events, such as ticket scalping and pitch invasion.
- 17 Staff have been working with MBIE to identify 'clean zones' where there will be restrictions on unauthorised advertising and street trading. These zones are defined as the immediate areas around FIFA sites such as the stadium and Fan Festival areas. Staff will be hosting a series of business engagement workshops from May to highlight the requirements and inform businesses on what is permitted and what is prohibited within clean zones. This has been in place for other major events in the city.

Mana whenua engagement

- 18 As part of the planning process, staff engaged Aukaha and mana whenua in early 2021 having regular meetings, to consult with, raise awareness of the opportunities, and to be a valued stakeholder within the tournament.
- 19 Prior to each stadium match, mana whenua has been invited to be part of the pre-match ceremonies and are working with staff and FIFA to showcase our culture to the global audience.
- 20 Staff are working with mana whenua to identify legacy opportunities and projects arising from the tournament. Staff are expecting confirmation of projects in May.

Fan Festival

- 21 The largest non-match activity within the city will be the Fan Festival programme that will be hosted in the Town Hall and Glenroy Auditorium on scheduled days across Dunedin's tournament period. This programme of events will be free and host live match screenings, and for members of the public to enjoy a variety of local entertainment and activities.
- 22 Activations will provide educational opportunities for people of all ages, including an inspirational Schools Day Symposium, called *Dare To Shine*, on Friday 28 July 2023 prior to the only daytime Dunedin match. The programme will have inspirational guest speakers who will chat about leadership opportunities for youth.

- 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.

MOSGIEL RECREATION AREA RESERVE MANAGEMENT PLAN - NOTICE OF INTENT

Department: Parks and Recreation

EXECUTIVE SUMMARY

- 1 The reserves included in the Mosgiel Recreation Area do not currently 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 preparation of the reserve management plan.

RECOMMENDATIONS

That the Council:

- a) **Approves** the Statement of Proposal and the Stage 1 Engagement Questions for Mosgiel Recreation Area, 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 Mosgiel Recreation Area which includes Mosgiel Memorial Gardens, Mosgiel Memorial Sportsground and Peter Johnstone Park was identified in the Workplan for Reserve Management Plan Review 2019 – 2027. The workplan was presented to the Planning and Environment Committee on 17 November 2020. The Committee resolved the following:

Moved (Cr Steve Walker / Cr Marie Laufiso)

That the Committee:

Notes the reserve management plan review forward workplan.

Motion carried (PLA/2020/035)

DISCUSSION

Mosgiel Recreation Area

- 3 In 2019 the Council designated Peter Johnstone Park (Reid Avenue), Mosgiel Memorial Sportsground (Gordon Road) and Te Puna o Whakaehu (215 Gordon Road) as the Mosgiel Recreation Area to provide for a range of recreation and community uses.

- 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

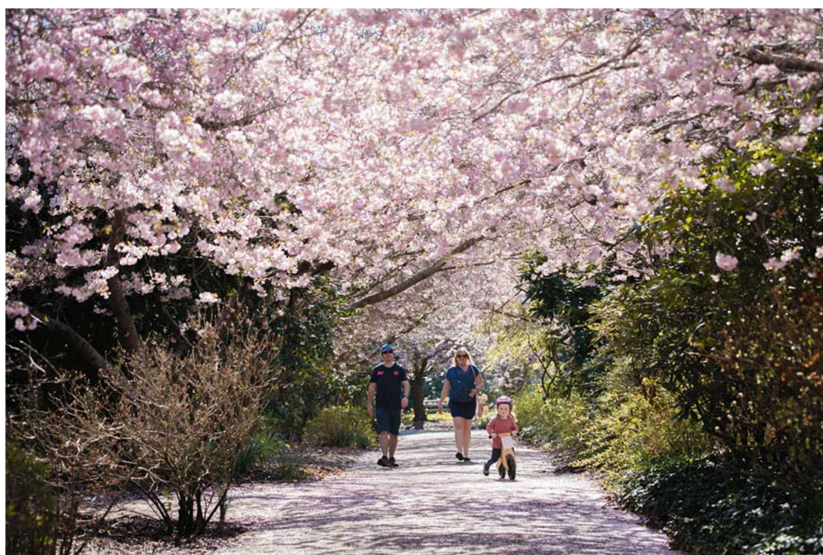
Mosgiel-Taieri Community Board have an interest in the creation of this reserve management plan. At its meeting of 29 March 2023, the Board were informed of the intention to seek Council approval to prepare a management plan for the Mosgiel Recreation Area and that they would be formally engaged to input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

Area to be included in proposed Management Plan (Orange outline)





Statement of Proposal
Proposed Mosgiel Recreation Area
Reserve Management Plan 2023



Introduction

The Dunedin City Council (DCC) is intending to develop a reserve management plan for the Mosgiel Recreation Area, which includes the Mosgiel Memorial Gardens, Mosgiel Memorial Park, Te Puna o Whakaehu, Peter Johnstone Park and the Murray Street Playground. It also includes the Silverstream Esplanade Reserve, a green area which allows pedestrians and cyclists to access the Mosgiel Recreation Area.

This statement of proposal sets out background information, what is being proposed, reasons for the proposal, how submissions on the proposal may be made and how long the consultation period will run for.

Management plans are a requirement under the Reserves Act 1977 to ensure proper management of reserves. It is also a requirement under the Act to consult with the public when a reserve management plan is being created or reviewed.

Currently all reserves within the Mosgiel Recreation Area are managed under the General Policies Reserve Management Plan and the Sports Ground Reserve Management Plan. In assessing Council's reserve management plans, it has been considered that a site-specific reserve management plan would support a more co-ordinated approach.

Background

In 2019, the Council designated Peter Johnstone Park (Reid Avenue), Mosgiel Memorial Park (Gordon Road) and Te Puna o Whakaehu (215 Gordon Road) as the Mosgiel Recreation Area to provide for a range of recreation and community uses. The designation combines each reserve into one area and gives us the flexibility to efficiently manage the area, including establishment of the new aquatic facility. Each reserve is a long-established sport and recreation space within Mosgiel.

Development of a site-specific reserve management plan for the Mosgiel Recreation Area will establish an overarching policy document outlining DCC's role in the current and future planning, development, and management of the area. The management plan will enable us to respond to the community's changing needs and requirements and to introduce best practice models and trends.

The area supports a mix of recreation and community activities including a library/community centre, playground and skate park, a grandstand and gymnasium providing changing rooms, toilets, function and meeting rooms, sport fields and several clubrooms, providing for a variety of sports including rugby, football, athletics, cricket and squash. The sports fields are used throughout the year. Although there is a large playground within the recreation area, we have already consulted on this through the Play Spaces Plan and Destination Playground consultations so we will only be addressing its location and management in the Mosgiel Recreation Area Reserve Management Plan consultation.

A large carpark separates Peter Johnstone Park from Mosgiel Memorial Park. There is also a large carpark within Mosgiel Memorial Park near the gymnasium and a smaller carpark next to the playground and library/community service centre. A carpark is part of Te Puna o Whakaehu.

The Silverstream Esplanade Reserve has been included in the plan as it provides a grassed link from the surrounding residential communities into the reserve.

What we are proposing

Under the Reserves Act 1977, we are required to give public notice of our intention to prepare a Mosgiel Recreation Area Reserve Management Plan and invite interested people and organisations to

provide feedback.

As well as advertising in the Otago Daily Times public notices section our intention to prepare a reserve management plan for the Mosgiel Recreation Area, we will notify media and call for feedback on social media and DCC's website. Parks and Recreation Services staff will be available to discuss the proposal and how submissions can be made.

Have your say

We would like to know what you think about how the reserves within the Mosgiel Recreation Area can be best used and managed. Your views will help shape the first draft of the management plan, which will have a further public engagement later in 2023. The submission period is from **Monday 1 May 2023 until Monday 29 May 2023 at 5 pm**.

How to give feedback

[Fill in the feedback form here](#)

Or feedback forms can be:

- Emailed to: parksconsulting@dcc.govt.nz
- Posted to:
Mosgiel Recreation Area Reserve Management Plan Submissions
Parks and Recreation Services
Attention: L Summers
Dunedin City Council
PO Box 5045
Dunedin 9054
- Delivered to a DCC service centre or library.

For any queries, please email parksconsulting@dcc.govt.nz

What happens next?

- The submission period is from **Monday 1 May until Monday 29 May 2023 at 5 pm**.
- Parks and Recreation staff will review feedback and prepare a draft Mosgiel Recreation Area Reserve Management Plan.
- Later in 2023, the draft Plan will be notified for public consultation, with details about how to make submissions.

Please note: Your name and submission will be made public as part of the DCC's decision-making process. This information will be included in papers available to the public and the media but will only be used for the Mosgiel Recreation Area Reserve Management Plan consultation.

Late submissions may not be accepted.

[Thank you for your submission.](#)



Mosgiel Recreation Area Engagement Questions

- 1 What do you think is the best use of the Mosgiel Recreation Area?
(Rate by priority or importance, 1 = low to 5 = high importance)
 - ☐ The formal garden spaces in Mosgiel Memorial Gardens
 - ☐ Organised sports matches and sporting events
 - ☐ Social sports and recreation
 - ☐ Sports training
 - ☐ Arts /cultural events
 - ☐ Community events
 - ☐ Play (playgrounds, skateparks etc)
 - ☐ Music events

- 2 What do you think could be made better at the Mosgiel Recreation Area?
(Select as many as you think apply and rate by priority or importance, 1 = low to 5 = high)
 - ☐ Improved field lights for matches and training
 - ☐ Connecting the pool to the rest of the reserve
 - ☐ Better pathways for pedestrians and cyclists
 - ☐ Improved signage
 - ☐ Improved road layout / more parking spaces
 - ☐ Changing room and toilet upgrades
 - ☐ Improvements to the play spaces
 - ☐ Improvements to Mosgiel Memorial Gardens
 - ☐ Better maintenance
 - ☐ Increased spectator seating and shelter for watching sport

- 3 What do you enjoy most about the reserves within the Mosgiel Recreation Area (Mosgiel Memorial Gardens, Mosgiel Memorial Sportsground and Peter Johnstone Park)? (200 words max)

- 4 How do you see the Mosgiel Recreation Area being used in the future? (200 words max)

- 5 Do you want us to update you on the next stages of this project?
Yes/No

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

addressed in the plan include Logan Park, the University Oval, the Caledonian sports complex, and the land immediately adjacent to these areas. Refer to Appendix A for the Map of Area to be included in the Management Plan.

- 4 While LPRR is a long-established sport and recreation space in Dunedin there is no site-specific reserve management plan for the space. The reserve is currently managed under the General Policies Reserve Management Plan and the Sports Grounds Reserve Management Plan.
- 5 The development of LPRR in the past has been ad-hoc, compromising the efficient and effective use of the available space. Council occasionally receives requests to develop discrete parts of Logan Park for specific uses, for example the establishment of a sports hub.
- 6 Users of the LPRR have often suggested that the area would benefit from a reserve management plan to enable a more integrated approach to the management and use of the area.
- 7 Development of a site-specific reserve management plan for LPRR will establish an overarching policy document which outlines Council's role in the current and future planning, development, and management of the reserve. This will enable more informed and consistent decision making.
- 8 The development of a reserve management plan will give the Council an opportunity to respond to the community's changing needs and requirements and will enable best practice models and trends to be considered.

The Reserves Act 1977

- 9 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 and other stakeholders when a reserve management plan is being created or reviewed.
- 10 While no formal engagement on a reserve management plan for Logan Park has yet taken place, preliminary work carried out on a Development Plan in 2006. The Development Plan was initiated to address a number of issues identified in the area at that time. The issues were an increase in student population in the area, pressure relating to over-use of the grass surfaces and lack of space for car parking. Building developments on Logan Park (Caledonian Facility and the University Oval Development) added to these pressures by increasing the number of users of the park and reducing the amount of green space available for sport.
- 11 In 2017, some work was done on a masterplan for the Logan Park area. There was a degree of engagement with many of the current users of the area, but development of the masterplan did not progress past the draft stage.
- 12 The most recent feedback from stakeholders specifically regarding a management plan for the Logan Park area was given during the stakeholder engagement phase of the Sports Facilities Review 2023 (presented to Council at its meeting of 22 February 2023).
- 13 All current and known 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.
- 14 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."

- 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.

Area to be included in proposed Management Plan (Orange outline)





Statement of Proposal
Proposed Logan Park Recreation
Reserve Management Plan 2023



Introduction

The Dunedin City Council (DCC) is intending to develop a reserve management plan for the Logan Park Recreation Reserve.

This statement of proposal sets out background information, what is being proposed, reasons for the proposal, how submissions on the proposal may be made and how long the consultation period will run for.

Management plans are a requirement under the Reserves Act 1977 to ensure proper management of reserves. It is also a requirement under the Act to consult with the public when a reserve management plan is being created or reviewed.

While the Logan Park Recreation Reserve is a long-established sport and recreation space in the city, there is no site-specific reserve management plan for the park. The reserve is currently managed under DCC's General Policies Reserve Management Plan and Sport Grounds Reserve Management Plan.

Background

Logan Park Recreation Reserve is one Dunedin's major, long-established sporting, and recreation hubs. It is used by several sports and recreation organisations and provides facilities for a range of sports, including rugby, football, cricket, tennis, hockey, and athletics, along with administration space for groups in several buildings in the park.

There is no site-specific reserve management plan for the Logan Park Recreation Reserve. Its development has tended to have been carried out in a disjointed, ad-hoc manner, compromising the efficient and effective use of the space.

Development of a site-specific reserve management plan for the Logan Park Recreation Reserve will establish an overarching policy document outlining DCC's role in the current and future planning, development, and management of the reserve. The management plan will allow DCC to respond to the community's changing needs and requirements and to introduce best practice models and trends.

What we are proposing

Under the Reserves Act 1977, we are required to give public notice of our intention to prepare a Logan Park Recreation Reserve Management Plan and invite interested people and organisations to provide feedback.

As well as advertising in the Otago Daily Times public notices section our intention to prepare a reserve management plan for the Logan Park Recreation Reserve, we will notify media and call for feedback on social media and DCC's website. Parks and Recreation Services staff will be available to discuss the proposal and how submissions can be made.

Have your say

We would like to know what you think about the Logan Park Recreation Reserve, what the issues are and how these issues can be resolved. We are also interested in your thoughts on the future use of the Logan Park Recreation Reserve.

Your views will help shape the draft management plan, which will have a further public engagement later in 2023. The submission period is from **Monday 1 May until Monday 29 May 2023 at 5 pm**.

How to give feedback

[Fill in the feedback form here](#)

Or feedback forms can be:

- Emailed to: parksconsulting@dcc.govt.nz
- Posted to:
Logan Park Recreation Reserve Management Plan Submissions
Parks and Recreation Services
Attention: L Summers
Dunedin City Council
PO Box 5045
Dunedin 9054
- Delivered to a DCC service centre or library.

For any queries, please email parksconsulting@dcc.govt.nz

What happens next?

- The submission period is from **Monday 1 May until Monday 29 May 2023 at 5 pm**.
- Parks and Recreation staff will review feedback and prepare a draft Logan Park Recreation Reserve Management Plan.
- Later in 2023, the draft Plan will be notified for public consultation, with details about how to make submissions.

Please note: Your name and submission will be made public as part of the DCC's decision-making process. This information will be included in papers available to the public and the media but will only be used for the Logan Park Recreation Reserve Management Plan consultation.

Late submissions may not be accepted.

[Thank you for your submission.](#)



Logan Park Recreation Reserve Engagement Questions

- 1 What do you think is the best use of Logan Park Recreation Reserve?
(Rate by priority or importance, 1 = low to 5 = high)
 - ☐ Organised sports matches and sporting events
 - ☐ Social sports and recreation
 - ☐ Sports training
 - ☐ Arts /cultural events
 - ☐ Community events
 - ☐ Play (playgrounds, skateparks etc)
 - ☐ Music events
- 2 What do you think could be made better at the Logan Park Recreation Area?
(Select as many as you think apply and rate by priority or importance, 1 = low to 5 = high)
 - ☐ Improved field lights for matches and training
 - ☐ Better access to the reserve from surrounding roads
 - ☐ Better pathways for pedestrians and cyclists
 - ☐ Improved signage
 - ☐ Protect playing surfaces from future building development
 - ☐ More parking spaces
 - ☐ Changing room and toilet upgrades
 - ☐ Better maintenance
 - ☐ Increased spectator seating and shelter for watching sport
 - ☐ More festivals and events
 - ☐ Better administration and scheduling of sporting fixtures
- 3 What do you enjoy most about Logan Park Recreation Reserve? (200 words max)
- 4 How do you see Logan Park Recreation Reserve being used in the future? (200 words max)
- 5 Do you want us to update you on the next stages of this project?
Yes/No

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.

27 April 2023

Committee Secretariat
Transport and Infrastructure Committee
Parliament Buildings
Wellington

ti@parliament.govt.nz

Tēnā koutou

Submission on the Land Transport Management (Regulation of Public Transport) Amendment Bill

1. The Dunedin City Council (DCC) welcomes the opportunity to submit to the Transport and Infrastructure Committee on the Land Transport Management (Regulation of Public Transport) Amendment Bill to Sustainable Public Transport Framework.
2. DCC is supportive of the changes to the Land Transport Management Act that implement the new sustainable public transport framework. The changes enable local authorities to operate public transport services directly, promote greater collaboration between councils, improve transparency and make changes to exempt services and unit definitions.
3. DCC is supported in this submission by the University of Otago and Te Whatu Ora Southern. The three organisations are working collaboratively on workplace travel planning and reducing carbon emissions through the Zero Carbon Alliance.

Background

4. DCC is responsible for planning the land transport network within Dunedin and providing public transport infrastructure to support the services planned and contracted by the Otago Regional Council (ORC). DCC, ORC and Waka Kotahi (NZ Transport Agency) are working together through the Connecting Dunedin partnership to create an integrated transport system that enables transport choice in Dunedin City.
5. Public transport is part of the City's transport system which enables people, including many of the most vulnerable in society, to participate in work and education, and access services. Public transport is also a critical enabler to reducing vehicle kilometres travelled and carbon emissions. DCC has a target for city wide emissions to be net carbon zero by 2030. To achieve this and wider city goals a step change in public transport is required. This step change can't be delivered under the current commercial model.

Key submission points***Support for new principles with a broader mandate for public transport***

6. DCC supports the new objectives of the Bill giving a broader mandate to councils for the delivery of public transport. The focus on commercial outcomes and reducing the reliance on subsidies has inhibited the ability to use lead investment in public transport to meet community needs, enabling transport choice and supporting mode shift.
7. Reducing the environmental and health impacts of transport is a challenge for Dunedin and New Zealand. Preliminary modelling for Dunedin's emissions reductions plan shows that to meet local emissions reduction targets, public transport will need to increase its mode share for all trips to around 20% by 2030 (a significant increase from the current mode share which is around 4.3% for journeys to work or education). Achieving this requires a change in provision and lead investment to provide services that have the frequency, reliability and span of services to meet people's travel needs.
8. The recently released HAPINZ 3.0 research on air quality demonstrated transport impacts on premature deaths from poor air quality and has shown that there is a need to address the negative health impacts from transport emissions. Dunedin had a rate of premature deaths caused by nitrous oxide and particulate emissions of 126 per 100,000 of the population in 2016¹. Mode shift to public transport and a fully electric fleet will help reduce emissions from transport.
9. DCC is in support of ensuring equitable employment for bus drivers, and acknowledges the work done by ORC in increasing driver wages in Dunedin to \$30 an hour to make public transport an attractive career and subsequently ensure a sustainable workforce.
10. DCC suggests the following minor drafting changes to Section 115 (Principles) (1)(e)(i) providing public transport services assists ~~public~~ **land** transport investment to be efficient.

Underinvestment in public transport services contributes to greater costs across the rest of the land transport network. Providing good public transport options reduces reliance on private motor vehicle use which has a subsequent impact on maintenance and renewals costs and the costs associated with the demand for new road infrastructure.

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

11. DCC supports the ability for councils to directly own operational assets and for regional councils to operate public transport services in house, or contract to a territorial authority where this is the most efficient delivery model. Providing greater flexibility in how services can be provided will enable councils to better meet community needs.

12. For much of the 20th century, DCC planned, owned and operated public transport services within Dunedin. When the reforms took place in the 1980s, the bus company was divested to a Council Controlled Organisation, Dunedin City Holdings Ltd, and continued to provide services under contract to the ORC until the eventual sale in 2011. Councils are well placed to balance competing community needs and identify the best delivery model to meet the diverse needs of their communities.

DCC suggests amending the proposed change to Section 24(4)(b) (ii) to clarify that payments could also be made to a territorial authority operating public transport services without the need for an approved procurement procedure: (a) for a public transport service operated by a regional council *or a territorial authority*.

Changing this provision would support the proposed New Section 116A(1) that enables regional councils to contract territorial authorities for the provision of public transport.

13. The current commercial model makes it difficult to put in place lower patronage services to either meet the needs of specific groups, or to increase the span of operating hours. Increased operating hours can enable public transport to be a more attractive option for people. Travel planning for Te Whatu Ora Southern has identified that current bus timetables do not enable some staff (like nurses rostered on shifts that start early in the morning or finish late in the evening) to use public transport. In low demand situations like Dunedin's outlying townships it can also be hard to provide public transport efficiently - but for some people (particularly the elderly, young or disabled people) public transport can be their only option for independent mobility.
14. Enabling councils to own operational public transport assets can help to deliver the best mix of assets to meet community needs. This will enable the decarbonisation of our public transport fleet. Public transport assets, like new electric buses and associated charging infrastructure, have a long asset life and high upfront capital costs. Councils have proven asset management and borrowing mechanisms. This may enable them to invest more efficiently than private operators who have significant risk premiums and need long contractual terms to recoup investment.
15. DCC support the use of benchmarking and improved transparency to enable the effectiveness of different models of provision to be assessed, so the true costs of contracting out can be compared to an in-house operation. However, DCC cautions that benchmarking must be done carefully to understand how different operational environments may impact on benchmark data.

Encouraging greater collaboration between regional councils and territorial authorities

16. DCC supports improving clauses in the Bill that acknowledge the important role territorial authorities play in providing public transport infrastructure, and the need to take this and transport plans and strategies into account in the regional public transport plan.

17. DCC currently works with ORC to provide public transport infrastructure in Dunedin and supports improvements for public transport such as the new super stops and improvements to the operation of the cities key bus corridors.
18. DCC supports making it clearer that through the regional public transport plan territorial authorities are a partner in the delivery of the public transport system, and the need for regional councils to collaborate with territorial authorities during plan development.
19. DCC welcomes the requirement for the regional public transport plan to take into account any publicly consulted on plans or strategies relevant to transport. This will help to ensure better integration between plans and strategies, including local emissions reduction plans, and will help the public to understand how different parts of the transport system work together.

Changes to what is public transport, how units are defined and exempt services

20. DCC supports providing more flexibility in the definition of units, for example by defining a unit in relation to a destination, so that overlapping catchments could be served by different units where there are different destinations.
21. The current unit definitions make it harder to innovate or introduce new services to target particular needs. The unit definitions in the current Public Transport Operating Model (PTOM) were identified as a barrier to Dunedin trialling commuter rail to Mosgiel. In order to make it clear that bus and rail based public transport service can be run serving a similar catchment DCC suggests an amendment to section 114B meaning of unit to enable a unit to be defined in relation to a railway;
(a) suburbs, roads, or motorways, *or railways*;
22. DCC supports the changes to definitions for public transport and excluded services to include demand responsive services within the definition of public transport services that the regional council can plan and provide for. This will enable the use of demand responsive services. DCC has noted the successful use of on demand services in Timaru replacing conventional public transport to better meet customers' needs.
23. DCC supports amending the provisions relating to exempt services to make it clearer what types of services fall within the definition of an exempt services that must be registered (noting that this specifically excludes taxis and Ubers). DCC supports extending the notice period for deregistering services to 60 days where the service is integral to the public transport network.

24. The deregistration of several exempt services providing school buses in Dunedin last year had an impact on many Dunedin families and the wider public transport network. Longer notice periods will provide regional councils more time to respond to deregistrations, providing alternative services (if required) and determining how to communicate those changes to the community

Concluding remarks

25. The DCC thanks you for the opportunity to submit on the Land Transport Management (Regulation of Public Transport) Amendment Bill.
26. The DCC would like to speak to our submission.

Nāku noa, nā

Jules Radich
Mayor of Dunedin

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.

SUMMARY OF CONSIDERATIONS

Engagement – external

There has been no external engagement.

Engagement - internal

Corporate Policy and Parks and Recreation Operational Staff.

Risks: Legal / Health and Safety etc.

There are no identified risks in relation to this submission.

Conflict of Interest

There are no conflicts of interest.

Community Boards

There are no implications in relation to this submission for Community Boards. Once the review has been completed there may be implications for Community Boards in regard to tree management of electricity supply corridors within their areas.



27 April 2023

Energy Markets Policy
Ministry of Business, Innovation and Employment
PO Box 1473
Wellington 6140

By email: HazardsFromTrees@mbie.govt.nz

Tēnā koe,

**DUNEDIN CITY COUNCIL SUBMISSION: STRENGTHENING THE 'TREE REGULATIONS' TO IMPROVE
RESILIENCE OF ELECTRICITY SUPPLY**

1. The Dunedin City Council (DCC) appreciates the opportunity to submit on the Ministry of Business, Innovation and Employment (MBIE) consultation on proposed amendments to the Electricity (Hazards from Trees) Regulations 2003 (the Regulations).
2. The DCC has made observations and recommendations in response to the consultation, which are detailed in this submission.

Background considerations

3. The DCC territorial land area is serviced by two Electrical Distribution boards (EDB):
 - Aurora Energy; wholly owned as a subsidiary of the DCC
 - Powernet; operating from a base in Invercargill, Southland
4. The DCC has a territorial land area of 3314 square kilometres. The topography of our territorial land consists of coastline through plains and mountains.
5. The DCC's road network covers 1,767 km's in length with 40% (711 km's) in the urban environment and 60% (1,054 km's) in the rural environment. It is the highest valued asset type with a replacement value of \$985.80 million representing 58% in value of transports total asset portfolio.
6. The roading corridor consists of 1,766 km of roads, of which 1,073km are sealed and 693km unsealed. Much of the network of the two EDBs in Dunedin follow the roading corridor.

General position statement

7. The DCC supports and recommends a review of the Regulations.
8. The primary issues and concerns raised in the MBIE discussion document are similar to those raised by previous review groups on the Regulations and are consistent with many of the situations faced within the industry. It is timely that the regulations are reviewed, that historic

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 DunedinCityCouncil  @DnCityCouncil

short comings are addressed, and the electricity supply system strengthened and further supported. This system is undergoing significant change with the increasing inclusion of generation by solar and wind at a local level, making the management of the distribution system increasingly complex.

9. The summary of concerns presented does appear to have a rural outlook and perhaps has not given enough consideration to urban and/or densely populated areas where tree owners and overhead electrical utilities conflict in higher numbers.
10. If this review is to progress and bring about acceptable change in terms of addressing the needs and expectations of the EDB's and the commercial and aesthetic expectations of tree owners, then an understanding of tree growth and the biological implications of managing trees must inform the change. Trees cannot be managed as static objects or as living things that produce uniform growth in all environments, at all ages, at all times of the year.
11. The DCC supports a safe and secure electricity supply resilient against disruptive natural events such as earthquake and heavy storms and wind.

Treaty of Waitangi

12. The DCC proposes that further consideration should be given to the inclusion of Māori land in the Conservation Act 1987, Schedule 1. This will strengthen general iwi/hapū interests in their own land, and its utility.
13. The DCC supports amendments that will support the wider interests of Māori. The Treaty of Waitangi guarantee's Māori full exclusive and undisturbed possession of their Lands, and Estates Forests and Fisheries. Any amendments to the regulations must support iwi control over their whenua and forests as kaitiaki.

Distancing of trees

14. The DCC does not agree with further restricting the distance new trees can be planted or replanted in proximity to electricity lines. The issue of a tree being too close to the electricity line is adequately covered under the existing legislation. The roading network serves as a green corridor which is important with biodiversity and other features.
15. The DCC notes that the Regulations specify the distance that trees are allowed to grow in proximity to electricity lines. Fruit trees for example could be grown and managed at a safe distance from the lines even if planted directly under the lines. Smaller growing tree species could be planted under the line in the urban environment and never encroach into the Growth limit zone (GLZ). Tree height can be managed through species selection and management practices by tree owners.

Managing the fall line risk outside of the GLZ

16. The DCC followed the Nottingham Forest Trustee Ltd v Unison Networks Ltd court case and agrees and supports the judgement given by the court. The DCC believes no further clarification in the Regulations or government intervention is required to establish the fault of trees falling on powerlines in this way.

17. The DCC notes that a tree being within fall distance of the lines does not mean that it will fall on the lines if it fails. A tree might be leaning or weighted in such a way that it will most likely fall beside or away from the lines.

Preferred objectives of the Regulation

18. The DCC agrees with the preferred objectives of the regulatory framework for the sector, that being a resilient electricity network and public safety. However, the DCC notes that vegetation around electricity lines can also reduce risk to electrical assets. The benefits associated with trees in terms of carbon sequestrum, ground stability, wind deflection, and/or reduction of loading in summer do not appear to have been considered in this discussion document.

Policy assessment criteria

19. The DCC notes that the research data MBIE has presented shows New Zealand is a unique environment of trees and tree growth and is heavily invested in decarbonising. Therefore, solutions will need to be unique to New Zealand.

Issue one: Vegetation risks outside the GLZ

20. The DCC supports the status quo offered by option one. The status quo can work well if EDBs carry out their functions under the Regulations.
21. The DCC does not support expanding the GLZ to cover a larger area.
22. Trees are dynamic biological organisms that differ in their growth habit, form, and growth rate based on where they are and their age. Any generic trimming regime that is applied to all tree species, across all environments at all ages and stages of a tree's life is problematic and unworkable.
23. Consideration should urgently be given to include in the GLZ vegetation growing over the conductors but above the current GLZ. This is an historic oversight and requires urgent remedy to remove the risk of branches falling in on to the conductor from height (for example snow loading or storms).
24. The DCC is opposed to the approach laid out in section 128 of the Telecommunications Act 2001. This would be completely unworkable and result in a complete loss of control of the vegetation management required and safety standards needed for distribution of electricity supply at all voltages.
25. The DCC supports a properly conducted risk-based approach that accommodates the objectives of security of supply and resilience within the network. The approach should use a specific tree risk assessment methodology to identify vegetation that is likely to cause interference. Any likelihood to interfere must not be limited to distance but must also include components of tree biology and tree mechanics. The DCC supports a stronger definition as the term "likely" is too vague and unworkable.
26. The DCC notes works owners have been reluctant carry out their functions defined by the Regulations.

Issue two: Prevention of over-trimming of hazardous vegetation

27. The DCC supports option four so that a risk-based approach can be appropriately applied outside the GLZ. This is essential as part of the review. Options one, two and three appear ineffective and unworkable.
28. The DCC supports implementation of a risk-based approach if the approach uses a tree risk assessment methodology and specified tree growth limits. To be effective the methodology must not be limited to distance but must include components of tree biology and tree mechanics. Timeframes, consequences, the likelihood of failure, and the likelihood of impact all need to be established, agreed and applied.
29. A risk-based approach requires EDBs to use appropriately qualified and competent staff to apply it. Enforcement would be based on what is considered reasonable by staff with the appropriate training, skills, and access. The DCC points out that a risk-based approach will not remove all risk or prevent every potential outage or harm event.
30. The DCC supports the approach of tree risk as noted by the International Society of Arboriculture which covers a range of factors such as site factors, tree health and species, load factors, tree defects and condition including the crown, branches, trunk, and roots. This approach is entirely workable and acceptable to land and tree owners. This approach is consistent with the requirements of being a prudent landlord which are understood in the community at large and tested by New Zealand courts.
31. A risk-based approach is consistent with options proposed in relation to issue one.
32. The DCC agrees with including the consideration of fire risk and acknowledges the status quo has not worked effectively. Inappropriate tree species within the GLZ have contributed to many fires resulting in risk of loss of life and property. The fire risk of different trees capable are well understood by EDBs however there needs to be tools to manage this risk.
33. The DCC believes the obligation on works owners to remove danger to persons or property from trees damaging conductors falls within their primary duty of care under Health and Safety at Work Act 2015 and can be applied to the works and tree owner. The responsibility for works owners is adequately catered for in the current regulations and under the Electricity Act 1992.
34. The DCC believes no further adjustment of the Regulation 14 are required.

Issue three: Balance of responsibility between owners and works owners

35. The DCC supports option one as the right to use a roading corridor or any other land such as railway land or private land is not a right as noted in the Code of practice for utility operators access to the roading corridor.
36. The DCC notes that the notification process as set reduces all risk to the network if it is followed. Utility companies are required to maintain trees, other features of their assets, and access ways to perform maintenance activities. Many of the tree issues that EDBs' confront may be caused by lack of patrolling of the networks to adequately notify in appropriate time tree owners of the issues they face.
37. The DCC also supports option one as a resolution to issue three and four.

38. The DCC agrees that responsibility to identify risks sits best with works owners, it is unreasonable to expect a tree owner to accurately identify all trees with defects that have the potential to fall onto and/or compromise electrical assets.
39. The EDB gain financial reward for the management of the distribution network and as such remain the most financially committed party to ensuring security of supply. The obligation and responsibility to notify tree owners sits comfortably with the EDBs.
40. The DCC supports the retention of the status quo regarding the allocation of the first cut or trim with the option to declare no interest if the tree owner requires it.
41. The DCC notes that sub clause 4 is contentious as many properties have changed hands and it is impractical to determine who planted the trees as far back as 2003 or earlier. Often boundaries are not accurate determinants of responsibility due to fences not being exactly where they should and general encroachment by landowners.
42. The DCC recommends the removal of Regulation 18(1)(b). This clause gives responsibility for the tree to a person who does not own it and it is not clear from the regulations what further responsibilities for the tree the new owner acquires. This situation can be difficult and onerous for works owners to manage.
43. The DCC maintains the landowner should always be the tree manager for the purpose of tree management to maintain security of supply.
44. The regulation 9 "Cut or trim" notice should be changed to 'fell or trim'. The language implies trimming when the intent is to trim or remove as best fits the situation. This has caused confusion amongst the public and should be amended to describe succinctly the intent of the regulations.
45. The DCC supports the retention of a notice system for individual trees. With modern software plotting trees is an easy task. However, the DCC recommends the inclusion of hedges with the start and stop length plotted and documented. Hedges often consist of hundreds of trees and individually plotting them is impracticable.
46. The DCC recommends that forestry blocks are treated in a similar way to hedges where the start of the block and end of the block are documented by GPS point and treated as a constant.
47. The plotting of individual trees is a practical and cost-effective way to manage the variety of vegetation in an environment with many changes. All councils in New Zealand must manage scheduled trees under the RMA and these are individually managed.

Issue five: Resolution of disputes between vegetation and works owners

48. The DCC supports the status quo option one as evidence from notices show that this section works well and is manageable provided all parties cooperate in a timely manner.
49. The DCC supports the inclusion of trees Under section 23 of the Electricity Act 1992, so that works owners can enter a private property to inspect, maintain or operate existing works (those built, or which had begun being built prior to 1992). Currently this right does not expressly extend to the management of trees however for the purpose of safety the DCC would support this clarity being made.

Offences and penalties

50. The DCC notes that penalties have been ineffective as an enforcement mechanism of the Regulations.

Monitoring, evaluation, and review

51. The DCC supports a timeline being set for a cyclical review of the regulations. The DCC proposes MBIE commit to a ten-yearly cycle. The DCC notes the Regulations have been left too long before an appropriate review.

Conclusion

52. The DCC thanks you for the opportunity to submit on Ministry of Business, Innovation and Employment consultation on proposed amendments to the Electricity (Hazards from Trees) Regulations 2003.

Yours faithfully

Jules Radich
Mayor of Dunedin

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

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DUNEDIN CITY HOLDINGS LIMITED

Report

TO: Dunedin City Council

FROM: Keith Cooper, DCHL Chair
Jemma Adams, General Manager DCHL

DATE: 17 April 2023

SUBJECT: Dunedin Venues Management Ltd (DVML) 2022 Annual Report

SUMMARY

This report accompanies the 2022 Annual Report of Dunedin Venues Management Ltd (DVML) for noting by Dunedin City Council.

1. As a Council Controlled Organisation, Dunedin Venues Management Ltd (DVML) is required to deliver to shareholders, and make available to the public, a report on the organisation's operations during that year.
2. Council noted the 2022 Annual Reports of most DCHL Group companies in December 2022. DVML's Annual Report 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.
3. The audit opinion on DVML's Annual Report includes a qualification relating to DVML's Statement of Service Performance, specifically a performance measure that there would be "no material breaches of KPIs as set out in the approved current Asset Management Plan.", as sufficient audit evidence could not be provided for this measure.
4. Audit NZ recommendations have resulted in DVML changing its process for collating data relating to reporting performance measures contained in the Statement of Intent.

NEXT STEPS

5. DVML's 2022 Annual Report is presented for Council to **note**, with no further next steps required.

Keith Cooper
Chair

Jemma Adams
General Manager

ATTACHMENTS

1. DVML 2022 Annual Report



Dunedin Venues Management Limited
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For the Year Ended 30 June 2022

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**Dunedin Venues Management Limited
Directory
For the Year Ended 30 June 2022**

DIRECTORS

- Raewyn Lovett
- Adam La Hood
- Joanne Conroy
- Dylan Rushbrook

INTERN DIRECTORSHIP

- Sian Sutton

CHIEF EXECUTIVE OFFICER

- Terry Davies

REGISTERED OFFICE

- Forsyth Barr Stadium
130 Anzac Avenue
Dunedin 9016

BANKERS

- Westpac
Dunedin

SOLICITORS

- Anderson Lloyd
Dunedin

AUDITOR

- Audit New Zealand
Dunedin
(On behalf of the Office of the Auditor General)

Chairperson's and Chief Executive Officer's Report

Within another COVID-19 disrupted year where a number of major events were cancelled or postponed, (including the much anticipated sold out All Blacks v South Africa Test Match, Guns n' Roses, Six60 and Rod Stewart concerts) DVML were thrilled to still be able to host a variety of events at Forsyth Barr Stadium with some of the major highlights being the All Blacks v Fiji Test Match, and the "We Can" Community Can Appeal collection (in collaboration with Highlanders, Otago Rugby and Otago Cricket).

Domestic rugby for both the Highlanders and Otago Rugby was also disrupted, however matches were still able to be played with a mixture of both 'behind closed doors' and publicly attended matches.

On a positive note, during this period, DVML experienced a strong domestic concert/entertainment programme. The Ocean Alley concert at the Dunedin Centre was the first 'large' show back post lockdown (after 5 postponements), the band and crowd alike were thrilled to have live music back again. From NZSO, comedian Tom Sainsbury, Lee Mvthews to Drax Project, this year has provided a wide range of fantastic events and the excitement of live entertainment returning and the enjoyment it has brought to people has been a pleasure to share.

During the year Community Access Grant applications remained strong with a number of Community Events being hosted across both the Dunedin Centre and Forsyth Barr Stadium. Once again there were a variety of memorable events with one of the highlights being the first international event to be held, the "Ukraine Benefit Concert" where all proceeds were donated to the Red Cross in Ukraine.

Planning for the 2023 FIFA Women's World Cup that is taking place in July 2023 has continued, with a number of FIFA delegates visiting Forsyth Barr Stadium during the year, projects being scoped and operational delivery planning taking place.

Business events showed resilience through the year with the team delivering a number of successful events when restrictions allowed, with an extra busy period during May/June when over 50 events were delivered following the relaxing of COVID-19 restrictions.

Another highlight for DVML was the loyal and heartfelt support that was received during the year from the Forsyth Barr Stadium Membership, and we are looking forward to recognising this by providing a full programme of content in the coming year.

During these times, managing and forecasting our business remains a challenge. However, DVML is committed to getting back to our core business and to delivering great events and economic impact to the region.

Our final thanks go to our staff, who have continued to focus on securing and delivering events that drives economic and social benefit to Dunedin and the region.

Raewyn Lovett
Chairperson



14 March 2023

Terry Davies
Chief Executive Officer



14 March 2023

Dunedin Venues Management Limited
Statutory Information
For the Year Ended 30 June 2022

The Directors of Dunedin Venues Management Limited (the Company) are pleased to present their report on the activities of the Company for the year ended 30 June 2022.

Principal Activities of the Company

The organisation is a stadium operator, events and venue management company.

Results for the Year Ended 30 June 2022

The report covers the financial year 1 July 2021 to 30 June 2022.

	2022
	\$'000
Profit/(Loss) for the year before taxation	(1,385)
Income tax expense	(483)
Profit/(Loss) for the year after taxation	<u>(902)</u>

State of Affairs

The Company recorded a net loss after tax of \$902,200 for the year.

Changes in Accounting Policies

There have been no changes in accounting policies adopted during the year.

Review of Operations

Net loss before taxation and subvention was \$1,385,000 for the year, compared to a net loss of \$424,000 for the previous year.

Change of Directors

Andrew Douglas commenced an Intern Directorship on 1 January 2020 and resigned from this position on 21 July 2020, was reappointed on 12 May 2021 and completed the Internship term on 30 November 2021.

Sian Sutton commenced an Intern Directorship on 1 January 2022.

Dunedin Venues Management Limited
Statutory Information
For the Year Ended 30 June 2022
Social and Environmental Contributions

The Company continues to maintain a recycling programme incorporating communications with partners, alternative environmentally-friendly products being used, visual displays, improved clean-up procedures and clearly identifiable recycling stations.

Financial Statements

The audited financial statements for the year ended 30 June 2022 are attached to this report.

Directors Interest in Contracts

Refer to Directors Declarations of Interest section on page 6 and the related parties' transactions on pages 28 to 30.

Auditors

The Controller and Auditor General has contracted the audit to Audit New Zealand. Auditors remuneration is set out in note 4 to the financial statements on page 20.

Employee Remuneration

Details of remuneration ranges (inclusive of retirement allowances) for employees (including the CEO) of the company are:

Remuneration range	Number of Employees	
	2022 Total	2021 Total
\$400,000 - 409,999	1	-
\$380,000 - 389,999	-	1
\$140,000 - 149,999	1	1
\$130,000 - 139,999	2	2
\$120,000 - 129,999	1	-
\$100,000 - 109,999	-	1

The amounts paid to current and former employees include all non-cash benefits and redundancy payments at total cost to the Company, where applicable.

Chief Executive's Remuneration
2022
\$'000

Remuneration paid to the Chief Executive for the year ended 30 June 2022 is outlined below:

Fixed remuneration and other benefits	401
Short Term Incentive	-
Long Term Incentive	-
	<u>401</u>

Dunedin Venues Management Limited
Statutory Information
For the Year Ended 30 June 2022

Directors' Remuneration

Director	Responsibility	Remuneration	
		2022 \$'000	2021 \$'000
Raewyn J Lovett	Chairperson	40	37
Joanne M Conroy	Director	20	21
Adam La Hood	Director	20	20
Dylan Rushbrook	Director	20	20

Directors' Insurance

As provided in the Company's Constitution, Dunedin Venues has arranged policies of Directors' Liability Insurance, which together with a deed of indemnity, ensure that the Directors will incur no monetary loss as a result of actions undertaken by them as Directors, provided that they operate within the law.

Directors' Benefits

No Director of the Company has, since the end of the previous financial year, received or become entitled to receive a benefit other than a benefit included in the total remuneration received or due and receivable by the Directors shown in the financial statements.

Staff

The Directors once again record their appreciation of the professional and positive manner in which the staff have conducted their duties during the year. The dedication of staff in endeavouring to ensure that the Company meets its operational and financial targets is highly commendable.

Dunedin Venues Management Limited
Directors Declarations of Interest
For the Year Ended 30 June 2022

Director	Declarations of Interest
Raewyn Lovett (appointed 1 January 2015)	Partner of Duncan Cotterill, Lawyers Director, Sport New Zealand Trustee of CHT Healthcare Trust Co-Chair of International Working Group of Women and Sport Shareholder, Onelaw Limited Shareholder, Pearl River Holdings Limited Shareholder in various Duncan Cotterill companies Director, TAB New Zealand - appointed 1 August 2021 Director - High Performance Sport New Zealand - appointed 22 February 2022
Joanne Conroy (appointed 1 January 2018)	Director, Queenstown Housing Bonds Limited Director, Queenstown Lakes Community Housing Trust Developments Limited Director, Queenstown Lakes Community Housing Trust Property Portfolio Limited Director and Shareholder, QDC Services Limited Director and Shareholder, Marcon Holdings Limited Director, Quoteable Value - resigned 30 September 2021 Chair of Westland Holdings Limited Director, QLCHT Shotover Country Limited Director, Destination Westland Limited Director, Queenstown Citizens Advice Bureau Trustee, Queenstown Lakes Community Housing Trust Chair, Sky City Queenstown Community Trust Trustee, St John New Zealand Priory Chapter Executive Officer, Whakatipu Wildlife Trust - appointed 5 July 2021
Adam La Hood (appointed 27 August 2019)	Chair, Otago Polytechnic Limited CFO, Cook Brothers Construction Limited
Dylan Rushbrook (appointed 27 August 2019)	Director and Shareholder, Synergy Tourism Consulting Limited Director and Shareholder, Tourism Talent Limited Director and Shareholder, Tourism Central Limited Director, Tourism Talent Australia Trustee, Regional Tourism New Zealand Southern Lakes Events Investment Panel General Manager, Tourism Central Otago

Dunedin Venues Management Limited
Statement of Responsibility
For the Year Ended 30 June 2022

The Board of Dunedin Venues Management Limited accepts responsibility for the preparation of the annual financial statements and the judgements used in them;

The Board of Dunedin Venues Management Limited accepts responsibility for establishing and maintaining a system of internal control designed to provide reasonable assurance as to the integrity and reliability of financial reporting; and

In the opinion of the Board of Dunedin Venues Management Limited, the annual financial statements for the financial year ended 30 June 2022 fairly reflect the financial position and operations of Dunedin Venues Management Limited.

The Company's owners do not have the power to amend the financial statements after issue.

Raewyn Lovett
Chairperson



14 March 2023

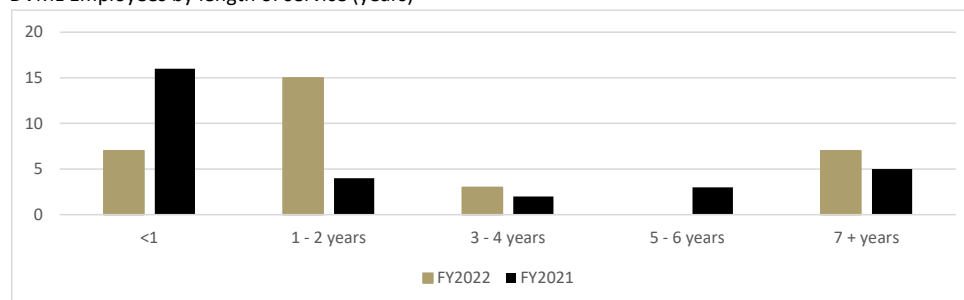
Adam La Hood
Director



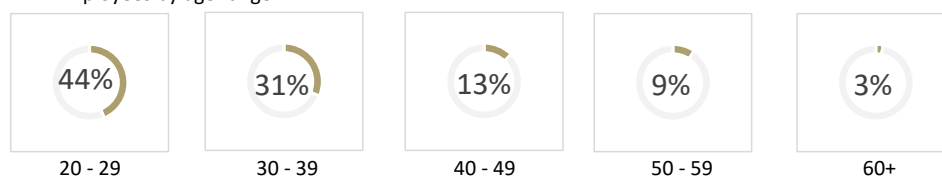
14 March 2023

Dunedin Venues Management Limited
Our People
As at 30 June 2022

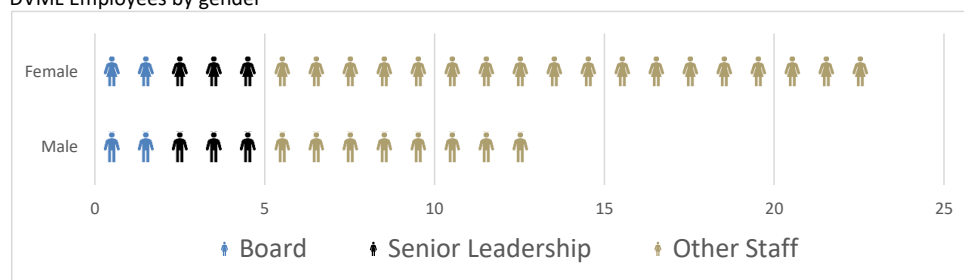
DVML Employees by length of service (years)



DVML Employees by age range



DVML Employees by gender

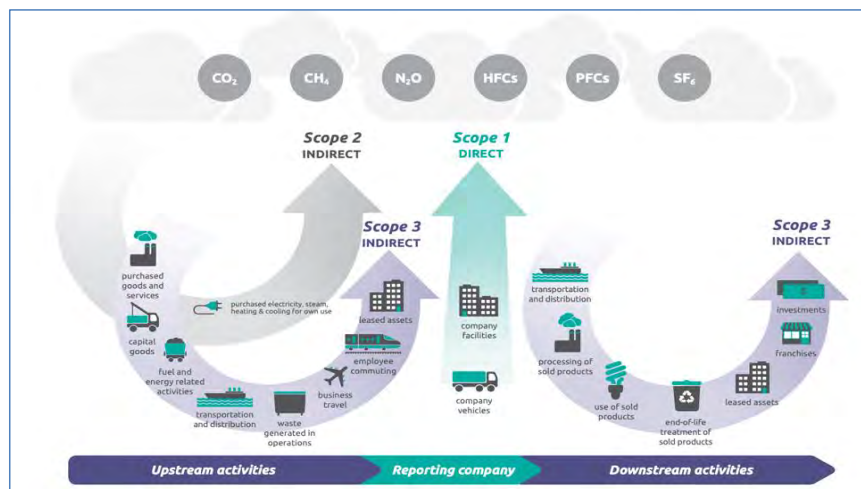


Dunedin Venues Management Limited
Our Sustainability
For the Year Ended 30 June 2022

Greenhouse gas emissions summary

During the year we have assessed and measured our Greenhouse Gas (GHG) emissions. We completed this process in accordance with the requirements of the Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (2004) and ISO 14064-1:2006 Specification with Guidance at the Organisation Level for Quantification and Reporting of Greenhouse Gas Emissions and Removals. At this stage we have focussed on measuring our Scope 1 and 2 emissions and an agreed selection of Scope 3 (indirect, or value chain) emissions.

Figure 1 Source: GHG Protocol - Figure 1.1 of Scope 3 Standard



Scope 1 emissions are direct emissions that are operationally controlled by DVML, including:

- Stationary combustion emissions related to heating Forsyth Barr Stadium and the Dunedin Centre
- Mobile combustion emissions related to vehicles and machinery owned or operated by DVML.
- Fugitive emissions from refrigerant use within HVAC systems we operate.

Scope 2 emissions are indirect GHG emissions from imported energy, including

- Purchased electricity that is consumed at Forsyth Barr Stadium and the Dunedin Centre.

Scope 3 emissions - To provide alignment across the Dunedin City Holdings Limited (DCHL) group of companies a consistent set of Scope 3 emission categories have been applied, which are waste, travel and freight.

Our Scope 3 emissions include the following:

- Waste generated in our offices.
- Waste generated from activity at Forsyth Barr Stadium and the Dunedin Centre. We have widened the scope of our waste measurement and reporting to include the waste generated from our key contractors who operate from these facilities.
- Business travel (primarily flights and accommodation).
- Freight transportation (the freighting of goods purchased by DVML).
- Electricity transmission and distribution losses.

At this stage we have not captured the indirect emissions from the third-party promoters who hold events on our sites (i.e. their travel and freight activity).

We will review which Scope 3 emissions are relevant and appropriate on an ongoing basis, as we continue to measure and report our carbon footprint.

Results

Emissions are reported as tonnes (t) of Carbon Dioxide (CO₂) equivalent (e); or tCO₂-e. "Carbon dioxide equivalent" is a standard unit for counting greenhouse gas emissions regardless of whether they are from carbon dioxide or another greenhouse gas.

DVML's measured GHG emissions for the year end 30 June 2022 are 496 tCO₂-e.

Table 1 Emissions by Scope

Scope	tCO ₂ -e	% of total
Scope 1	246	50%
Scope 2	213	43%
Scope 3	37	7%
Total	496	100%

Figure 1 Emissions by Scope



Emissions by Activity

Our top emissions sources are summarised below.

Table 2 Emissions by activity

Category emission source	t CO₂-e
Purchased Electricity	213
Fuels	209
Refrigerant	26
Waste to landfill	18
T&D losses	16
Fertiliser	11
Flights (Domestic)	2
Flights (International)	0.6
Accommodation	0.2
Taxis	0.1

Next Steps

A number of assumptions and estimates have been made when calculating our emissions. It is our intention to measure and manage our footprint on an ongoing basis and to report on this annually. As noted in our 2022-2023 Statement of Intent, the next steps include implementing emissions and waste reduction strategies and associated targets.

We will also focus on improving the accuracy of our calculations, giving consideration to the most relevant Scope 3 emissions that we track, and implementing measures to reduce our emissions.

Dunedin Venues Management Limited
Statement of Comprehensive Income
For the Year Ended 30 June 2022

	Note	2022 \$'000	2021 \$'000
Revenue			
Operating revenue		7,262	10,114
Government grants		1,237	978
Interest received from funds on deposit		21	9
Total revenue	3(c)	8,520	11,101
Less expenses			
Operating expenses	4	7,496	9,029
Depreciation and impairment	11	315	358
Depreciation - Right of use lease asset	10	1,618	1,619
Interest expense		476	519
Total expenditure		9,905	11,525
Profit/(Loss) for the Year before Taxation		(1,385)	(424)
Income tax expense/(credit)	5	(483)	(117)
Profit/(Loss) for the Year after Taxation		(902)	(307)
Other comprehensive income		-	-
Total Comprehensive Income		(902)	(307)

The accompanying notes and accounting policies form an integral part of these audited financial statements.

Dunedin Venues Management Limited
Statement of Changes in Equity
For the Year Ended 30 June 2022

	<i>Note</i>	Share Capital \$'000	Retained Earnings \$'000	Total Equity \$'000
1 July 2021		10,077	(8,166)	1,911
Total Comprehensive Income for the year		-	(902)	(902)
Capital contribution		300	-	300
30 June 2022	6	<u>10,377</u>	<u>(9,068)</u>	<u>1,309</u>
1 July 2020		9,777	(7,859)	1,918
Total Comprehensive Income for the year		-	(307)	(307)
Capital contribution		300	-	300
30 June 2021		<u>10,077</u>	<u>(8,166)</u>	<u>1,911</u>

The accompanying notes and accounting policies form an integral part of these audited financial statements.

Dunedin Venues Management Limited
Statement of Financial Position
As at 30 June 2022

	<i>Note</i>	2022 \$'000	2021 \$'000
Current Assets			
Cash and cash equivalents		2,421	3,675
Trade and other receivables	7	1,016	810
Assets held for sale	17	64	-
Work in Progress	18	392	-
Total Current Assets		3,893	4,485
Non-Current Assets			
Property, plant and equipment	11	1,009	958
Right of use assets	10	14,610	16,229
Deferred tax	12	1,231	748
Total Non-Current Assets		16,850	17,935
TOTAL ASSETS		20,743	22,420
Current Liabilities			
Trade and other payables	8	484	734
Contract liabilities / Income in advance	3(b)	2,279	2,038
Employee entitlements		118	103
Lease liabilities	10	1,575	1,536
Total Current Liabilities		4,456	4,411
Non-Current Liabilities			
Contract liabilities / Income in advance	3(b)	509	53
Lease liabilities	10	14,468	16,045
Total Non-Current Liabilities		14,977	16,098
Equity			
Share capital	6	10,377	10,077
Retained deficits		(9,068)	(8,166)
Total Equity		1,309	1,911
TOTAL EQUITY AND LIABILITIES		20,743	22,420

For and on behalf of the Directors

Raewyn Lovett
Chairperson



Adam La Hood
Director



14 March 2023

The accompanying notes and accounting policies form an integral part of these audited financial statements.

Dunedin Venues Management Limited
Statement of Cashflows
For the Year Ended 30 June 2022

	Note	2022 \$'000	2021 \$'000
Cashflows from Operating activities			
<i>Cash was provided from</i>			
Receipts from customers		9,059	11,100
Interest received		15	9
Net GST received		-	69
		9,074	11,178
<i>Cash was disbursed to</i>			
Payments to suppliers and employees		8,143	8,628
Net GST paid		47	-
		8,190	8,628
Net Cashflow from Operating activities	9	884	2,550
Cashflows from Investing activities			
<i>Cash was provided from</i>			
Sale of property, plant and equipment		-	11
<i>Cash was distributed to</i>			
Purchase of property, plant and equipment		424	31
Net Cashflow from Investing activities		(424)	(20)
Cashflows from Financing activities			
<i>Cash was provided from</i>			
Shareholder capital		300	300
		300	300
<i>Cash was disbursed to</i>			
Repayment of finance lease		1,536	1,493
Interest paid		476	519
		2,012	2,012
Net Cashflow from Financing activities		(1,712)	(1,712)
Net Increase/(Decrease) in Cash and Cash equivalents		(1,253)	818
Opening Cash and Cash equivalents		3,675	2,858
Closing Cash and Cash equivalents		2,421	3,675
Composition of Cash and Cash equivalents			
Cash on hand		4	4
Bank current account		117	371
Deposit/(overdraft) accounts		2,300	3,300
Cash and Cash Equivalents at the end of the year		2,421	3,675

Cash and short-term deposits comprise cash held by the Company and short-term deposits.
The carrying amount of these assets approximates their fair value.

The accompanying notes and accounting policies form an integral part of these audited financial statements.

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022**1 REPORTING ENTITY**

The financial statements presented here are for the reporting entity Dunedin Venues Management Limited (the Company).

Dunedin Venues Management Limited is a Council Controlled Trading Organisation as defined in the Local Government Act 2002. The Company, incorporated in New Zealand under the Companies Act 1993, is owned by Dunedin City Holdings Limited.

The financial statements of the Company are for the year ended 30 June 2022.

The registered address of the Company is 130 Anzac Avenue, Dunedin.

The primary objective of Dunedin Venues Management Limited is to ensure the successful operation of Forsyth Barr Stadium and the Dunedin Centre (a multi-purpose entertainment, conference and events hub including the Dunedin Town Hall and the Glenroy Auditorium). Dunedin Venues Management Limited is the central hub for premier events and entertainment in Dunedin.

Dunedin Venues Management Limited is a for-profit company.

Statement of Compliance

The financial statements have been prepared in accordance with the requirements of the Local Government Act 2002, the Companies Act 1993 in accordance with NZ GAAP. For the purpose of complying with NZ GAAP, the Company is a for-profit entity. These financial statements comply with New Zealand International Financial Reporting Standards (Reduced Disclosure Regime).

The Company has adopted External Reporting Board Standard A1 Accounting Standards Framework (For-profit Entities Update) (XRB A1). The Company qualifies for NZ IFRS (RDR) as it does not have public accountability and it is not a large for-profit public sector entity. The Company has elected to apply NZ IFRS (RDR) and has applied disclosure concessions.

The financial statements were authorised for issue by the Directors on 14 March 2023.

Basis of Preparation

The financial statements have been prepared on an historic cost basis.

These financial statements are presented in New Zealand dollars because that is the currency of the primary economic environment in which the Company operates. The financial statements are recorded to the nearest (\$'000).

The accounting policies set out below have been applied in preparing the financial statements for the year ended 30 June 2022 and the comparative information for the year ended 30 June 2021.

The financial statements have been prepared on a going concern basis. The Directors deem this basis to be appropriate for the reasons set out in note 19 below.

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022**2 SIGNIFICANT ACCOUNTING POLICIES****Revenue Recognition**

Revenue is measured at the fair value of the consideration received or receivable and represents amounts receivable for goods and services provided in the normal course of business, net of discounts and GST.

Revenue from services rendered is recognised when it is probable that the economic benefits associated with the transaction will flow to the entity. The stage of completion at balance date is assessed based on the value of services performed to date as a percentage of the total services to be performed.

Sales of goods are recognised when significant risks and rewards of owning the goods are transferred to the buyer, when the revenue can be measured reliably and when management effectively ceases involvement or control.

Interest income is accrued on a time basis, by reference to the principal outstanding and at the effective interest rate applicable, which is the rate that exactly discounts estimated future cash receipts through the expected life of the financial asset to that asset's net carrying amount.

Membership and Sponsorship Revenue

The terms of memberships, corporate box licenses, signage and sponsorship agreements range from one year to ten years. Payment for these items has been received and recorded as income received in advance. This income is amortised as revenue on a straight-line basis over the term of the agreement.

Employee Entitlements

Entitlements to salary and wages and annual leave are recognised when they accrue to employees. This includes the estimated liability for salaries and wages and annual leave as a result of services rendered by employees up to balance date at current rates of pay.

Entitlements to long service leave and retirement gratuities are calculated on an actuarial basis and are based on the reasonable likelihood that they will be earned by employees and paid by the Company.

The Company recognises a liability for sick leave to the extent that absences in the coming year are expected to be greater than the sick leave entitlements earned in the coming year. The calculation is based on the value of excess sick leave taken within the previous twelve months.

Goods and Services Tax (GST)

Revenues, expenses and assets are recognised net of the amount of goods and services tax (GST), except for receivables and payables which are recognised inclusive of GST. Where GST is not recoverable as input tax then it is recognised as part of the related asset or expense. Commitments and contingencies are disclosed exclusive of GST.

Critical Accounting Judgements, Estimates and Assumptions

In preparing these financial statements the Company has made judgements, estimates and assumptions concerning the future. These estimates and assumptions may differ from the subsequent actual results. Estimates and assumptions are continually evaluated.

The critical accounting judgements, estimates and assumptions of the Company are contained within the policies.

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022**2 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)****Cash and Cash Equivalents**

Cash and cash equivalents comprise of cash on hand, deposits held at call with banks, other short-term highly liquid investments with original maturities of three months or less and bank overdrafts.

Provisions

A provision is recognised in the Statement of Financial Position when the Company has a present legal or constructive obligation as a result of a past event, and it is probable that an outflow of economic benefits will be required to settle the obligation.

Income Received in Advance

Income received in advance represents the unexpired portion of Membership and Sponsorship revenue at balance date and income relating to future events not recognised in the Statement of Comprehensive Income. Income received in advance is carried forward in the statement of financial position.

Government Grants

The Company applied for and received Ministry of Social Development grants relating to COVID-19 during the year (Wage Subsidy & Leave Support Scheme payments). The grants have been recognised as income on a systematic basis over the period in which the Company recognised expenses related to employee benefits.

The Company received an Event Attraction Grant and Community Access Grant from the Dunedin City Council during the reporting period. The Event Attraction Grant allows the Company to bid for major events, bringing economic benefit into the city, while the Community Access Grant is to facilitate community groups accessing Forsyth Barr Stadium and the Dunedin Centre. A portion of the Event Attraction Grant has been recognised as income during the financial year, and the balance is held as Income in Advance at Balance Date.

Changes in Accounting Policies

There have been no changes in the company's accounting policies since the date of the last audited financial statements. Accounting policies have been applied consistently to all years presented in these financial statements.

Standards amended or issued during the year

During the period, there were no new or amended accounting standards which materially affected the Company or its reporting

Standards issued but not yet effective

The International Accounting Standards Board (IASB) has issued amendments to IAS 1 Presentation of Financial Statements that are intended to help preparers in deciding which accounting policies to disclose in their financial statements. The amendments are effective for periods beginning on or after 1 January 2023 (earlier application is permitted) and require entities to disclose material accounting policies rather than significant accounting policies based on a four-step materiality process.

Comparatives

Certain prior period revenue has been reclassified between functional categories for consistency with the current period.

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022

3 REVENUE FROM CONTRACTS WITH CUSTOMERS

3(a) Disaggregation of revenue from contracts with customers

Revenue is derived from the transfer of goods and services over time and at a point in time as follows:

	2022	2021
	\$'000	\$'000
Segment revenue	6,613	9,470
Less inter-segment	-	-
Revenue - external customers	<u>6,613</u>	<u>9,470</u>
<u>Timing of revenue recognition:</u>		
At a point in time	2,100	4,553
Over time	<u>4,513</u>	<u>4,917</u>
	<u>6,613</u>	<u>9,470</u>

3(b) Assets and liabilities related to contracts with customers

The Company has recognised the following assets and liabilities related to contracts with customers:

	2022	2021
	\$'000	\$'000
Current liabilities	2,279	2,038
Non-current liabilities	509	53
Contract liabilities - Income in Advance	<u>2,788</u>	<u>2,091</u>

(i) Significant changes in contract assets and liabilities

There are no significant changes in contract assets and liabilities.

(ii) Revenue recognised in relation to contract liabilities

All revenue related to carried-forward contract liabilities for short-term contracts were satisfied in this current year; any long-term contracts in the prior year(s) have been recognised for the relevant portion in this period, and the remaining liabilities treated as Income in Advance if invoiced; no revenue is recognised for long-term contracts past 30 June 2022, where an invoice has not been generated.

(iii) Unsatisfied long-term contracts

All unsatisfied performance obligations resulting from fixed-price long-term commercial rights contracts which have been invoiced have been treated as Income in Advance and recognised on a monthly basis. Management expects that 100% of the transaction price allocated to the unsatisfied contracts as at 30 June 2022 will be recognised during the next reporting period. Income included in the financial statements for long term contracts past the next reporting period total \$359k (2021: \$53k).

(iv) Assets recognised from costs to fulfil a contract

There are no assets recognised from costs to fulfil any contract.

	2022	2021
	\$'000	\$'000
3(c) Reconciliation to total revenue		
Contracts with customers	6,613	9,470
Government grants	1,237	978
Leases	397	349
Other Revenue	251	295
Interest	21	9
	<u>8,520</u>	<u>11,101</u>

3(d) Critical accounting judgements, estimates and assumptions

No significant judgements have been required to determine the revenue. All contracts are either related to an ongoing contract over a period of time (unused contracts quantified and shown as Contract liabilities), or are event based.

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022

4 OPERATING EXPENSES

	2022	2021
	\$'000	\$'000
Other operating expenses	4,824	6,890
Audit fees - for audit of financial statements	52	33
Bad debts	(4)	(11)
Directors fees	100	98
Salaries and wages	2,524	2,032
Loss/(gain) on fixed asset disposal	-	(13)
	<u>7,496</u>	<u>9,029</u>

5 INCOME TAXES

Accounting Policy

Income tax expense includes components relating to both current and deferred tax.

The tax currently payable is based on taxable profit for the year. The Company's liability for current tax is calculated using tax rates that have been enacted by the balance sheet date.

	2022	2021
	\$'000	\$'000
Income Tax Recognised in Comprehensive Income		
Profit/(Loss) for the year before taxation	(1,385)	(424)
Income tax expense calculated at 28% (2021: 28%)	(388)	(119)
<i>Tax effect of following adjustments</i>		
Non-deductible expenses	(11)	2
Prior period adjustments	(83)	-
Tax effect of differences	<u>(95)</u>	<u>2</u>
Tax expense	<u>(483)</u>	<u>(117)</u>
Effective tax rate	0%	0%
Represented by:		
Current tax provision	-	2
Deferred tax provision	(400)	(119)
Prior period adjustment to deferred tax	<u>(83)</u>	<u>-</u>
	<u>(483)</u>	<u>(117)</u>

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022
6 EQUITY - SHARE CAPITAL

	2022	2021
	\$'000	\$'000
Called and Fully Paid Up Capital		
10,377,065 fully paid ordinary shares (2021: 10,077,065)	<u>10,377</u>	<u>10,077</u>

On the 7th June 2022, the Company issued and called 300,000 shares of \$1 each in favour of Dunedin City Holdings Limited. The shares carry equal voting rights.

10,900,000 shares have been issued to Dunedin City Holdings Limited at \$1 per share. At 30 June 2022, 10,377,065 (2021: 10,077,065) of these shares had been called and fully paid.

Fully paid ordinary shares carry one vote per share; carry a right to dividends and, upon winding up, a pro rata share of the Company's net assets.

7 TRADE AND OTHER RECEIVABLES
Accounting Policy

Trade and other receivables are stated at cost less any allowances for estimated irrecoverable amounts.

	2022	2021
	\$'000	\$'000
Trade and other receivables	859	722
Expected credit losses	(4)	(10)
Accrued income and prepayments	144	98
GST receivable	17	-
	<u>1,016</u>	<u>810</u>

8 TRADE AND OTHER PAYABLES
Accounting Policy

Trade and other payables are stated at amortised cost.

	2022	2021
	\$'000	\$'000
Trade payables	493	713
GST payable	-	30
Subvention payable	(9)	(9)
	<u>484</u>	<u>734</u>

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022

9 RECONCILIATION OF NET PROFIT FOR THE YEAR TO CASHFLOWS FROM OPERATING ACTIVITIES

	2022 \$'000	2021 \$'000
Profit/(Loss) for the year after taxation	(902)	(307)
<i>Items Not Involving Operating Cashflows</i>		
Depreciation and impairment	315	358
Depreciation on right of use asset	1,618	1,619
(Gain)/Loss on fixed asset disposal	-	(13)
Interest paid	476	519
<i>Impact of Changes in Working Capital Items</i>		
(Increase)/Decrease in trade and other receivables	(137)	70
(Increase)/Decrease in inventory held for sale	-	173
(Increase)/Decrease in work in progress	(392)	
(Increase)/Decrease in prepayments	(46)	2
(Increase)/Decrease in deferred tax	(483)	(119)
(Increase)/Decrease in GST receivable	(17)	39
Increase/(Decrease) in GST payable	(30)	30
Increase/(Decrease) in trade and other payables	(230)	218
Increase/(Decrease) in subvention payable	-	(1)
Increase/(Decrease) in employee entitlements	15	24
Increase/(Decrease) in income received in advance	697	(62)
Net cashflows from operating activities	884	2,550

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022

10 RIGHT OF USE ASSET AND LEASE LIABILITY

The right of use asset is recognised at the present value of future lease payments, depreciated straight line over the term of the lease. The Company's depreciation rates on the right of use assets have a range of 6% - 33% (2021: 6% - 33%), depending on the length of the lease. The lease liabilities are measured at the present value of the remaining lease payments, discounted using the lessee's incremental borrowing rate. The weighted average lessee's incremental borrowing rate applied is 2.85% (2021: 2.85%).

	2022	2021
	\$'000	\$'000
Right of use assets:		
Opening Balance	16,229	17,823
Additions	-	25
Depreciation	(1,618)	(1,619)
	<u>14,610</u>	<u>16,229</u>
Lease Liabilities		
Opening Balance	17,581	19,050
Additions	-	25
Payments - Property	(1,524)	(1,482)
Payments - Plant & Equipment	(5)	(5)
Payments - Vehicles	(7)	(7)
	<u>16,044</u>	<u>17,581</u>
Classified as:		
Less than one year	1,575	1,536
One to five years	6,749	6,568
More than five years	<u>7,719</u>	<u>9,477</u>
Lease liabilities recognised as at 30 June	<u>16,044</u>	<u>17,581</u>

Low Value Leases

Low value leases have been identified and are exempt from recognition under IFRS 16. Low value lease expenses are \$2k annually (2021: \$4k).

Critical accounting judgements, estimations and assumptions

Forsyth Barr Stadium Lease

The Forsyth Barr Stadium lease expires in 2031. The lease includes a right of renewal clause for two 20 year periods which, if exercised, would extend the lease under current terms to 2071. In determining the accounting treatment of the Forsyth Barr Stadium lease relating to IFRS 16, the Board have assessed there are a number of factors that need consideration before it can be reasonably certain it will exercise its option to renew the lease under the current terms of the contract. Therefore the Right of Use Asset and Lease Liability have been calculated based on the lease terminating in 2031. Had the Company opted to include the two renewal periods, the effect would have been to increase the ROU asset by \$34.5m (2021: \$33.9m) and the Lease Liability by \$36.9m (2021: \$35.9m). The impact on the reported before tax surplus would be a decrease of \$386k (2021: \$401k). An assessment will be made each year regarding the certainty of renewal and the associated entries will be booked in the year the Board becomes reasonably certain it will exercise its right to extend the lease.

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022

11 PROPERTY, PLANT AND EQUIPMENT

Accounting Policy

Property, plant and equipment are those assets held by the Company for the purpose of carrying on its business activities on an ongoing basis.

All property, plant and equipment is stated at cost less any subsequent accumulated depreciation and any accumulated impairment losses.

Depreciation is charged so as to write off the cost or valuation of assets on a straight line basis. Rates used have been calculated to allocate the assets cost or valuation less estimated residual value over their estimated remaining useful lives.

Depreciation of these assets commences when the assets are ready for their intended use.

Where parts of an item of property, plant and equipment have different useful lives, they are accounted for as separate items of property, plant and equipment.

Assets held under finance leases are depreciated.

Depreciation rates and methods used are as follows:

	<i>Rate</i>	<i>Method</i>
Leasehold alterations	2% - 21%	Straight line
Furniture and fittings	7% - 18%	Straight line
Office equipment	12% - 67%	Straight line
Plant and equipment	3% - 40%	Straight line

Critical accounting judgements, estimations and assumptions

Impairment of Assets

At each balance date, the Company reviews the carrying amounts of its assets to determine whether there is any indication that those assets have suffered an impairment loss. If any such indication exists, the recoverable amount of the asset is estimated in order to determine the extent of the impairment loss (if any). Where the asset does not generate cash flows that are independent from other assets, the Company estimates the recoverable amount of the cash-generating unit to which the asset belongs.

Recoverable amount is the higher of fair value less costs to sell and value in use. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset for which the estimates of future cash flows have not been adjusted.

If the recoverable amount of an asset (or cash-generating unit) is estimated to be less than its carrying amount, the carrying amount of the asset (or cash-generating unit) is reduced to its recoverable amount. An impairment loss is immediately recognised as an expense.

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022
11 PROPERTY, PLANT AND EQUIPMENT (CONTINUED)

Where an impairment loss subsequently reverses, the carrying amount of the asset (or cash-generating unit) is increased to the revised estimate of its recoverable amount, but only to the extent that the increased carrying amount does not exceed the carrying amount that would have been determined had no impairment loss been recognised for the asset (or cash-generating unit) in prior years. A reversal of an impairment loss is immediately recognised as income.

	2022					
	Leasehold Alterations \$'000	Furniture & Fittings \$'000	Office Equipment \$'000	Stadium Equipment \$'000	Motor Vehicles \$'000	Total \$'000
Cost or Valuation						
Balance at beginning of year	439	449	180	3,131	-	4,199
Additions	10	46	39	334	-	429
Transfer to Assets held for sale	-	-	-	(198)	-	(198)
Disposals	-	-	-	-	-	-
Impairment	-	(4)	(35)	(891)	-	(930)
Balance at end of year	449	491	184	2,376	-	3,500
Accumulated depreciation						
Balance at beginning of year	129	271	145	2,696	-	3,241
Depreciation	49	34	37	191	-	311
Transfer to Assets held for sale	-	-	-	(135)	-	(135)
Disposals	-	-	-	-	-	-
Impairment	-	(2)	(35)	(888)	-	(925)
	178	303	147	1,863	-	2,491
Balance at end of year	271	188	37	513	-	1,009
	2021					
	Leasehold Alterations \$'000	Furniture & Fittings \$'000	Office Equipment \$'000	Stadium Equipment \$'000	Motor Vehicles \$'000	Total \$'000
Cost or Valuation						
Balance at beginning of year	573	462	364	3,541	23	4,963
Additions	-	-	31	-	-	31
Transfer to Assets held for sale	-	-	-	-	-	-
Disposals	-	-	-	(30)	(23)	(53)
Impairment	(134)	(13)	(215)	(380)	-	(742)
Balance at end of year	439	449	180	3,131	-	4,199
Accumulated depreciation						
Balance at beginning of year	227	240	341	2,846	14	3,668
Depreciation	36	44	19	259	-	358
Transfer to Assets held for sale	-	-	-	-	-	-
Disposals	-	-	-	(28)	(14)	(42)
Impairment	(134)	(13)	(215)	(380)	-	(742)
	129	271	145	2,696	-	3,241
Balance at end of year	310	178	35	435	-	958

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022

12 DEFERRED TAX

Accounting Policy

Deferred tax is the tax expected to be payable or recoverable on differences between the carrying amounts of assets and liabilities in the financial statements and the corresponding tax bases used in the computation of taxable profit.

Deferred tax is calculated at the tax rates that are expected to apply in the period when the liability is settled or the asset is realised. Deferred tax is charged or credited in the income statement, except when it relates to items charged or credited directly to equity, in which case the deferred tax is also dealt with in equity.

Deferred tax liabilities are generally recognized for all taxable temporary differences and deferred tax assets are recognised to the extent that it is probable that taxable profits will be available against which deductible temporary differences can be utilised. Such assets and liabilities are not recognised if the temporary difference arises from goodwill or from the initial recognition (other than in a business combination) of other assets and liabilities in a transaction that affects neither the tax profit nor the accounting profit.

The carrying amount of deferred tax assets is reviewed at each balance sheet date and reduced to the extent that it is no longer probable that sufficient taxable profits will be available to allow all or part of the asset to be recovered.

Deferred tax is calculated at the tax rates that are expected to apply in the period when the liability is settled or the asset is realised.

	2022 \$'000	2022 \$'000	2022 \$'000	2022 \$'000	2022 \$'000
	Opening Balance Sheet	Charged to Income	Closing Balance Sheet		Net
			Assets	Liabilities	
Property, plant and equipment	206	(89)	117	-	117
Employee entitlements	35	(4)	31	-	31
Provisions and adjustments	3	13	16	-	16
IFRS 16 Leases	378	23	401	-	401
Tax losses	126	540	666	-	666
	748	483	1,231	-	1,231

	2021 \$'000	2021 \$'000	2021 \$'000	2021 \$'000	2021 \$'000
	Opening Balance Sheet	Charged to Income	Closing Balance Sheet		Net
			Assets	Liabilities	
Property, plant and equipment	244	(38)	206	-	206
Employee entitlements	13	22	35	-	35
Provisions and adjustments	12	(9)	3	-	3
IFRS 16 Leases	343	35	378	-	378
Tax losses	17	109	126	-	126
	629	119	748	-	748

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022

13 CAPITAL EXPENDITURE COMMITMENTS

The Company had capital expenditure commitments of \$1,257,000 at year end (2021: \$52,000).

14 CONTINGENT ASSETS AND LIABILITIES

There were no contingent assets or liabilities at year end (2021: \$nil).

15 FINANCIAL INSTRUMENTS

Accounting Policy

Financial Instruments

Financial assets and financial liabilities are recognised on the Company's statement of financial position when the Company becomes a party to the contractual provisions of the instrument.

Financial Liability and Equity

Financial liabilities and equity instruments are classified according to the substance of the contractual arrangements entered into. An equity instrument is any contract that evidences a residual interest in the assets of the Company after deducting all of its liabilities.

a) Capital Risk Management

When managing capital, management's objective is to ensure the entity continues as a going concern. The Company has uncalled capital of \$522,935 and the Company's ability to make calls on this uncalled capital will enable the Company to manage the capital risk.

	2022 \$'000	2021 \$'000
b) Categories of Financial Instruments		
Financial Assets		
Trade and other receivables	1,016	810
Less:		
Accrued income and prepayments	144	98
GST receivable	17	-
	<u>855</u>	<u>712</u>
Loans and receivables		
Financial Liabilities		
Trade and other payables	484	734
Less:		
GST payable	-	30
Subvention payable	(9)	(9)
Lease liabilities	16,044	17,581
	<u>16,537</u>	<u>18,294</u>
Financial liabilities at amortised cost		

All financial assets and liabilities are recognised at amortised cost.

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022

16 RELATED PARTY TRANSACTIONS

The Company is a wholly owned subsidiary of Dunedin City Holdings Limited. Dunedin City Holdings Limited is wholly owned by Dunedin City Council.

The Company undertakes transactions with the Dunedin City Council and other Dunedin City Council controlled entities.

Transactions with Dunedin City Council:

The Company provided services and traded with Dunedin City Council in respect of the following transactions:

	2022	2021
	\$'000	\$'000
Rates and property rentals and other charges	(605)	(649)
Revenue from property/event management and contribution from Event Attraction Fund	1,926	2,066
	<u>1,321</u>	<u>1,417</u>

As at balance date:

Payable to Dunedin City Council	50	54
Receivable from Dunedin City Council	73	75

Transactions with Dunedin City Council Controlled Entities:

The Company provided services and traded with Dunedin City Council controlled entities in respect of the following transactions:

	2022	2021
	\$'000	\$'000
Dunedin City Treasury Limited		
Interest received	20	7
Subvention received	30	-
	<u>50</u>	<u>7</u>
<i>As at balance date:</i>		
Deposit with Dunedin City Treasury Limited	2,300	3,300
	<u>2,300</u>	<u>3,300</u>

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022

16 RELATED PARTY TRANSACTIONS (CONTINUED)

	2022 \$'000	2021 \$'000
Dunedin City Holdings Limited		
Revenue from event management	1	-
	<u>1</u>	<u>-</u>
<i>As at balance date:</i>		
Receivable from Dunedin City Holdings Limited:	-	-
Dunedin Stadium Property Limited		
Management fee and reimbursements	287	310
Expense on charges	(445)	(413)
Lease liability and interest payments	(2,000)	(2,000)
	<u>(2,158)</u>	<u>(2,103)</u>
<i>As at balance date:</i>		
Receivable from Dunedin Stadium Property Limited:	41	-
Dunedin Railways Limited		
Management fee and expense on charges	233	218
	<u>233</u>	<u>218</u>
<i>As at balance date:</i>		
Receivable from Dunedin Railways Limited:	-	12
Delta Utility Services Limited		
Assets sold on transfer of contract and other services	-	180
	<u>-</u>	<u>180</u>
<i>As at balance date:</i>		
Receivable from Delta Utility Services Limited:	-	-
Dunedin International Airport Ltd		
Revenue from membership and associated services	11	11
	<u>11</u>	<u>11</u>
<i>As at balance date:</i>		
Receivable from Dunedin International Airport Limited:	-	-

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022

16 RELATED PARTY TRANSACTIONS (CONTINUED)

	2022 \$'000	2021 \$'000
Aurora Energy Ltd		
Revenue from venue hire and associated services	7	-
	<u>7</u>	<u>-</u>
<i>As at balance date:</i>		
Receivable from Aurora Energy Limited:	-	-

In relation to the 2022 year, there is not expected to be any transfer of tax losses to other entities in the DCC Group (2021: \$Nil).

No related party debts have been written off or forgiven during the year and no provision has been required for impairment of any receivables to related parties.

Transactions with companies in which key management personnel have an interest and with close members of the family of key management personnel (amounts to the nearest \$1,000):

During the course of the year:

- Cook Brothers Group Ltd, of which Adam La Hood is the Chief Financial Officer, purchased eight OCR Memberships for \$14,000 and services of \$2,000 (2021: \$22,000). No amounts (2021: \$7,000) were outstanding at balance date.
- Otago Polytechnic Ltd, of which Adam La Hood is Chair of the Board of Directors, purchased carparks for \$147,000, sponsorship of \$85,000, and services of \$15,000 (2021: \$218,000). An amount of \$12,000 (2021: \$52,000) was outstanding at balance date.
- The Company purchased \$5,000 (2021: \$2,000) of services from Otago Polytechnic Ltd. Adam La Hood is Chair of the Board of Directors of Otago Polytechnic Ltd. An amount of \$1,000 (2021: \$1,000) was outstanding at balance date.

The remuneration of Directors and other members of key management during the year was as follows:

	2022 \$'000	2021 \$'000
Key management remuneration	1,136	1,038

17 ASSETS HELD FOR SALE

The sale of assets held for sale was completed in August 2022 at fair value less costs to sell and comprised the following assets:

	2022 \$'000	2021 \$'000
Property, plant & equipment	64	-
Assets held for sale	<u>64</u>	<u>-</u>

Dunedin Venues Management Limited
Notes to the Financial Statements
For the Year Ended 30 June 2022

18 WORK IN PROGRESS

Work in Progress is measured at the lower of cost and net realisable value.

	2022	2021
	\$'000	\$'000
Work in Progress	392	-
Work in Progress	<u>392</u>	<u>-</u>

19 IMPACT OF COVID-19

The COVID-19 pandemic has continued to significantly impact the revenues of the Company in the year ended 30 June 2022 through the restrictions on mass gatherings and constraints on New Zealand's borders.

At the Orange traffic light setting the Company are able to hold mass gatherings. Borders are now open, paving the way for international sports teams and entertainment acts to return. Any future mass gathering restrictions will again impact the Company's revenues directly through loss of events.

Underpinning the going concern assessment is the incredibly positive future commitment from the Company's members, sponsors and commercial partners. All of which are continuing to invest in the Company into and beyond the next financial year.

Judgements have been made regarding the event calendar and the timing and recovery of events. Financial forecasts have been prepared which incorporate the Directors' and management's current view of the recovery time frame. Based on what is known today the forecasts show that the Company can return to profit within the next two years.

Should there be another wave of COVID-19 lockdowns, other scenarios have been considered including careful management of operating and capital expenditure, the support of Dunedin City Holdings Limited and Dunedin Stadium Property Limited and funding through loan facilities. The Directors are satisfied that the going concern basis remains valid for the preparation of these financial statements.

20 BREACH OF STATUTORY REPORTING DEADLINE

The Company was required under section 67(1) of the Local Government Act 2002 to complete its audited financial statements and service performance information by 30 November 2022. This timeframe was not met.

21 EVENTS AFTER BALANCE DATE

There have been no significant events subsequent to balance date.

Dunedin Venues Management Limited
Statement of Service Performance
For the Year Ended 30 June 2022

Performance Targets	Achievements
Safety and Compliance	
Meet Ministry of Health and Government requirements as set out in New Zealand's Alert Level system which specifies measures to be implemented against COVID-19 at each level. Ensure all staff have access to systems in the event they are not able to work in the office.	Achieved. The Company has met requirements set out by the Ministry of Health through all levels of the Covid pandemic. Achieved. Staff are able to access systems remotely.
Health and Safety Plan has been reviewed. Corrective actions are prioritised and actioned.	Achieved. The current Safety and Wellness Strategic Plan has been reviewed by the Health and Safety Committee during the year.
Site, Contractor and Event Audits show no breaches of agreed procedures. Only inducted Contractors gain entry into venues.	Not achieved. There was one instance where an audit found a contractor working on site and had not been inducted.
An Incident Frequency Rate Events of less than 0.05% of the total number of people attending events at the venues.	Achieved. The Incident Frequency Rate was 0.015% of the total number of people attending events and the venues.
Total Incident Rate of less than six incidents per 200,000 hours worked.	Achieved. Total Incident Rate was zero incidents per 200,000 hours worked.
Total Recordable Incidents rate of less than three.	Achieved. Total Recordable Incidents was zero for the reporting period.
Lost Time Incident rate of less than two.	Achieved. The Lost Time Incident rate was zero for the reporting period.
Lost Time Incident Frequency Rate of less than 17 per 1,000,000 hours worked.	Achieved. The Lost Time Incident Frequency Rate was zero for the reporting period.
Staff training is current and meets current legislative requirements.	Achieved. Training requirements have been met throughout the year.
Continuously show improvement to audit achieving a Performing Score or better across all elements of the SafePlus criteria within three years.	Not achieved. An overall score of Developing was achieved against the SafePlus auditing criteria in FY2022. Although still in Developing, there was a significant improvement from the previous audit in all measurable areas.
Meet and maintain all statutory, regulatory and resource consent requirements. No material breaches of legislation.	Achieved. There were no identified breaches of statutory obligations during the year.
No material breaches of KPI's as set out in the approved current Asset Management Plan section 4.4.3.	This performance measure is unable to be reported on. The Stadium Facilities and Infrastructure are maintained as fit for purpose, as can be verified by a current Building Warrant of Fitness and the ability to hold events throughout the entirety of the stadium facility. However, DVML have been unable to provide sufficient audit evidence to prove the performance measure set in the Statement of Intent has been met.
Report on facilities indicators and provide statistical data in the monthly board reports. Reports are provided within deadlines and data is acted upon.	Achieved. Agreed KPI's reported against at each Dunedin Stadium Property Limited Board meeting.

Performance Targets	Achievements
Safety and Compliance (Social and Wellbeing)	
Positive community feedback and increased satisfaction levels through the Residents Opinion Survey.	Achieved. The latest Dunedin City Council's Residents Opinion Survey (2021) had a satisfaction rating of 87% for residents who attended Forsyth Barr Stadium.
Achieve 85% ratepayer satisfaction with Forsyth Barr Stadium in the Dunedin City Council's Residents' Opinion Survey.	
Report to the Dunedin City Council on the application of the Service Level Agreement for Community Event Funding to ensure it is applied efficiently and caters to a variety of events and community groups.	Achieved. Two reports were provided to the Dunedin City Council on the application of the Service Level Agreement for Community Event Funding covering the 2021/22 financial year.
Senior management conduct a minimum of five speaking engagements.	Achieved. Senior management conducted five speaking engagements for the year.
Marketing and Business Objectives	
Achieve a 80% retention rate of Commercial Partner renewals.	Achieved. The retention rate of Commercial Partners up for renewal was 90%.
Produce a Venue Hirer document that encompasses all venues and shows the diversity of space.	Not achieved. Proposals have been developed and presented to clients with the focus on increased utilisation of spaces. Bookings have been secured with new and existing venue hirers.
Members receive quality engaging communication and content through a regular newsletter.	Achieved. Members are sent a monthly newsletter which includes updates from the CEO and various aspects of their membership, along with event specific announcements and presale communications.
Survey Members for satisfaction level - minimum 80% satisfaction to be achieved.	Not achieved. A member survey was not completed, due to restrictions on crowd numbers and access to events. This meant there was limited content and experiences for Members to provide feedback on.
Achieve a 75% retention rate of member renewals.	Achieved. The retention rate of Members up for renewal was 83%.

Performance Targets	Achievements		
Marketing and Business Objectives (Economic Development Strategy)			
Visitor Marginal Direct Spend target is achieved, determined through a post event patron survey assessed by an independent economist.	Achieved. The Visitor Marginal Direct Spend for major events in the year to 30 June 2022 as determined by an independent economist were as follows:		
	Event	Visitor Marginal Direct Spend (\$,000)	
	All Blacks v Fiji	5,230	
	Total	\$5,230	
Achieve minimum 80% satisfaction rating through surveys of all major events (> 10,000 pax). 60% of attendees of all major events (> 10,000 pax) to come from outside of Dunedin City.	The following satisfaction and attendance numbers were achieved in the year to 30 June 2022:		
	Event	Satisfaction	% Attendance outside of Dunedin
	All Blacks v Fiji	88%	58%
In conjunction with the DCC, submit bids of a high quality that will drive economic benefit and civic pride for the city.	Achieved. A submission was made to New Zealand Rugby to host All Blacks matches at Forsyth Barr Stadium. The bid was successful with the All Blacks v Ireland Test match hosted 9 July 2022.		
Keep DVML board of directors updated with potential opportunities.	Achieved. The board of directors have been kept informed of potential opportunities.		
Environment & Sustainability			
Prioritise cost effective carbon emission reducing projects.	Achieved: Completed projects include Improved Air Handling Units and LED Lighting upgrades.		
Systems for measuring and publicly reporting carbon emissions are established. The Company will develop an emissions reduction strategy and associated targets for inclusion in its 2022/2023 Statement of Intent.	Achieved. Systems for measuring and publicly reporting carbon emissions are in place. During the year an emissions reduction strategy and associated targets were developed.		
The Company will develop a waste reduction strategy and associated targets for inclusion in the 2022/2023 Statement of Intent.	Achieved. The Company has developed a waste reduction strategy and have included associated targets in the FY2023 Statement of Intent.		
The Company will investigate solutions to reduce cups to landfill with associated targets for inclusion in the 2022/2023 Statement of Intent.	Achieved. Various solutions have been investigated, cups will be substituted with aluminium cans until there is the ability to process BioCups in the region. Targets have been included in the FY2023 Statement of Intent.		
Building Management System (BMS) has been reviewed annually to ensure maximum efficiency from Heating, Ventilation and Air-Conditioning (HVAC system).	Achieved. The functionality of the BMS has been reviewed by an independent party.		

Performance Targets	Achievements		
Human Resources			
Staff numbers are at a level and skill base whereby all business activity can be undertaken safely and effectively.	Achieved. Staff numbers and skill base are constantly reviewed against the event calendar to ensure business activity can be undertaken safely and successfully.		
Ensure all the Company's employees are paid at least the Living Wage.	Achieved. All employees are paid the living wage, or more.		
Performance Reviews are conducted with all staff at least every six months, implement and training, improvements and recommendations as appropriate.	Achieved. Staff Performance Reviews were completed in December 2021 and June 2022.		
Financial			
Achievement against forecasted Statement of Intent results are as follows:			
		Actual \$'000	Target \$'000
	EBITDA	1,024	2,843
	Net Profit after Tax	(902)	239
	Operating Cashflow	884	976
	Capital Expenditure	429	2,658
	Shareholder Funds to Total		
	Assets	0.06 : 1	0.13 : 1
	Dividend	-	-
Achieve a 15:1 return on investment (ROI) of the Event Attraction Fund (EAF). ROI is achieved and calculated by Visitor Marginal Direct Spend against the level of EAF investment for the major event.	Achieved. The Event Attraction Fund for 2021/22 was partially applied to major events in the 2022 financial year, the unused balance of the fund is held as Income in Advance on the Balance Sheet to be utilised in 2022/23.		
	The overall return on investment of the Event Attraction Fund for 2021/2022 was:		
	Event	Return	
	All Blacks v Fiji	17 : 1	
Shareholder			
Matters which may or could conflict have been escalated to the Shareholder.	Achieved. There were no matters, where there may be conflict between the Dunedin City Holdings Limited outcomes, that required escalation to the Shareholder.		
Report to Dunedin City Holdings Limited within 24 hours of the Board becoming aware of substantive matters which have the potential to negatively impact on the Shareholder and the Company with a particular focus on matters of interest to the media.	Achieved. There were no matters, which had the potential to negatively impact on the Shareholder and the Company, that were required to be reported to Dunedin City Holdings Limited.		

Independent Auditor's Report

To the readers of Dunedin Venues Management Limited's financial statements and statement of service performance for the year ended 30 June 2022

The Auditor-General is the auditor of Dunedin Venues Management Limited (the company). The Auditor-General has appointed me, Rudie Tomlinson, using the staff and resources of Audit New Zealand, to carry out the audit of the financial statements and statement of service performance of the company on his behalf.

We have audited:

- the financial statements of the company on pages 12 to 31, that comprise the statement of financial position as at 30 June 2022, the statement of profit and loss, statement of comprehensive income, statement of changes in equity and statement of cash flows for the year ended on that date and the notes to the financial statements that include accounting policies and other explanatory information; and
- the statement of service performance of the company on pages 32 to 35.

Opinion

Unmodified opinion on the financial statements

In our opinion:

- the financial statements of the company on pages 12 to 31:
 - present fairly, in all material respects:
 - its financial position as at 30 June 2022; and
 - its financial performance and cash flows for the year then ended; and
 - comply with generally accepted accounting practice in New Zealand in accordance with New Zealand Equivalents to International Financial Reporting Standards Reduced Disclosure Regime.

Qualified opinion on the statement of service performance

In our opinion, except for the matter described in the Basis for our opinion section of our report, the statement of service performance of the company on pages 32 to 35 presents fairly, in all material respects, the company's actual performance compared against the performance targets and other measures by which performance was judged in relation to the company's objectives, for the year ended 30 June 2022.

Our audit was completed on 14 March 2023. This is the date at which our opinion is expressed.

The basis for our opinion is explained below and we draw attention to the ongoing impact of Covid-19 on the company. In addition, we outline the responsibilities of the Board of Directors and our responsibilities relating to the financial statements and the statement of service performance, we comment on other information, and we explain our independence.

Basis for our opinion

Statement of service performance: The company was unable to report on whether there were any material breaches of the key performance indicators (KPIs) set in the approved asset management plan

A material aspect of the company's service performance is its management of community assets in accordance with the KPIs set in the approved asset management plan. As reported on page 32, the company has not been able to report on its compliance with these KPIs. As a result, the company's reported performance is incomplete in this material aspect and therefore does not fairly reflect its achievements for the year ended 30 June 2022.

We carried out our audit in accordance with the Auditor-General's Auditing Standards, which incorporate the Professional and Ethical Standards and the International Standards on Auditing (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the Responsibilities of the auditor section of our report.

We have fulfilled our responsibilities in accordance with the Auditor-General's Auditing Standards.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Emphasis of matter – ongoing impact of Covid-19

Without further modifying our opinion, we draw attention to note 19 to the financial statements, which outlines the significant ongoing impact of Covid-19 on the company's operations. The note also highlights the Board of Directors' judgements made in forecasting the company's future performance and the reasons why the going concern basis remains valid in preparing the financial statements.

Responsibilities of the Board of Directors for the financial statements and the statement of service performance

The Board of Directors is responsible on behalf of the company for preparing financial statements that are fairly presented and that comply with generally accepted accounting practice in New Zealand. The Board of Directors is also responsible for preparing the statement of service performance for the company.

The Board of Directors is responsible for such internal control as it determines is necessary to enable it to prepare financial statements and statement of service performance that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements and the statement of service performance, the Board of Directors is responsible on behalf of the company for assessing the company's ability to continue as a going concern. The Board of Directors is also responsible for disclosing, as applicable, matters related to going concern and using the going concern basis of accounting, unless the Board of Directors intends to liquidate the company or to cease operations, or has no realistic alternative but to do so.

The Board of Directors' responsibilities arise from the Local Government Act 2002.

Responsibilities of the auditor for the audit of the financial statements and the statement of service performance

Our objectives are to obtain reasonable assurance about whether the financial statements and the statement of service performance, as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit carried out in accordance with the Auditor-General's Auditing Standards will always detect a material misstatement when it exists. Misstatements are differences or omissions of amounts or disclosures, and can arise from fraud or error. Misstatements are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of readers, taken on the basis of these financial statements and the statement of service performance.

We did not evaluate the security and controls over the electronic publication of the financial statements and the statement of service performance.

As part of an audit in accordance with the Auditor-General's Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. Also:

- We identify and assess the risks of material misstatement of the financial statements and the statement of service performance, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- We obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the company's internal control.
- We evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Board of Directors.

- We evaluate the appropriateness of the reported statement of service performance within the company's framework for reporting its performance.
- We conclude on the appropriateness of the use of the going concern basis of accounting by the Board of Directors and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the company's ability to continue as a going concern. If we conclude that a material uncertainty exists we are required to draw attention in our auditor's report to the related disclosures in the financial statements and the statement of service performance or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the company to cease to continue as a going concern.
- We evaluate the overall presentation, structure and content of the financial statements and the statement of service performance, including the disclosures, and whether the financial statements and the statement of service performance represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the Board of Directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Our responsibilities arise from the Public Audit Act 2001.

Other information

The Board of Directors is responsible for the other information. The other information comprises the information included on pages 1 to 11, but does not include the financial statements and the statement of service performance, and our auditor's report thereon.

Our opinion on the financial statements and the statement of service performance does not cover the other information and we do not express any form of audit opinion or assurance conclusion thereon.

In connection with our audit of the financial statements and the statement of service performance, our responsibility is to read the other information. In doing so, we consider whether the other information is materially inconsistent with the financial statements and the statement of service performance or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on our work, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Independence

We are independent of the company in accordance with the independence requirements of the Auditor-General's Auditing Standards, which incorporate the independence requirements of Professional and Ethical Standard 1: International Code of Ethics for Assurance Practitioners issued by the New Zealand Auditing and Assurance Standards Board.

Other than the audit, we have no relationship with, or interests in, the company.



Rudie Tomlinson
Audit New Zealand
On behalf of the Auditor-General
Dunedin, New Zealand

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
C1 Confirmation of the Confidential Minutes of Ordinary Council meeting - 27 March 2023 - Public Excluded	<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>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.