

Notice of Meeting:

I hereby give notice that an ordinary meeting of the Infrastructure Services Committee will be held on:

Date: Tuesday 23 April 2024
Time: 10.00 am
Venue: Council Chamber, Dunedin Public Art Gallery, The Octagon

Sandy Graham
Chief Executive Officer

Infrastructure Services Committee
PUBLIC AGENDA

MEMBERSHIP

Chairperson	Cr Jim O'Malley	
Deputy Chairperson	Cr Brent Weatherall	
Members	Cr Bill Acklin	Cr Sophie Barker
	Cr David Benson-Pope	Cr Christine Garey
	Cr Kevin Gilbert	Cr Carmen Houlahan
	Cr Marie Laufiso	Cr Cherry Lucas
	Ms Donna Matahaere-Atariki	Cr Mandy Mayhem
	Ms Marlene McDonald	Mayor Jules Radich
	Cr Lee Vandervis	Cr Steve Walker
	Cr Andrew Whiley	
Senior Officer	Scott MacLean, General Manager Climate and City Growth	
Governance Support Officer	Rebecca Murray	

Rebecca Murray
Governance Support Officer

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

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

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	The meeting will close with a Karakia Whakamutunga.	

1 KARAKIA TIMATANGA

The meeting will open the meeting with a Karakia Timatanga.

2 PUBLIC FORUM

2.1 Parking within the city

Duan Reardon wishes to address the Committee regarding parking within the city (in general).

3 APOLOGIES

An apology has been received from Cr Andrew Whiley.

That the Committee:

Accepts the apology from Cr Andrew Whiley.

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 or independent representative and any private or other external interest they might have.
2. Elected or independent members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.

RECOMMENDATIONS

That the Committee:

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

Attachments

	Title	Page
↓A	Infrastructure Services Committee Register of Interest	6

Infrastructure Services Committee Register of Interest - Current as at 16 April 2024				
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
Mayor Jules Radich (cont.)	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.
	Casual Employee	Insulmax	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	Ayrméd 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.	

CONFIRMATION OF MINUTES

INFRASTRUCTURE SERVICES COMMITTEE MEETING - 13 FEBRUARY 2024

RECOMMENDATIONS

That the Committee:

- a) **Confirms** the minutes of the Infrastructure Services Committee meeting held on 13 February 2024 as a correct record.

Attachments

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↓A	Minutes of Infrastructure Services Committee meeting held on 13 February 2024	16

Infrastructure Services Committee

MINUTES

Minutes of an ordinary meeting of the Infrastructure Services Committee held in the Council Chamber, Dunedin Public Art Gallery, The Octagon on Tuesday 13 February 2024, commencing at 10:00 a.m.

PRESENT

Chairperson	Cr Jim O'Malley	
Deputy Chairperson	Cr Brent Weatherall	
Members	Cr Bill Acklin	Cr Sophie Barker
	Cr David Benson-Pope	Cr Christine Garey
	Cr Kevin Gilbert	Cr Cherry Lucas
	Cr Mandy Mayhem	Ms Marlene McDonald
	Mayor Jules Radich	Cr Lee Vandervis
	Cr Steve Walker	Cr Andrew Whiley

IN ATTENDANCE

Sandy Graham (Chief Executive Officer), Scott MacLean (General Manager Climate and City Growth), David Ward (General Manager 3 Waters and Transition), Leanne Mash (Deputy CEO/General Manager Business and Community Engagement), Chris Henderson (Group Manager Waste and Environmental Solutions), Nadia McKenzie (In-House Legal Counsel), Jared Oliver (Planning Manager 3 Waters) and Jeanine Benson (Group Manager Transport)

Governance Support Officer Rebecca Murray

1 KARAKIA TIMATANGA

Ms Marlene McDonald opened the meeting with a Karakia Timatanga.

2 PUBLIC FORUM

There was no Public Forum.

3 APOLOGIES

Apologies were received from Cr Marie Laufiso, Cr Carmen Houlahan and Ms Donna Matahaere-Atariki.

Moved (Cr Jim O'Malley/Cr Steve Walker):

That the Committee:

Accepts the apologies from Cr Marie Laufiso, Cr Carmen Houlahan and Ms Donna Matahaere-Atariki.

Motion carried (ISC/2024/001)

4 CONFIRMATION OF AGENDA

Moved (Cr Jim O'Malley/Cr Kevin Gilbert):

That the Committee:

Confirms the agenda without addition or alteration.

Motion carried (ISC/2024/002)

5 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.

Cr Andrew Whiley updated his register of interest with adding Acting Chief Executive for Volunteer South for three to six months.

Moved (Cr Jim O'Malley/Cr Brent Weatherall):

That the Committee:

- a) **Amends** the Elected or Independent Members' Interest Register; and
- b) **Confirms** the proposed management plan for Elected or Independent Members' Interests.

Motion carried (ISC/2024/003)

6 CONFIRMATION OF MINUTES

6.1 INFRASTRUCTURE SERVICES COMMITTEE MEETING - 15 AUGUST 2023

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

That the Committee:

Confirms the minutes of the Infrastructure Services Committee meeting held on 15 August 2023 as a correct record.

Motion carried (ISC/2024/004)

PART A REPORTS

7 ACTIONS FROM RESOLUTIONS OF INFRASTRUCTURE SERVICES COMMITTEE MEETINGS

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

The Chief Executive Officer (Sandy Graham) and General Manager Climate and City Growth (Scott MacLean) responded to questions.

Moved (Cr Jim O'Malley/Cr Andrew Whiley):

That the Committee:

Adjourns the meeting for five minutes.

Motion carried

The meeting adjourned at 10.06 am and reconvened at 10.09 am.

Moved (Cr Jim O'Malley/Cr Cherry Lucas):

That the Committee:

Notes the Open and Completed Actions from resolutions of Infrastructure Services Committee meeting.

Motion carried (ISC/2024/005)

8 INFRASTRUCTURE SERVICES COMMITTEE FORWARD WORK PROGRAMME

A report from Civic provided an update on the Infrastructure Services Committee forward work programme.

The Chief Executive Officer (Sandy Graham), General Manager Climate and City Growth (Scott MacLean) and General Manager 3 Waters and Transition (David Ward) responded to questions.

Moved (Cr Jim O'Malley/Cr Brent Weatherall):

That the Committee:

Notes the Infrastructure Services Committee forward work programme.

Motion carried (ISC/2024/006)

9 3 WATERS UPDATE REPORT

A report from 3 Waters and Legal provided an update on 3 Waters activities.

The Chief Executive Officer (Sandy Graham), General Manager 3 Waters & Transition (David Ward), In House Legal Counsel (Nadia McKenzie) and Planning Manager (Jared Oliver) spoke to the report and responded to questions.

Moved (Cr Jim O'Malley/Cr Bill Acklin):

That the Committee:

Notes the 3 Waters Update Report.

Motion carried (ISC/2024/007)

10 WASTE FUTURES UPDATE

A report from Waste and Environmental Solutions and Legal Services provided an update on the major workstreams underway as part of the Waste Futures programme. The report included updates on Improvements to Kerbside Collection, Recycling services, and Waste Diversion and Transfer Facilities; and the status of the Smooth Hill landfill resource consent applications; and the status of the Green Island landfill and Resource Recovery Park Precinct resource consent applications.

The Chief Executive Officer (Sandy Graham), General Manager Climate and City Growth (Scott MacLean) and Group Manager Waste and Environmental Solutions (Chris Henderson) spoke to the report and responded to questions.

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

That the Committee:

Notes the Waste Futures project update.

Division

The Committee voted by division

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

Against: Cr Lee Vandervis (1).

Abstained: Nil

The division was declared CARRIED by 13 votes to 1

Motion carried (ISC/2024/008)

11 ROAD NAMING

A report from Transport sought the approval of a road name for two private ways in the Mosgiel-Taieri area.

The Mosgiel Taieri Community Board considered the proposed names at their meeting held on 8 February 2024.

The General Manager Climate and City Growth (Scott MacLean) and Group Manager Transport (Jeanine Benson) spoke to the report and responded to questions.

Moved (Cr Jim O'Malley/Cr Cherry Lucas):

That the Committee:

- a) **Approves** the naming of the new private way off School Road, as **'Wychwood Lane'** for Stage 1 of the subdivision.
- b) **Direct** staff to have further discussion about the naming of Stage 2 of the subdivision.

Motion carried (ISC/2024/009)

12 ITEMS FOR CONSIDERATION BY THE CHAIR

There were no items for consideration.

13 KARAKIA WHAKAMUTUNGA

Ms Marlene McDonald closed the meeting with a Karakia Whakamutunga.

The meeting concluded at 12.30 pm.

.....
CHAIRPERSON

PART A REPORTS

ACTIONS FROM RESOLUTIONS OF INFRASTRUCTURE SERVICES COMMITTEE MEETINGS

Department: Civic

EXECUTIVE SUMMARY

- 1 The purpose of this report is the open actions from resolutions of Infrastructure Services Committee meetings from the start of the triennium in October 2022 (Attachment A).
- 2 As this is an administrative report only, there are no options or Summary of Considerations.

RECOMMENDATIONS

That the Committee:

- a) **Notes** the Open Actions from resolutions of Infrastructure Services Committee meetings shown in Attachment A.

DISCUSSION

- 3 This report provides an update on resolutions that are being actioned since the last Infrastructure Services Committee meeting.

Signatories

Author:	Rebecca Murray - Governance Support Officer
Authoriser:	Scott MacLean - General Manager, Climate and City Growth

Attachments

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INFRASTRUCTURE SERVICES COMMITTEE FORWARD WORK PROGRAMME

Department: Civic

EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide a regular update of the Infrastructure Services Committee forward work programme to show areas of activity, progress and expected timeframes for decision making across a range of areas of work (Attachment A).
- 2 As this is an administrative report only, there are no options or Summary of Considerations.

RECOMMENDATIONS

That the Committee:

- a) **Notes** the Infrastructure Services Committee forward work programme as shown in Attachment A.

DISCUSSION

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

Signatories

Author:	Rebecca Murray - Governance Support Officer
Authoriser:	Scott MacLean - General Manager, Climate and City Growth

Attachments

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↓A Infrastructure Services Committee Forward Work Programme	27

SUBMISSION ON THE FAST-TRACK APPROVALS BILL

Department: City Development and Corporate Policy

EXECUTIVE SUMMARY

- 1 This report seeks approval of the Dunedin City Council (DCC) submission (the submission) on the Fast-track Approvals Bill 2024 (the Bill). The draft DCC submission is attached here as Attachment A.
- 2 Submissions to the Environment Select Committee (the Committee) on the Bill closed on the 19 April 2024. The Committee approved an extension to the closing date for the DCC so that the submission could be discussed by the Infrastructure Services Committee at its meeting on 23 April; a draft submission has been provided to the Committee in the interim, in keeping with standard Select Committee guidelines.
- 3 The Fast-track Approvals Bill 2024 is part of a range of changes to resource management and environmental legislation proposed by the Government and aims “to provide a fast-track decision-making process that facilitates the delivery of infrastructure and development projects with significant regional or national benefits”.
- 4 The DCC submission provides comments on the Bill from a high-level perspective and also includes requests for amendment regarding specific aspects of the Bill.

RECOMMENDATIONS

That the Committee:

- a) **Approves** the DCC submission, with any amendments, on the Fast-track Approvals Bill 2024
- b) **Authorises** the Chief Executive to make any minor editorial changes to the submission if required
- c) **Authorises** the Mayor or delegate to speak at any hearings in regard to the DCC submission.

BACKGROUND

- 5 The Bill was introduced to Parliament under urgency on 7 March 2024. Its aim is to “provide a fast-track decision-making process that facilitates the delivery of infrastructure and development projects with significant regional or national benefits”.
- 6 The Bill seeks to continue the fast-track consenting approach of the COVID-19 Recovery (Fast-track Consenting) Act 2020 and the fast-track consenting provisions of the Natural and Built

Environment Act 2023, however, there are some significant differences between the Bill and the previous fast-track legislation.

- 7 The Bill covers a number of approvals including resource consents, notices of requirement, and certificates of compliance under the Resource Management Act 1991 (RMA), along with approvals under a number of other Acts including the Wildlife, Conservation, Reserves, Crown Minerals, and Heritage New Zealand Pouhere Taonga acts.
- 8 Projects become eligible for the fast track-process through either being listed in the new legislation or through being referred to an expert panel by the Ministers of Regional Development, Infrastructure and Transport (the joint Ministers) after an application from a project owner. Referral to the expert panel follows a prescribed process which involves assessing the application against eligibility criteria, including whether the project is regionally or nationally significant.
- 9 The expert panel can only seek comment from limited affected parties including relevant local authorities and relevant iwi authorities as well as landowners and occupiers on or adjacent to the subject land. In making its recommendations, the expert panel has to consider firstly the purpose of the Act and secondly other relevant legislation. The expert panel drafts conditions which submitters and applicants may have input on and then make its recommendations to the joint Ministers.
- 10 In contrast to the previous fast-track legislation, the joint Ministers make the final decision after receiving the expert panel's recommendations. The joint Ministers can also refer recommendations back to the expert panel "to reconsider, and give the panel any directions the Ministers think appropriate as to the reconsideration of a part or the whole of the recommendations" (s25(5)). Once the joint Ministers' decision is made, appeals will be limited to points of law. Once the project has approval and proceeds, the responsibility for monitoring and enforcement of conditions will be the agency that would be responsible under normal circumstances, for example: local government.
- 11 Fast-track projects will be able to be applied for in most locations including on areas of conservation land as well as on private land. Projects may not be applied for in national parks and certain other protected areas or on Treaty settlement or identified Māori land where the activity has not been agreed to in writing by the relevant landowner. However, projects that include activities that are prohibited under the RMA are not necessarily ineligible for consideration.
- 12 There are currently no projects listed as part of the Bill. Applications to the Fast-track process are open until 3 May 2024. Further information on the process is available at <https://environment.govt.nz/acts-and-regulations/acts/fast-track-approvals-bill/fast-track-approvals-process/>

DISCUSSION

Strategic context

- 13 The Bill is highly important to the DCC, with potential implications across local government functions including, but not limited to City Planning, 3 Waters, and Transport. It is also relevant to the Zero Carbon Plan and the South Dunedin Futures project and achievement of DCC's strategic goals in relation to social, economic, environmental and cultural matters.

Key points of the draft submission

- 14 In addition to the Bill, Taituarā’s draft submission (released 15 April 2024) was considered in developing the DCC’s draft submission. The draft DCC submission is aligned with the concerns detailed in the Taituarā draft submission.
- 15 The submission acknowledges the purpose of the Bill to speed up consenting processes for nationally and regionally significant projects but raises concerns about the implications for local decision-making and impacts on the work of the DCC, relating to:
- a) An increased loss of local decision-making, as the proposed Bill increases the potential number of significant projects that will be eligible compared to previous legislation and the final decision will be made by the joint Ministers rather than expert panels with relevant environmental management experience;
 - b) There being no requirement to consider the principle of sustainable management of natural and physical resources when the decision is made to fast-track a project and that a project including an activity that is prohibited under the RMA is not necessarily ineligible;
 - c) The potential for projects being approved that do not align with existing national level policy or the DCC’s own District Plan or strategies, the potential impact of the Bill on manawhenua values, and the benefits of projects with an emissions reduction/adaptation focus potentially being ‘cancelled out’ by other fast-tracked projects;
 - d) The inadequate timeframes provided in the Bill for councils to undertake a proper assessment and provide comment, and the additional pressure that may be placed on staff time and resourcing; and
 - e) The impact on affordability to councils of providing infrastructure or services to new developments approved through the fast-track process and the question of where liability lies in situations where consent is fast tracked and there are unintended consequences for infrastructure or the environment.
- 16 The submission concludes with a number of requests for specific amendments to the Bill, reflecting the concerns raised.

OPTIONS

Option One – Recommended Option – Approve the submission

- 17 Approve the draft Dunedin City Council submission to the Environment Select Committee on the Fast-track Approvals Bill.

Advantages

- Enables the DCC to provide input into the government’s proposals on significant changes to resource management and environmental legislation.

Disadvantages

- There are no identified disadvantages to this option.

Option Two – Do not approve the submission

- 18 Do not approve the draft Dunedin City Council submission to the Environment Select Committee on the Fast-track Approvals Bill.

Advantages

- There are no identified advantages for this option.

Disadvantages

- Missed opportunity to provide input into the government’s proposals on significant changes to resource management and environmental legislation.


NEXT STEPS

- 19 If the Infrastructure Services Committee approves the draft submission, staff will make any required amendments, seek signature by the Mayor, and send it to the Environment Select Committee for consideration.

Signatories

Author:	Paul Freeland - Principal Policy Advisor Danielle Tolson - Policy Analyst
Authoriser:	David Ward - General Manager, 3 Waters and Transition Nicola Morand - Manahautū (General Manager Māori Partnerships and Policy)

Attachments

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	Draft Submission on the Fast-Track Approvals Bill 2024	39

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This submission enables the DCC to highlight some concerns and potential improvements that could be made to the Bill. This decision promotes the social, economic, environmental, and cultural wellbeing 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"/>
Economic Development Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	✓	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	✓	<input type="checkbox"/>	<input type="checkbox"/>

Providing feedback to the Government’s proposals for fast-track approvals aligns with DCC’s strategic framework, including its Zero Carbon strategy and Te Taki Haruru -Māori Strategic Framework.

Māori Impact Statement

The DCC has a Treaty of Waitangi commitment to working in partnership to provide opportunities for Māori to contribute to decision-making processes and to have an active role in the development of Ōtepoti Dunedin. The submission notes the DCC’s concern about the potential impact of the Bill on manawhenua values.

Sustainability

Providing feedback to the Government’s proposals for fast-track approvals will promote social, environmental and economic sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

The short timeframe for responses to fast-track approval projects is likely to create delays for normal resource consent processes.

Financial considerations

Nil.

Significance

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

Engagement – external

There has been no external engagement in the development of the submission.

SUMMARY OF CONSIDERATIONS

Engagement - internal

This submission has been led by the City Development Team with input from 3 Waters, Resource Consents, Zero Carbon, South Dunedin Future, Corporate Policy and Māori, Partnerships and Policy.

Risks: Legal / Health and Safety etc.

The main risk identified is that there may be unintended consequences for infrastructure or the environment where decisions are rushed.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

The DCC submission is likely to be of interest to all communities in Dunedin, including those served by Community Boards.

PROPOSED PARKING CHANGES - HEARINGS COMMITTEE DECEMBER 2023 RECOMMENDATIONS

Department: Transport

EXECUTIVE SUMMARY

- 1 This report presents recommendations of the Hearings Committee meeting (Attachment A), held on 7 December 2023 on proposed changes and corrections to parking and turning restrictions.
- 2 The Hearings Committee recommends that all proposed changes and corrections to parking restrictions to the GIS database as presented in December 2023 be approved.
- 3 If approved by the Infrastructure Services Committee, the changes recommended by the Hearings Committee, will be included into the GIS database and become part of the Dunedin City Traffic and Parking Bylaw 2010.
- 4 The proposed changes in parking and traffic restrictions are presented in two sections:
 - a) General parking changes (Attachment B) which include requests from residents, changes made to enhance safety or amenity, and suggestions from officers. These changes include:
 - i) a proposal to reduce parking on a narrow section of Queens Drive between City Road and Braid Road in response to safety concerns raised by nearby residents
 - ii) replacing the current 4 hour metered parking on sections of Bond, Water and Crawford streets with shorter paid and unpaid time restrictions to support businesses and visitors to the area
 - iii) returning 40 unused Resident Only Parks to unrestricted parking
 - iv) changes resulting from the School Road Safety Improvements 2023- 25 project.
 - b) Corrections to the bylaw database to ensure it matches existing markings and signage.
- 5 Consultation was undertaken for the proposed changes.
- 6 One submitter spoke at the Hearings Committee meeting in relation to changes proposed to Resident Only parking.

Albany Street Connection

- 7 The Hearings Committee considered changes associated with the proposed Albany Street Connection Project (the Project). Some property owners and local businesses have raised concern about the consultation process for the Project. Initial legal advice is that the consultation process is potentially open to challenge, and it would be prudent to re-consult in relation to the Project. Re-consultation will ensure that Council's process is robust and that all

affected parties have the opportunity to be heard. The re-consultation process may create some delay but there would be substantially more delay (and cost) if Council's process was challenged through the Courts. The changes associated with the Project have been removed from the recommendations in this report.

RECOMMENDATIONS

That the Committee:

- a) **Adopts** the proposed changes to parking and traffic restrictions shown in the December 2023 update of the Dunedin City Council's traffic and parking restrictions database <https://tinyurl.com/ParkingDecember2023v2>.
- b) **Notes** that the Hearings Committee has considered feedback from consultation on the proposed changes to parking restrictions.
- c) **Notes** that all parking restrictions previously approved by Council remain unchanged.

BACKGROUND

Traffic and parking controls

- 8 Traffic and parking controls contribute to the objectives of the Dunedin Integrated Transport Strategy 2013, by helping to achieve a safe, efficient, and accessible transport network.
- 9 Council maintains a Geographic Information System (GIS) map database of traffic and parking restrictions (the database) that reflects all on-street parking restrictions that are implemented with markings and/or signs.
- 10 Parking controls are made under the Traffic and Parking Bylaw 2010. The Hearings Committee has the delegation to consider changes to parking controls and to make recommendations to Council that can approve traffic restrictions and parking controls.

Context for proposed changes

- 11 Council often receives requests from individuals and businesses to change parking restrictions. When considering these requests, officers assess a range of factors including safety concerns, commuters' needs, commercial users' needs, road width and topography, traffic flow, neighbouring on-street parking spaces, visibility concerns and crash statistics. If a proposed change is supported by officers, consultation is undertaken with affected residents, businesses, and property owners to demonstrate support for the requested change.
- 12 The proposed changes in parking and traffic restrictions are presented in two sections:
 - a) general changes – this section includes parking changes that arise from requests from the public and businesses to change parking restrictions, safety and infrastructure changes and other general changes
 - b) corrections to parking restrictions.

DISCUSSION

General changes proposals

- 13 All proposed general parking changes are shown in <https://tinyurl.com/ParkingDecember2023v2> and are detailed in Attachment B - General Parking Changes. The GIS layer includes a bookmark feature which links the numbered cases presented in the tables of Attachment B, to their specific location.
- 14 Summaries of consultation undertaken with affected parties, including owners, residents and businesses are presented in the Attachments listed below:
- a) Attachment C – Minor general changes
 - b) Attachment D – Queens Drive safety improvements
 - c) Attachment E – Bond/Water/Crawford streets time restrictions
 - d) Attachment F – Resident Only Parking changes
 - e) Attachment G – Elmgrove School Feedback Summary.

Queens Drive – Safety Improvements

- 15 In response to safety concerns from residents, officers propose to introduce a section of ‘no parking’ on Queens Drive between City Road and Braid Road. The concerns raised relate to the narrowness of the road and the potential for an accident when cars are parked on both side of the roadway. The proposal includes approximately 200m of no stopping restrictions and retains a 46m parking bay.
- 16 Consultation on this change was undertaken in October 2023. Letters were sent to affected residents and property owners, the proposal was published on the DCC website, and signs were installed in the area. There were 12 responses to the proposal.
- 17 Key themes from the consultation include:
- a) relief that previous requests were received and actioned
 - b) concern over loss of available parking for Otago Boys’ High School students.
- 18 A summary of submissions received is included as Attachment D.
- 19 No changes to the proposal are recommended following consultation.

Bond/Water/Crawford streets – change in time restriction.

- 20 In response to feedback received during a previous consultation, officers developed a proposal to adjust parking on Bond, Water and Crawford streets to better suit the needs of nearby businesses and visitors to the area. This proposal includes changing 59 paid 4-hour parking spaces to a mixture of free 30-minute parking, paid 60-minute parking and paid 120-minute parking.

- 21 Consultation was undertaken in October 2023, with approximately 100 letters delivered to nearby businesses and residents or posted to property owners. Signs were also put up in the area directing the public to the DCC website to provide feedback.
- 22 29 responses were received from this consultation. Key themes from the consultation include:
 - a) concerns around provision of commuter parking
 - b) support from businesses for limited short term parking for visitors and customers
 - c) further requests for mobility parks.
- 23 Attachment E provides an overview of the submission themes and responses.
- 24 Following consideration of feedback received, the recommendation remains to provide a variety of shorter-term parking restrictions in this area, as per the proposal.
- 25 No changes to the proposal are recommended following consultation.

Resident Parking – Return of unused parking spaces to general unrestricted parking.

- 26 Council operates a Resident Only Parking Permit scheme, which has strict eligibility criteria, and allows parking to be allocated to residents in the inner-city zone with no available off-street parking.
- 27 In recent years, Council has approved fewer applications and there is an increasing number of applications being declined due to applicants having existing off-street parking, or not meeting other policy criteria. Because of this, many of the resident only spaces around the city are not being used by permitted vehicles.
- 28 To make better use of this road space and provide additional general parking capacity in the inner-city zone, officers undertook a consultation to return 42 unused resident parking spaces to general, unrestricted parking. Spaces proposed to be returned to parking have been unused for at least one year, with most unused for more than two years.
- 29 Consultation on the proposal to remove unused spaces was run via the DCC website, with signs erected on affected streets, and existing permit holders advised via email. A total of 30 individual responses were received.
- 30 A summary of this feedback is included in Attachment F.
- 31 Feedback from the consultation indicates that current utilisation of these spaces is often misaligned with the policy. Some examples noted are listed below:
 - a) visitors to the property using these spaces rather than residents (tradespeople, grocery delivery, carers).
 - b) university students parking in these spaces.
 - c) unpermitted residents parking in these spaces outside of enforcement hours.
- 32 Following consultation feedback, officers have modified the proposal to retain one resident parking space on Dundas Street, between Queen Street and George Street.

33 After considering a submission presented to the 7 December 2023 Hearings Committee, officers have modified the proposal to retain an additional resident parking space on Royal Terrace (London – Cobden).

34 The total number of parks converted from Resident Only Parking to general unrestricted parking is 40.

School Road Safety Improvements 2023/25

35 Changes related to this project are included in Attachment B – Parking Changes and available and at the following link:

a) [Dunedin City Council - Safer School Streets](#)

36 This project focuses on supporting speed reduction around schools and is intended to support the implementation of the interim speed management plan.

37 Consultation for this project was undertaken through a range of methods, including surveys, drop-in sessions, emails and online feedback forms, as well as having trials in place for the Mosgiel Taieri schools. Specific feedback (additional to that provided in the reports online) is included in Attachment G – Elmgrove School Feedback Summary. Respondents who provided feedback were invited to speak to their submissions.

38 The regulatory changes presented relate to infrastructure changes that will improve safety around schools. The construction of these projects is underway, and the purpose of this report is to update the traffic and parking bylaw to make the new restrictions enforceable.

39 The ‘School Road Safety Improvements 2023/25’ project comprises two separable portions of construction with some of the changes to be implemented in the current financial year and some in the next financial year. The first part of this project covers the following schools:

a) Elmgrove School

b) Outram School (*presented to Hearings Committee March 15, 2024*)

c) Taieri College and Silverstream School (*presented to Hearings Committee March 15, 2024*)

d) Opoho School (*presented to Hearings Committee March 15, 2024*).

40 Only the changes relating to the Elmgrove School area are presented for the Committee to consider in this report.

Elmgrove School

41 Changes near Elmgrove School include the following:

a) Argyle and Lanark Streets – new kerb buildout with a refuge island, crossing points, and road markings

b) Argyle and Ayr Streets – new kerb buildout with a refuge island, raised courtesy crossing, crossing points, and road markings

c) Argyle Steet – the existing crossing will be upgraded to a raised pedestrian (zebra) crossing

- d) Argyle and Mure Streets – new kerb buildout with a refuge island, raised courtesy crossing, crossing points and road markings.

Parking Counts

- 42 In total, it is proposed there will be a net loss of 69 unrestricted spaces across the city, with no loss of restricted spaces. Changes to restriction types or times that do not change the number of available spaces is also displayed in the table below.
- 43 Table A below details the parking changes as referenced in the attachments.

TABLE A - PARKING COUNTS			
ALL PARKING CHANGES			
	Restricted parks	Unrestricted parks	Restriction change only
<i>MINOR PARKING CHANGES</i>			
General Changes		-10	12
Queens Drive		-23	
Bond/Water/Crawford			59
Resident Parking			40
School Road Safety Improvements 2023/25		-36	
TOTAL	0	-69	111

Corrections to the bylaw database

- 44 Corrections of parking restrictions to the database are detailed in Table B below. They do not change current parking restrictions but include corrections to the database that have been made to accurately reflect the parking restrictions which are on the ground.

TABLE D - CORRECTIONS TO THE TRAFFIC AND PARKING BYLAW		
CORRECTIONS TPC-39		
Number	Location	Detail
1	187 Main South Road	Record of P60 parking outside 187 Main South Road Signage reflects P60 but bylaw notes P30 - update to match the restriction on-road
2	64 Hawthorn Avenue	Update bylaw layer to reflect 6m of historic no stopping lines by the intersection/roundabout of Hawthorn and Jubilee Streets
3	211 Hanover Street	Update bylaw layer to reflect P30 space on Hanover Street, capacity of 9 cars

OPTIONS

45 Two options are proposed. The recommended option (Option One) is to proceed with some or all the proposed changes to the GIS database, and Option Two is maintaining the status quo.

Option One – Recommended Option

46 That the Committee adopts the proposed changes to the traffic and parking controls database.

Advantages

- Improves safety, efficiency, and access on the transport network by:
 - enabling property access by prohibiting obstructive parking, making existing parking controls clearer, and providing for access to new driveways.
 - providing an improved and enforceable framework of parking restrictions.
 - providing appropriate length of parking stay according to the surrounding land uses.
 - increasing visibility at intersections.
- Improves accessibility by providing new mobility parks at safe and suitable locations.
- Contributes to achieving an integrated, affordable responsive, effective and safe transport network.

Disadvantages

- There are no disadvantages.

Option Two – Status Quo

47 Status Quo – do not change parking restrictions.

Advantages

- There are no advantages.

Disadvantages

- Does not improve efficiency and access to the transport network.
- Does not improve safety or reduce conflict points.
- Does not contribute to the Integrated Transport Strategy goals.

NEXT STEPS

48 If the Committee adopts the recommended changes to parking restrictions, these will be implemented through appropriate signs and road markings and restrictions will be enforced under the Traffic and Parking Bylaw.

Signatories

Authoriser:	Jim O'Malley - Chairperson, Hearings Committee
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Attachments

	Title	Page
↓A	Hearings Committee Minutes 7 December 2023	56
↓B	General Parking Changes	61
↓C	Consultation Summary - General Parking Changes	67
↓D	Consultation Summary - Queens Drive	68
↓E	Consultation Summary - Bond-Water-Crawford	69
↓F	Consultation Summary - Resident Parking	72
↓G	Elmgrove School Feedback Summary	74

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

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

Improvements to traffic and parking restrictions supports a safe, efficient and accessible transport network, and supports the social and economic wellbeing of Dunedin communities.

Māori Impact Statement

Mana whenua have expressed support for a safe and efficient transport network.

Sustainability

Parking control changes improve efficiency and access to the transport network, which contribute to sustainability goals.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications.

Financial considerations

Costs for implementing the proposed changes are covered by existing budgets.

Significance

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

Engagement – external

There has been engagement with affected parties, including residents, landowners and business owners adjacent to changes.

Engagement - internal

There has been engagement with Transport, Parking Services, Parks and Recreation, Library and Property Services staff.

Risks: Legal / Health and Safety etc.

Many of the proposed changes aim to improve safety of vulnerable users of the transport network.

SUMMARY OF CONSIDERATIONS

Conflict of Interest

There are no known conflicts of interest.

Community Boards

There are no implications for Community Boards as part of this report.

PROPOSED PARKING CHANGES - HEARINGS COMMITTEE MARCH 2024 RECOMMENDATIONS

Department: Civic

EXECUTIVE SUMMARY

- 1 This report presents recommendations of the Hearings Committee meeting (Attachment A), held on 15 March 2024 on proposed changes and corrections to parking restrictions.
- 2 The Hearings Committee recommends that all proposed changes and corrections to parking restrictions to the GIS database as presented in March 2024 be approved.
- 3 If approved by the Infrastructure Services Committee, the changes recommended by the Hearings Committee, will be included into the GIS database and become part of the Dunedin City Traffic and Parking Bylaw 2010.
- 4 The proposed changes in parking and traffic restrictions are presented in three sections:
 - a) General parking changes which include requests from residents, changes made to enhance safety or amenity, and suggestions from officers. These changes include:
 - i) new bus stops to support a change to the Ocean Grove to Ross Creek bus route.
 - ii) parking time restrictions on Factory Road, Mosgiel to support local businesses.
 - iii) changes relating to the School Road Safety Improvements 2023/25 project.
 - b) changes relating to George Street as part of the Retail Quarter Project.
 - c) corrections to the bylaw database to ensure it matches existing markings and signage.
- 5 Consultation was undertaken separately for all the proposed changes discussed in this report.
- 6 Two submitters spoke at Hearings Committee meeting in relation to the new bus stop proposed on Main Road, Fairfield and the proposed changes relating to Opoho School.

RECOMMENDATIONS

That the Committee:

- a) **Adopts** the proposed changes to parking and traffic restrictions shown in the March 2024 update of the Dunedin City Council's traffic and parking restrictions database <https://tinyurl.com/ParkingMarch2024> and <https://tinyurl.com/RetailQuarterMarch2024>
- b) **Notes** that the Hearings Committee has considered feedback from consultation on the proposed changes to parking restrictions.
- c) **Notes** that all parking restrictions previously approved by Council remain unchanged.

BACKGROUND

Traffic and parking controls

- 7 Traffic and parking controls contribute to the objectives of the Dunedin Integrated Transport Strategy 2013, by helping to achieve a safe, efficient, and accessible transport network.
- 8 Council maintains a Geographic Information System (GIS) map database of traffic and parking restrictions (the database) that reflects all on-street parking restrictions that are implemented with markings and/or signs.
- 9 Parking controls are made under the Traffic and Parking Bylaw 2010. The Hearings Committee has the delegation to consider changes to parking controls and to make recommendations to Council that can approve traffic restrictions and parking controls.

Context for proposed changes

- 10 Council often receives requests from individuals and businesses to change parking restrictions. When considering these requests, officers assess a range of factors including safety concerns, commuters' needs, commercial users' needs, road width and topography, traffic flow, neighbouring on-street parking spaces, visibility concerns and crash statistics. If a proposed change is supported by officers, consultation is undertaken with affected residents, businesses, and property owners to demonstrate support for the requested change.
- 11 The proposed changes in parking and traffic restrictions are presented in three sections:
 - a) general changes – this section includes parking changes that arise from requests from the public and businesses to change parking restrictions, safety and infrastructure changes and other general changes.
 - b) changes relating to the Retail Quarter Project.
 - c) corrections to parking restrictions.

DISCUSSION

General changes proposals

- 12 All proposed general parking changes are shown in <https://tinyurl.com/ParkingMarch2024> and are detailed in Attachment B - General Parking Changes. The GIS layer includes a bookmark feature which links the numbered cases presented in the tables of Attachment B, to their specific location.
- 13 Summaries of consultation undertaken with affected parties, including owners, residents and businesses are presented in Attachment C – Minor General Changes – Feedback.

Parking changes to support public transport

- 14 New bus stops on Route 3 (Ocean Grove) support changes to the bus network which were introduced in September 2023. The proposed permanent stop locations are already operating under temporary traffic management.

- 15 Broad Bay: Regulation of a new bus stop in Broad Bay which was designed and constructed as part of the Peninsula Connection Project. Neighbouring properties have been consulted with and support the introduction of the stop.
- 16 Fairfield/Sunnyvale: A new bus stop has been proposed on Main Road, Fairfield by Te Kura Kaupapa Māori o Ōtepoti. The new stop by the school will pair with the existing bus stop on the opposite side of the road. Following consultation feedback, staff reviewed and modified the design to retain two parking spaces. A site visit was completed by staff and Hearing Committee members to consider alternative bus stop locations however, it was decided to proceed with the design.

Factory Road, Mosgiel – time restriction changes

- 17 In response to a request from local businesses, it is proposed to change nine unrestricted car parks to six restricted 120-minute spaces and three restricted 30-minute spaces. This proposal will support local businesses by increasing parking turnover.

School Road Safety Improvements 2023- 25

- 18 Detail on the changes relating to this project can be found in Attachment B – General Parking Changes and at the following link:
 - a) [Dunedin City Council - Safer School Streets](#)
- 19 This project focuses on supporting speed reduction around schools (a nationwide approach defined by NZ Transport Agency Waka Kotahi) and is intended to support the implementation of the interim speed management plan.
- 20 Consultation for this project was undertaken through a range of methods, including surveys, drop-in sessions, emails and online feedback forms, as well as having trials in place for the Mosgiel Taieri schools. Specific feedback (additional to that provided in the reports online) is included in Attachment C. Respondents who provided feedback were invited to speak to their submissions.
- 21 The regulatory changes presented relate to infrastructure changes that will improve safety around schools. The construction of these projects is underway, and the purpose of this report is to update the traffic and parking bylaw to make the new restrictions enforceable.
- 22 The proposed changes in this report relate to the following schools:
 - a) Outram School
 - b) Taieri College and Silverstream School
 - c) Opoho School.

Outram School

- 23 Changes near Outram School include the following:
 - a) Formby and Beaumaris Streets – new kerb buildouts, crossing points, pedestrian refuge island, raised courtesy crossing and road markings

- b) Bell, Hoylake and Beaumaris Streets – new kerb buildouts, crossing points, pedestrian refuge island and road markings.

Taieri College and Silverstream School

24 Changes for these two schools include the following:

- a) Church Street – existing pedestrian crossing will be raised
- b) Green Street and Arran Street – new kerb buildouts, crossing points, raised pedestrian crossing and road markings
- c) High Street and Doon Street – new kerb buildouts, crossing points, raised courtesy crossing, bus stop relocation and road markings.

Opoho School

25 Changes relating to Opoho School were initially programmed for Separable Portion Two of this project. However, funding and construction availability changed, allowing this work to be completed earlier.

26 Changes include the following:

- a) Signal Hill Road – existing pedestrian crossing relocated and raised, new kerb buildout, road markings and a new streetlight
- b) Blacks Road and Signal Hill Road – kerb realignment, new crossing points and road marking

27 Staff and Committee members considered options after hearing from a submitter during the Hearings Committee meeting, however it was decided to proceed with the design.

Retail Quarter Project

28 Recommended parking changes relating to the Retail Quarter Upgrade are shown in <https://tinyurl.com/RetailQuarterMarch2024> and detailed in Attachment D – Retail Quarter Changes. The GIS layer includes the numbered cases presented in the tables of Attachments D, to their specific location on the GIS layer.

29 Maps of the changes relevant to the Retail Quarter Upgrade, are shown as Attachment E.

30 The parking changes have been designed to:

- a) improve safety for vulnerable road users, particularly at intersections
- b) increase amenity
- c) improve traffic flow.

Malls Block and New Edinburgh Way

31 Car parking in the CBD - on the Malls and New Edinburgh Way blocks - has been re-prioritised as part of the Retail Quarter Upgrade, to provide improved accessibility for those with mobility challenges.

- 32 The George Street designs were presented to Council in March 2021. The design report released onto the website at the time included a specific section on parking. Consultation for the Retail Quarter Upgrade was undertaken as part of the project. Engagement was undertaken as part of the detailed business case and with the Central City Advisory Group.
- 33 Additional pre-construction workshops were held, during which parking was not raised as a major issue for the Malls or New Edinburgh Way blocks. During construction only one minor change was made, swapping the location of P5 parks and authorised vehicle only parks outside McDonalds in response to a request from the owners of the business.
- 34 Throughout the duration of the project, communication was ongoing with businesses and community groups in the area, and designs modified along the way, following feedback received.
- 35 Construction on these blocks is scheduled for completion at the end of April 2024, with the Malls Block already open to traffic for periods of time.
- 36 Parking changes proposed in this report are representative of what has been installed through the construction of the project and provide a reflection of what will be in place when the road opens to the public at project completion.
- 37 Removing redundant bus stops from George Street allows a greater provision of parking to be retained in this area – with a net loss of three parks across the Malls and New Edinburgh Way blocks.

Knox Row Adjustments

- 38 This report includes one minor change and three corrections for the Knox Row section of the Retail Quarter, which are displayed in <https://tinyurl.com/RetailQuarterMarch2024> and listed below:
 - a) minor change on Knox Row; replacing two paid 60-minute parks with two P5 parks, and one P5 park with one paid 60-minute park
 - b) correction of paid parking time length on Pitt Street (south side) from 240 minutes to 60 minutes
 - c) correction of paid parking time length on Pitt Street (north side) from 60 minutes to 240 minutes
 - d) removal of the redundant clearway restriction on Pitt Street.
- 39 In response to feedback from local businesses, staff undertook consultation and trialed a modified parking layout on George Street. This involved replacing two P60 parks with two P5 parks, and one P5 park with one P60 park on the eastern side of Knox Row. Positive feedback was received from local businesses.
- 40 The parking time limits on Pitt Street have been in operation and sign posted for over 12 months and are functioning well. This report proposes to update the bylaw layer to formalise this, including the removal of the clearway restriction, which is no longer required with the new road layout.

Parking Counts

- 41 In total, it is proposed there will be a net loss of 10 restricted, and 58 unrestricted spaces across the city, resulting in a total reduction of 68 carparks. Detail is provided in Table A – Parking Counts.
- 42 Changes to restriction type only (no loss in parking) are also shown in the table below.
- 43 Table A details the parking changes as referenced in the attachments.

TABLE A - PARKING COUNTS			
ALL PARKING CHANGES			
	Restricted parks	Unrestricted parks	Restriction change only
<i>MINOR PARKING CHANGES</i>			
General Changes	0	-26	12
School Road Safety Improvements 2023/25	-7	-32	0
<i>PROJECT RELATED PARKING CHANGES</i>			
Retail Quarter	-3	0	56
TOTAL	-10	-58	68

Corrections to the bylaw database

Corrections of parking restrictions are detailed in Table B below. They do not change current parking restrictions but include corrections to the database that have been made to accurately reflect the actual parking restrictions.

TABLE B - CORRECTIONS TO THE TRAFFIC AND PARKING BYLAW		
CORRECTIONS TPC-41		
Number	Location	Detail
1	15 Mailer Street	Update P60 parking space to allow vehicle crossing to be unrestricted
2	17-27 Canongate	Update bylaw layer to reflect historic no stopping lines between 17-27 Canongate
3	41 English Avenue (Elgin Road side)	Update bylaw layer to remove no stopping lines to reflect change of vehicle crossing location
4	219 Ravensbourne Road	Update bylaw layer to reflect P5 park outside 219 Ravensbourne Road
5	25 College Street	Update bylaw layer to reflect historic no stopping lines at the entrance to 25 College Street (opposite 18)
CORRECTIONS TPC-42		
Number	Location	Detail
1	Pitt Street Clearway	Remove redundant clearway restriction, no longer required following new road layout
2	Pitt Street - northern side (outside 1 Pitt Street/449 George Street)	Convert 2x Paid 60 minute parks to Paid 240 minute. Paid 60 minute zone was incorrectly regulated previously, and should have been Paid 240 minute parking, aligning with the other parking on this street.
3	Pitt Street - southern side (from 2-14 Pitt Street)	Update bylaw to reflect on-road Paid 60-minute restriction

OPTIONS

44 Two options are proposed. The recommended option (Option One) is to proceed with some or all the proposed changes to the GIS database, and Option Two is maintaining the status quo.

Option One – Recommended Option

45 That the Committee adopts the proposed changes to the traffic and parking controls database.

Advantages

- Improves safety, efficiency, and access on the transport network by:
 - enabling property access by prohibiting obstructive parking, making existing parking controls clearer, and providing for access to new driveways.
 - providing an improved and enforceable framework of parking restrictions.
 - providing appropriate length of parking stay according to the surrounding land uses.
 - increasing visibility at intersections.
- Improves accessibility by providing new mobility parks at safe and suitable locations.
- Contributes to achieving an integrated, affordable responsive, effective and safe transport network.

Disadvantages

- There are no disadvantages.

Option Two – Status Quo

46 Status Quo – do not change parking restrictions.

Advantages

- There are no advantages.

Disadvantages

- Does not improve efficiency and access to the transport network.
- Does not improve safety or reduce conflict points.
- Does not contribute to the Integrated Transport Strategy goals.

NEXT STEPS

47 If the Committee adopts the recommended changes to parking restrictions, these will be implemented through appropriate signs and road markings and restrictions will be enforced under the Traffic and Parking Bylaw.

Signatories

Authoriser:	Jim O'Malley - Chairperson, Hearings Committee
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SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

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

Improvements to traffic and parking restrictions supports a safe, efficient and accessible transport network, and supports the social and economic wellbeing of Dunedin communities.

Māori Impact Statement

Mana whenua have expressed support for a safe and efficient transport network.

Sustainability

Parking control changes improve efficiency and access to the transport network, which contribute to sustainability goals.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications.

Financial considerations

Costs for implementing the proposed changes are covered by existing budgets.

Significance

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

Engagement – external

There has been engagement with affected parties, including residents, landowners and business owners adjacent to changes.

Engagement - internal

There has been engagement with Transport and Parks and Recreation.

Risks: Legal / Health and Safety etc.

Many of the proposed changes aim to improve safety of vulnerable users of the transport network.

Conflict of Interest

There are no known conflicts of interest.

SUMMARY OF CONSIDERATIONS

Community Boards

Staff have liaised with Mosgiel-Taieri Community Board and Saddle Hill Community Board for the changes in this report.

NAMING OF TWO PUBLIC ROADS AND ONE PRIVATE WAY

Department: Transport

EXECUTIVE SUMMARY

- 1 This report seeks the approval of two public road names and one private way name in Ocean Grove, Dunedin.
- 2 The new road names proposed by the developer are:
 - **'Ocean Heights Drive'** as the preferred name for the first public road in the subdivision. This option does not fully comply with the DCC Road Naming Policy but is the developer's preferred option and could still be supported by the Committee.
 - **'Ocean Grove Drive'** as the alternative name for the first public road in the subdivision. This option complies with the DCC Road Naming Policy.
 - **'Kingfisher Place'** as the preferred name for the second public road in the subdivision. This option does not fully comply with the DCC Road Naming Policy but is supported by staff. No alternative name is proposed.
 - **'Teal Lane'** as the preferred name for the private access way of the subdivision. This option fully complies with the DCC Road Naming Policy. No alternative name is proposed.

RECOMMENDATIONS

That the Committee:

- a) **Approves** the naming of the first public road of the subdivision to be named, as **'Ocean Grove Drive'**.
- b) **Approves** the naming of the second public road of the subdivision to be named road as **'Kingfisher Place'**.
- c) **Approves** the naming of the private way (access way) of the subdivision to be named, as **'Teal Lane'**.

BACKGROUND

- 3 The DCC Road Naming Policy provides the framework for timely and consistent naming of roads that reflect the identity of the local community. The DCC Road Naming Policy (the Policy) requires that Community Boards consider proposed names for roads in their area. For reference, the Road Naming Policy and Road Naming Procedure can be accessed on the DCC website at www.dunedin.govt.nz/road-naming.

- 4 A 'legal road' is similar to a 'public road' and refers to any road that is legally vested in the council for the purpose of being a road.
- 5 A 'private way' is a privately owned driveway, lane, or access way which serves as access from private properties to a public road.
- 6 The two public roads and one private way to be named are part of the subdivision located at 11 Centre Road and are part of the Otago Peninsula Community Board.
- 7 The Road Naming Policy requires staff to consult with Community Boards where road names are proposed for Community Board areas. The Otago Peninsula Community Board considered the proposed names at their meeting on April 18, and the Infrastructure Services Committee (the Committee) will receive a verbal update during the meeting.

DISCUSSION

- 8 The table presented below provides a summary of the road names proposed for this subdivision. Additional details including a full assessment for the proposed road name and a map of the new private way are provided in Attachments A to E.
- 9 It should be noted that the Policy places less weight on the appropriateness criteria with respect to private ways. The size of the subdivision is also a relevant factor in the assessment process.
- 10 The locations of the first and second public roads, and the private access way can be seen at Attachment E (map of the subdivision).

Summary of proposed road names

Development details	Location of road	Preferred road name	Alternative road name	Recommended road name
SUB-2021-130 11 Centre Road, Ocean Grove	Public road off Centre Road	Ocean Heights Drive	Ocean Grove Drive	'Ocean Heights Drive' does not fully comply with the Road Naming Policy but is the developer's preferred option 'Ocean Grove Drive' fully complies with the Road Naming Policy but is not the developers' preferred option
SUB-2021-130 11 Centre Road, Ocean Grove	Public road off Centre Road via "Ocean Heights Drive"	Kingfisher Place		'Kingfisher Place' does not fully comply with the Road Naming Policy but is supported by staff
SB-2021-130 11 Centre Road, Ocean Grove	Private access way off Centre Road via "Ocean Heights Drive"	Teal Lane		'Teal Lane' fully complies with the Road Naming Policy and is the developers preferred option

- 11 The developer has proposed '**Ocean Heights Drive**' as the preferred option and, '**Ocean Grove Drive**' as the alternative option for the first public road off Tomahawk Road.

- 12 The preferred name **‘Ocean Heights Drive’** has geographical significance as the land is located at height near a view to the ocean. However, this option does not fully comply with the appropriateness criteria of the Road Naming Policy as it coincides with the commercial name of the development which is ‘Ocean Heights’. Section 4.4 of the policy states: *‘Roads should not be named after any commercial organisation...’*.
- 13 Staff requested the developer propose a different naming option, but the developer advised that they wish to proceed with this name. Staff note that although the preferred option does not fully comply with the Policy. The name **‘Ocean Heights Drive’** is easily identifiable and otherwise appropriate for the area and may still be supported by the Committee.
- 14 **‘Ocean Grove Drive’** is the alternative option for the first public road off Tomahawk Road, and complies with the road naming policy.
- 15 The developer has proposed **‘Kingfisher Place’** as the preferred option, with no alternative name offered for the second public road coming off Centre Road, via the proposed ‘Ocean Heights Drive’.
- 16 The preferred name **‘Kingfisher Place’** was chosen by the developer to reflect the geographical connection to the area. The Ocean Grove/Tomahawk Lagoon area contains a Department of Conservation-Wildlife Management Reserve and Kingfishers are sighted in the area. It is noted that **‘Kingfisher Place’** is 16 characters long, including spaces. The Policy recommends that names are 15 or less characters. However, staff are not concerned by this, as the name would still fit on a road name sign.
- 17 The developer has proposed **‘Teal Lane’** as the preferred option for the private way, with no alternative name offered for the private access way coming off Centre Road, via the proposed ‘Ocean Heights Drive’.
- 18 The preferred name **‘Teal Lane’** was selected by the developer to reflect the geographical connection to the area and has ornithological significance, given that Grey Teal Duck are sighted at the Tomahawk Lagoon.
- 19 ‘Teal Lane’ fully complies with the Road Naming Policy and is the developers preferred option. Staff recommend supporting this option.

OPTIONS

- 20 There are three options:

Option One – Recommended Option – The Committee approves the alternative option ‘Ocean Grove Drive’ for the first public road and, the preferred road name options proposed as ‘Kingfisher Place’ for the second public road and ‘Teal Lane’ for the private way

Advantages

- The roads will be named, and sections of landowners gain a street address allowing them to progress with building and access to services.
- The use of marketing names (Ocean Heights) are avoided.

Disadvantages

- There are no disadvantages identified with this option.

Option Two – The Committee approves all the preferred options as ‘Ocean Heights Drive’ for the first public road, ‘Kingfisher Place’ for the second public road and ‘Teal Lane’ for the private way

Advantages

- The roads will be named, and landowners gain a street address allowing them to progress with building and access to services.

Disadvantages

- Approving this option does not deter future developers from using commercial names.

Option Three – Status Quo – The Committee does not approve either of the options proposed as ‘Ocean Heights Drive’, ‘Ocean Grove Drive’, ‘Kingfisher Place’ or ‘Teal Lane’ for the new roads to be named

Advantages

- There are no advantages identified with this option.

Disadvantages

- The roads will not have a name until new options are presented and this will inconvenience new or potential new property owners within the subdivision.

NEXT STEPS

- 21 If the new road names are approved, staff will process the required documentation and advise the developer and Land Information New Zealand of the new road names.

Signatories

Author:	Paula Barragan - Senior Transport Planner
Authoriser:	Jeanine Benson - Group Manager Transport Scott MacLean - General Manager, Climate and City Growth

Attachments

	Title	Page
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↓B	Attachment B-Assessment for Ocean Grove Drive	110
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↓E	Attachment E-Map of the Development -11 Centre Road	113

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

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

This is an administrative function

Māori Impact Statement

Staff continue to work to add Māori names to the Road Name Register in a way that is meaningful for mana whenua.

Staff have not consulted with mana whenua with respect to naming of roads in this development.

Sustainability

There are no implications for sustainability

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications for the 10 year plan

Financial considerations

There are no financial implications

Significance

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

Engagement – external

There has been engagement with the developers/surveyors

Engagement - internal

There has been engagement within the Transport Group and Business Information Services

Risks: Legal / Health and Safety etc.

There are no known risks

SUMMARY OF CONSIDERATIONS

Conflict of Interest

There are no known conflicts of interest

Community Boards

Support from the Otago Peninsula Community Board was sought, and the Committee will receive a verbal update during the meeting.

ITEMS FOR CONSIDERATION BY THE CHAIR

Any items for consideration by the Chair.

Attachments

There are no attachments for this report.