

**Notice of Meeting:**

I hereby give notice that an ordinary meeting of the Waikouaiti Coast Community Board will be held on:

**Date:** Wednesday 18 August 2021

**Time:** 5.30 pm

**Venue:** Otaru Room, 2nd Floor, Civic Centre, The Octagon, Dunedin

Sandy Graham  
Chief Executive Officer

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**Waikouaiti Coast Community Board**  
**PUBLIC AGENDA**

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**MEMBERSHIP**

**Chairperson** Alasdair Morrison  
**Deputy Chairperson** Geraldine Tait

**Members** Andy Barratt Sonya Billyard  
Mark Brown Mandy Mayhem-Bullock  
Cr Jim O'Malley

**Senior Officer** Graham McKerracher, Manager Communications and Marketing

**Governance Support Officer** Rebecca Murray

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Rebecca Murray  
Governance Support Officer

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



<b>ITEM</b>	<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
1	Public Forum	4
1.1	Public Forum - Waitati Automated External Defibrillator 24/7	4
1.2	Public Forum - Cycleway Project	4
1.3	Public Forum - OceanaGold	4
2	Apologies	4
3	Confirmation of Agenda	4
4	Declaration of Interest	5
5	Confirmation of Minutes	9
5.1	Waikouaiti Coast Community Board meeting - 23 June 2021	10
<b>PART A REPORTS (Waikouaiti Coast Community Board has power to decide these matters)</b>		
6	Chief Executive Officer's Update	16
7	Otago Regional Council Update	17
8	Transport Delivery Manager	18
9	Waka Kotahi NZTA Update on Speed Control - Waikouaiti and Waitati	19
10	Downer and Waka Kotahi NZTA Update on 2021/22 Renewals Season	20
11	Funding Applications	23
12	Governance Support Officer's Report	27
13	Community Plan	69
14	Chairperson's Report	70
15	Board Updates	71
16	Council Activities	72
17	Items for Consideration by the Chairperson	73

## **1 PUBLIC FORUM**

### **1.1 Public Forum - Waitati Automated External Defibrillator 24/7**

Katie Peppercorn from Waitati Automated External Defibrillator 24/7 wishes to address the meeting regarding their funding application.

### **1.2 Public Forum - Cycleway Project**

Emily Cooper wishes to update the Board on the progress of the cycleway project.

Supporting documentation can be found as attachments L – M (pages 65 – 68) in the Governance Support Officer's report.

### **1.3 Public Forum - OceanaGold**

Representatives from OceanaGold wish to address the meeting regarding the Otago Regional Policy Statement.

## **2 APOLOGIES**

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

## **3 CONFIRMATION OF AGENDA**

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

## **DECLARATION OF INTEREST**

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### **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.

### **RECOMMENDATIONS**

That the Board:

- 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.

### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">A</a>	Waikouaiti Coast Community Board Register of Interest as at August 2021	7



Waikouaiti Coast Community Board Register of Interest - August 2021					
Name	Date of Entry	Responsibility (ie: Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Proposed Management Plan
Alasdair Morrison (Chairperson)	January 2017	Member	Blueskin A & P Society	No conflict identified	Withdraw from discussion and leave the table if a conflict of interest is identified. Seek advice on actual or potential conflicts of interest prior to the meeting.
		Secretary	Waitati Hall Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Trustee and Secretary	The Rainbow Preschool Trust (South Dunedin)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Waikouaiti Golf Club	No conflict identified	Withdraw from discussion and leave the table if a conflict of interest is identified. Seek advice on actual or potential conflicts of interest prior to the meeting.
		Member	South Dunedin Baptist Church	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Dwelling at Waitati	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Geraldine Tait (Deputy Chairperson)	November 2016	Owner	Property at Reservoir Road, Warrington	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Blueskin Bay Watch	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Mark Brown	February 2017	Member	Blueskin A & P Society	No conflict identified	Withdraw from discussion and leave the table if a conflict of interest is identified. Seek advice on actual or potential conflicts of interest prior to the meeting.
		Director and Shareholder	Blueskin Nurseries Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	April 2017	Director and Shareholder	St Brigids Estate Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Founding member	Orokonui Ecosanctuary	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	November 2018	Director	W M Brown and Sons	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Blueskin News Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Mandy Mayhem-Bullock	November 2016	Committee Member	Waitati Music Festival	No conflict identified	Withdraw from discussion and leave the table if a conflict of interest is identified. Seek advice on actual or potential conflicts of interest prior to the meeting.
		Vice President	Blueskin A & P Society	No conflict identified	Withdraw from discussion and leave the table if a conflict of interest is identified. Seek advice on actual or potential conflicts of interest prior to the meeting.
		Chairperson	Waitati Hall Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Local Advisor	FENZ	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	CDEC Community Response Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Local Government New Zealand Zone 6 Community Board Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Chairperson	Keep Dunedin Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Chair	Blueskin News Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Waitati Youth and Amenities Society Member	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Andy Barratt	November 2019	Owner	Residential Property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Co-chair	River-Estuary Care Waikouaiti-Karitane	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Market Garden Business, 303 Apes Road	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Moana Gow Pool Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	OneCoast	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Sonya Billyard	November 2019	Owner	Residential Property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Director	East Coast Plumbing Ltd	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Commercial Property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Committee Member	POWA	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Community Garden	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	OneCoast	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Community Response Group	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	East Otago Events Centre	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Jim O'Malley	7 November 2016	Owner	Biocentrix Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Mosgiel Association Football Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Director	Ocho Newco Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Residential Property Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Owner	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Ice Sports Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Dunedin Manufacturing Holdings	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Ice Sports Dunedin Incorporated (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
		Member	Connecting Dunedin (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Okia Reserve Management Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Tertiary Precinct Planning Group (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Member	Waikouaiti Coast Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.



## **CONFIRMATION OF MINUTES**

### **WAIKOUAITI COAST COMMUNITY BOARD MEETING - 23 JUNE 2021**

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#### **RECOMMENDATIONS**

That the Board:

**Confirms** the Waikouaiti Coast Community Board meeting held on 23 June 2021 as a correct record.

#### **Attachments**

	<b>Title</b>	<b>Page</b>
A 	Minutes of Waikouaiti Coast Community Board meeting held on 23 June 2021	10

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## **Waikouaiti Coast Community Board**

### **MINUTES**

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**Minutes of an ordinary meeting of the Waikouaiti Coast Community Board held in the Karitane Hall, Coast Road, Karitane on Wednesday 23 June 2021, commencing at 4.52 pm**

#### **PRESENT**

<b>Chairperson (Acting)</b>	Andy Barratt	
<b>Deputy Chairperson</b>	Geraldine Tait	
<b>Members</b>	Sonya Billyard	Mark Brown
	Cr Jim O'Malley	

#### **IN ATTENDANCE**

Tanya Morrison (Environmental Health Officer) and Anne Gray  
(Policy Analyst Regulatory)

#### **Governance Support Officer**

Rebecca Murray

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### **1 OPENING**

In the absence of the Chairperson and Deputy Chairperson, Cr O'Malley opened the meeting to allow the Board to appoint an Acting Chairperson.

Moved (Cr Jim O'Malley/Mark Brown):

That the Board:

**Appoints** Andy Barratt as the Acting Chairperson for the 23 June 2021 meeting.

**Motion carried**

Andy Barratt chaired the meeting from 4.54 pm.

### **2 PUBLIC FORUM**

#### **2.1 Public Forum - Hawksbury Lagoon**

Ruth Ferguson addressed the meeting regarding Hawksbury Lagoon. She advised that there had been some leaching of rubbish and glass from what is believed to be an old landfill from Silverpeaks Borough era located by the Inverary Road and railway lines area.

Ms Ferguson wished to raise awareness of this issue with the council and to assist with ascertaining a process to identify any issue. She also responded to members' questions.

## **2.2 Public Forum - Waikouaiti Garden Club**

Stuart Brown from the Waikouaiti Garden Club addressed the meeting regarding their funding application. He provided a brief history of the Waikouaiti Community Spring Show and advised that the event attracted all ages. Mr Ferguson responded to members' questions.

## **3 APOLOGIES**

Apologies were received from Alasdair Morrison and Mandy Mayhem-Bullock and an apology for lateness was received from Geraldine Tait.

Moved (Andy Barratt/Cr Jim O'Malley):

That the Board:

**Accepts** the apologies from Alasdair Morrison and Mandy Mayhem-Bullock and the apology for lateness from Geraldine Tait.

**Motion carried**

## **4 CONFIRMATION OF AGENDA**

Moved (Andy Barratt/Cr Jim O'Malley):

That the Board:

**Confirms** the agenda with the following alteration:

Item 8 - Keeping of Animals (excluding Dogs) and Birds Bylaw to be taken before Item 7 - Funding Applications.

**Motion carried**

## **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.

Moved (Andy Barratt/Cr Jim O'Malley):

That the Board:

- a) **Notes** the Elected Members' Interest Register attached; and

- b) **Confirms** the proposed management plan for Elected Members' Interests.

**Motion carried**

## **6 CONFIRMATION OF MINUTES**

### **6.1 WAIKOUAITI COAST COMMUNITY BOARD MEETING - 14 APRIL 2021**

Moved (Andy Barratt/Sonya Billyard):

That the Board:

**Confirms** the Waikouaiti Coast Community Board meeting held on 14 April 2021 as a correct record, with the following amendment:

**Item 9 - Board Updates – North Coast Promotional Group** to correct a surname.

**Motion carried**

## **PART A REPORTS**

### **8 KEEPING OF ANIMALS (EXCLUDING DOGS) AND BIRDS BYLAW**

The Environmental Health Officer (Tanya Morrison) and the Policy Analyst Regulatory (Anne Gray) were in attendance to speak about the Keeping of Animals (excluding Dogs) and Birds Bylaw and responded to members' questions.

Moved (Andy Barratt/Mark Brown):

That the Board:

**Notes** the update.

**Motion carried (WC/2021/040)**

### **7 FUNDING APPLICATIONS**

A request has been received from Andy Barratt regarding a change in scope for the Joel Vanderburg Board project as agreed with the family.

At the Board's meeting held 17 June 2020 the following resolution was passed:

*Moved (Alasdair Morrison/Cr Jim O'Malley):*

*That the Board:*

- a) **Allocates** \$750.00 from the project fund for a memorial to honour the late Joel Vanderburg, the design and appropriate time for the memorial to be agreed with by Andy Barratt and the Vanderburg family.

**Motion carried (WC/2020/001)**

Andy Barratt declared a conflict of interest and withdrew from this item.

Moved (Cr Jim O'Malley/Mark Brown):

That the Board:

- a) **Agrees** with the change in scope for the Joel Vanderburg Board project funding approved at the 17 June 2020 meeting.
- b) **Approves** the \$750.00 granted to the Joel Vanderburg project at the 17 June 2020 meeting be paid to River-Estuary Care (Waikouaiti/Karitane) Inc., as agreed with the Vanderburg family, to be used to provide support for research, education and development related to the society's work in native revegetation.

**Motion carried (WC/2021/046)**

Waikouaiti Garden Club requested \$610.00 towards the Waikouaiti Community Spring Show Events Centre hire, printing and children's arts prizes.

Sonya Billyard declared a conflict of interest and withdrew from this item.

Moved (Andy Barratt/Cr Jim O'Malley):

That the Board:

**Approves** the funding application from the Waikouaiti Garden Club for \$567.00 for the Waikouaiti Community Spring Show towards the Events Centre hire, printing and children's arts prizes.

**Motion carried (WC/2021/047)**

Waikouaiti District Museum has requested \$300.00 to purchase a flag for the power pole in front of the existing museum.

Moved (Andy Barratt/Cr Jim O'Malley):

That the Board:

**Lays** the funding application from the Waikouaiti District Museum on the table for consideration at the next meeting in the new financial year.

**Motion carried (WC/2021/048)**

**9 GOVERNANCE SUPPORT OFFICER'S REPORT**

The report provided an update on activities relevant to the Board's area.

Keeping of Animals (Excluding Dogs) and Birds Bylaw - Cr O'Malley abstained from this item and from providing feedback on survey content.

Moved (Sonya Billyard/Mark Brown):

That the Board:

**Decides** to submit to the Keeping of Animals (Excluding Dogs) and Birds Bylaw survey and agrees that the Board delegate authority to Mark Brown and Alasdair Morrison to liaise with Board members and submit by 7 July 2021.

**Motion carried (WC/2021/049)**

Moved (Andy Barratt/Mark Brown):

That the Board:

**Decides** not to submit to the Intention to grant concession licence for part of Waikouaiti Domain Recreation Reserve.

**Motion carried (WC/2021/050)**

Moved (Andy Barratt/Cr Jim O'Malley):

That the Board:

**Notes** the Governance Support Officer's Report.

**Motion carried (WC/2021/051)**

## 10 COMMUNITY PLAN

The Board provided an update on the following for the Community Plan.

Roading Schedule on page 28.

Moved (Andy Barratt/Sonya Billyard):

That the Board:

**Notes** the updates.

**Motion carried (WC/2021/052)**

## 11 BOARD UPDATES

Board members provided updates on activities, which included:

### **Keep Dunedin Beautiful (KDB)**

Mandy Mayhem-Bullock provided an update to members.

### **Waikouaiti Recycling Centre Project**

Andy Barratt advised that green waste facilities had been visited recently in Hampden and Oamaru to assist with the design phase and what could be achieved.

### **Waikouaiti Plantation Replanting Project**

Mark Brown advised that planting was progressing well due to recent rain events.

Geraldine Tait entered the meeting at 6.23 pm.

### **BRAG Walking Group**

Mandy Mayhem-Bullock provided an update to members.

### **Truby King Recreation Reserve Committee**

Sonya Billyard withdrew from discussion on this item.

Andy Barratt advised the Truby King Reserves Management Plan Hearing Panel was in the process of redrafting the Truby King Reserve Management Plan and that key stakeholders were

providing feedback on the redraft. He advised that both Mark Brown and himself were to be on the Truby King Recreation Reserve Committee once the committee was up and running again.

**Local Government New Zealand Zone 6 Community Board Committee**

Mandy Mayhem-Bullock provided a written update.

**North Coast Promotional Group**

Mark Brown and Sonya Billyard advised that they had met with the Manager City Marketing (Malcolm Anderson) and the Business Relationship Manager (Des Adamson) regarding looking at options of keeping the new website running.

**Recreational Working Group**

Mandy Mayhem-Bullock provided an update to members.

Moved (Andy Barratt/Mark Brown):

That the Board:

**Notes** the updates.

**Motion carried (WC/2021/053)**

**12 COUNCIL ACTIVITIES**

Councillor Jim O'Malley provided an update on matters of interest to the Board, which included:

10 Year Plan Deliberations update

Infrastructure Services Committee update

Public Transport Operating Model submission

Regional Land Transport Plan update

Moved (Cr Jim O'Malley/Mark Brown):

That the Board:

**Notes** the update.

**Motion carried (WC/2021/054)**

**13 ITEMS FOR CONSIDERATION BY THE CHAIRPERSON**

An item for consideration by the Chairperson:

Cars parking on gravel footpaths

The meeting concluded at 7.06 pm.

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CHAIRPERSON

## **PART A REPORTS**

### **CHIEF EXECUTIVE OFFICER'S UPDATE**

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The Chief Executive Officer (Sandy Graham) will be in attendance to provide an update.



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## **OTAGO REGIONAL COUNCIL UPDATE**

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ORC Manager Transport (Garry Maloney) will be in attendance to provide an update on bus services and bus shelters.

### **Attachments**

There are no attachments for this report.

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## **TRANSPORT DELIVERY MANAGER**

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The new Transport Delivery Manager (Ben Hogan) will be in attendance to introduce himself to the Board.

### **Attachments**

There are no attachments for this report.

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**WAKA KOTAHI NZTA UPDATE ON SPEED CONTROL - WAIKOUAITI AND WAITATI**

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The Waka Kotahi NZTA Regional Manager – Central and Lower South Island (Peter Brown) will be in attendance to provide an update on speed control for Waikouaiti main street and Waitati curve.

There are no attachments for this report.

## **DOWNER AND WAKA KOTAHI NZTA UPDATE ON 2021/22 RENEWALS SEASON**

- 1 Representatives from Downer Contract Manager-Coastal Otago NOC (Craig Reed), Contract Manager – Sealing (Kimberley Buckley), and Customer and Stakeholder Manager (Letitia McRodden) and Representatives from Waka Kotahi NZTA Regional Manager – Central and Lower South Island (Peter Brown) and tentatively Senior Network Manager – Coastal Otago (Chris Harris) will be in attendance update the Board on key work sites being planned for the 2021/22 renewals season.
- 2 They request feedback from the Board on how best to engage with communities throughout the renewal season. Attached is an overview of the 2021/22 State Highway 1 Reseal Sites.

### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">↓A</a>	Waikouaiti Coast 2021/22 State Highway 1 Reseal Sites	21

## 2021/22 State Highway 1 Reseal Sites

10 August 2021

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### Executive Summary

1. The annual plan for reseal sites on Coastal Otago State Highways in the 2021/22 season includes four key sites on State Highway 1 between Waikouaiti and Dunedin.
2. Downer, on behalf of Waka Kotahi NZ Transport Agency, want to communicate with the affected communities and stakeholders early and ensure information is accessible and responsive throughout the reseal programme.

### Background

3. Forward works programmes are planned and prioritised across the state highway network with pre-reseal repairs and maintenance completed in the season prior to a full reseal.
4. Sites on SH1 within Waikouaiti, at Cheese Factory Corner, Careys Creek, McArthurs Straight and Patmos Bridge have been scheduled for reseal in the 2021/22 season and pre-reseal repairs were undertaken in 2020/21 in order to prepare the road for the work.
5. The work is anticipated to begin December 2021 when weather is expected to be warmer and more settled meaning fewer weather-related delays and improved performance from materials used in the reseals.
6. Site length and set up is guided by underlying policies and principles that aim to maximise safety and minimise disruption to road users.
7. The hours of operation for these sites are being considered in line with expected traffic volumes and aim to minimise the disruption to communities, local businesses and other road users.
8. Downer are investigating communication channels to maximise the effectiveness and reach of information regarding the timing, location and impact of active work sites to the road users.

### Main Road, Waikouaiti

9. This site is a full rehab from Kildare Street to opposite the end of Henry Street and is expected to take approximately four weeks.
10. There is also a separate piece of work required at the intersection of Kildare Street and SH1 which is expected to be completed over one to two days.
11. The approximate dates are not yet known but we will try to co-ordinate the work to minimise disruption to the community.
12. The impact to road users is expected to be moderate to high due to the location of the site, minor delays due to stop/go traffic management and reduced speeds through the site, travelling over newly laid seal and/or in close proximity to staff working at the site. Temporary speed limits are likely to vary between 30km/h and 50km/h with most of the site usually at 50 km/h.

### Cheese Factory Corner

13. This is a small site that is expected to be completed within one working day.
14. Impact to road users is expected to be low.

15. The impact to road users travelling through the site would be minor delays with stop/ go traffic management and reduced speeds through the site, travelling over the newly laid seal and/or in close proximity to staff working at the site. Temporary speed limits are likely to vary between 30km/h, 50km/h and 70km/h.

**Careys Creek**

16. There are three areas here to be managed as one site over two to three days.  
17. Impact to road users is expected low to moderate with reduced operational hours to minimise impacts to peak commuter traffic.  
18. The impact to road users travelling through the site would be minor delays with stop/ go traffic management and reduced speeds through the site, travelling over the newly laid seal and/or in close proximity to staff working at the site. Temporary speed limits are likely to vary between 30km/h, 50km/h and 70km/h.

**McArthurs Straight**

19. This is a small site that is expected to be completed within one working day.  
20. Impact to road users is expected to be low.  
21. The impact to road users travelling through the site would be minor delays with a lane shift to retain traffic movements in both directions and reduced speeds through the site, travelling over the newly laid seal and/or in close proximity to staff working at the site. Temporary speed limits are likely to vary between 30km/h, 50km/h and 70km/h.

**Patmos Bridge**

22. This is a number of smaller sites that will be treated as one site with work expected to be completed over four days.  
23. Impact to road users is expected to be low with work planned for evening hours when there are lower volumes of traffic.  
24. The impact to road users travelling through the site would be minor delays with stop/ go traffic management and reduced speeds through the site, travelling over the newly laid seal and/or in close proximity to staff working at the site. Temporary speed limits are likely to vary between 30km/h, 50km/h and 70km/h.

**Feedback requested**

25. Feedback is requested from the community board to inform how Downer, on behalf of Waka Kotahi, can effectively communicate with you to keep communities informed throughout the season.
- a. We want to understand the impact to local residents, community groups and other stakeholders.
  - b. We would like to understand and respond to concerns or questions about the work.
  - c. We would like to understand what effective communication looks like for the community and how we can work with you to keep you informed.

## FUNDING APPLICATIONS

Department: Civic

### EXECUTIVE SUMMARY

- 1 This report provides a copy of funding applications for the Board's consideration and provides an update on the amount in the Board's discretionary fund. As this is an administrative report only, the Summary of Considerations is not required.

#### Discretionary Fund

- 2 The Board has been allocated \$10,000.00 for the 2021/22 year.

#### Funding Request Applications

- 3 As per the meeting held on 23 June 2021 the Waikouaiti District Museum funding application requesting \$300.00 to purchase a flat for the power pole in front of the existing museum lay on the table until the 18 August 2021 meeting. The Waikouaiti District Museum has now withdrawn this funding application.
- 4 Waikouaiti District Museum t/a Waikouaiti Coast Heritage Centre has requested \$400.00 towards a morning tea for the formal opening of the Heritage Centre (Attachment A).
- 5 Waitati Automated External Defibrillator 24/7 (Waitati A.E.D. 24/7) has requested \$2,755.00 to install an automated external defibrillator in the old bus shelter at Michies Crossing which will be available to the public 24/7 (Attachment B).

### RECOMMENDATIONS

That the Board:

- a) **Approves/declines** the funding application from the Waikouaiti District Museum t/a Waikouaiti Coast Heritage Centre.
- b) **Approves/declines** the funding application from the Waitati Automated External Defibrillator 24/7 (Waitati A.E.D. 24/7).

### Signatories

Author:	Rebecca Murray - Governance Support Officer
Authoriser:	Clare Sullivan - Manager Governance

### Attachments

	Title	Page
<a href="#">A</a>	Waikouaiti District Museum Funding Application	24
<a href="#">B</a>	Waitati Automated External Defibrillator 24/7 Funding Application	26

**APPLICATION FOR FUNDING FROM THE  
WAIKOUAITI COAST COMMUNITY BOARD**

Date: 5<sup>th</sup> August 2021

Name of group applying for funds: Waikouaiti Coast Heritage Centre

Contact person: Shirley McKewen Position held: Chair

Address: [REDACTED]

Waikouaiti Post Code: 9510

Contact Phone Number: [REDACTED] Email: [REDACTED]

Short description of the project you are seeking funding for: Provision of morning tea for our formal opening of our Heritage Centre

Please attach any additional information, which may be useful in explaining the project e.g.: quotations or itemised budget.  
Please note if considered necessary the Board may seek additional information prior to making a decision.

Amount sought from Waikouaiti Coast Community Board: \$ 400

Total cost of project: \$ 400

Amount already raised: \$ 0

How will the rest of the project cost be funded? From our financial reserves

What is the timeframe for completing the project? [OR What is the date of your even/project?] 9<sup>th</sup> October

Is your project a one-off, annual or biennial event? One-off.

Detail the benefits to your organisation and/or the wider community which will result from this project.  
This is an opportunity to bring together and to thank all those who have supported our project over the past ten years.

Has your group made an application to the Board for funding within the last five years?  
☒ Yes ☐ No

If granted, how much and what was that money used for? \$837 to pay for a fridge and microwave

*All approved funding is subject to the following:*

- 1 Where an application is for part funding of a project the funds will not be released until the Board is satisfied the project or the stage of the project to which the application relates will proceed.
- 2 The organisation/group must report back to the Board within six months of the project completion or six monthly until completed.

**NOTES:** Applications will be considered on their merits, regard will also be had to ensuring a fair allocation over all the Board area.  
Any funds approved MUST be paid directly into the organisation's bank account, please supply a copy of the bank account name and number separately.

This application form is also available on [www.dunedin.govt.nz](http://www.dunedin.govt.nz) and should be returned to, Governance Support, Dunedin City Council, PO Box 5045, Moray Place, Dunedin 9058  
Email: [governance.support@dcc.govt.nz](mailto:governance.support@dcc.govt.nz)  
Or contact: Alasdair Morrison (Board Chairperson) Telephone 027 435 4384



## Beano's Bakery Ltd



180 Main Rd  
Waikouaiti 9510

Phone: 03 4658 200  
beanosbakery@gmail.com

### Quotation

For Waikouaiti Museum

Date 03-Aug-2021  
 Quote No QU00009  
 Quote By Mark Stewart  
 Quote For

Code	Description	Quantity	Units	Sell Price	Price
	Morning tea for 100	100	ea	3.48	347.83
Total Before GST					347.83
GST					52.17
<b>TOTAL</b>					<b>\$400.00</b>

**APPLICATION FOR FUNDING FROM THE  
WAIKOUAITI COAST COMMUNITY BOARD**

Date: 5.7.21

Name of group applying for funds: Waitati A.E.D. 24/7

Contact person: Susan Bourne Position held: chair

Address: [REDACTED] Waitati

Post Code: 9085

Contact Phone Number [REDACTED] Email [REDACTED]

Short description of the project you are seeking funding for:  
To install an automated External Defibrillator in  
the old bus shelter at Nichies Crossing, which will  
be available to the public 24/7.

Please attach any additional information, which may be useful in explaining the project e.g.: quotations or itemised budget.  
Please note if considered necessary the Board may seek additional information prior to making a decision.

Amount sought from Waikouaiti Coast Community Board: \$ 2,455.

Total cost of project: \$ 4,155

Amount already raised: \$ 1,400

How will the rest of the project cost be funded? Donations and  
Grants.

What is the timeframe for completing the project? [OR What is the date of your even/project?] A.S.A.P.

Is your project a one-off, annual or biennial event? One off

Detail the benefits to your organisation and/or the wider community which will result from this project.  
To save a life in the event of  
a heart attack and/or drowning in the  
bay.

Has your group made an application to the Board for funding within the last five years?  
☐ Yes ☒ No

If granted, how much and what was that money used for? \_\_\_\_\_

All approved funding is subject to the following:

- 1 Where an application is for part funding of a project the funds will not be released until the Board is satisfied the project or the stage of the project to which the application relates will proceed.
- 2 The organisation/group must report back to the Board within six months of the project completion or six monthly until completed.

**NOTES:** Applications will be considered on their merits, regard will also be had to ensuring a fair allocation over all the Board area.  
Any funds approved **MUST** be paid directly into the organisation's bank account, please supply a copy of the bank account name and number separately.

This application form is also available on [www.dunedin.govt.nz](http://www.dunedin.govt.nz) and should be returned to, Governance Support, Dunedin City Council, PO Box 5045, Moray Place, Dunedin 9058  
Email: [governance.support@dcc.govt.nz](mailto:governance.support@dcc.govt.nz)  
Or contact: Alasdair Morrison (Board Chairperson) Telephone 027 435 4384

## **GOVERNANCE SUPPORT OFFICER'S REPORT**

Department: Civic

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### **EXECUTIVE SUMMARY**

- 1 This report is to inform the Waikouaiti Coast Community Board of activities relevant to the Board's area including:
  - a) Keeping of Animals (Excluding Dogs) and Birds Bylaw Review
  - b) ORC Long Term Plan 2021/31
  - c) ORC Regional Public Transport Plan 2021/31
  - d) MBIE Supporting Sustainable Freedom Camping in Aotearoa New Zealand
  - e) Remuneration Authority 2021 Determination
  - f) Representation Review
  - g) Process for Written Reports and Board Updates
  - h) Kerbside Collection and Resource Recovery
  - i) Kāritane Spit and Sea Wall
  - j) Cars Parking on Gravel Footpaths
  - k) Correspondence
  - l) What DCC is Currently Consulting On
  - m) Roadworks Schedule
  - n) DCC Updates

### **RECOMMENDATIONS**

That the Board:

- a) **Notes** the Governance Support Officer's Report.
- b) **Ratifies** the submission to the ORC Long Term Plan 2021/31 retrospectively.
- c) **Ratifies** the submission to the ORC Regional Public Transport Plan 2021/31 retrospectively.
- d) **Ratifies** the submission to the MBIE Supporting Sustainable Freedom Camping in Aotearoa New Zealand retrospectively.

### **Keeping of Animals (Excluding Dogs) and Birds Bylaw Review**

- 2 The Keeping of Animals (excluding Dogs) and Birds Bylaw is being reviewed. The current purpose of the bylaw is to "protect the public from nuisance and to protect, promote and maintain public health and safety by controlling the keeping of animals and birds within the residential district".

- 3 This bylaw does not extend to dogs which are regulated by the Dog Control Bylaw. Staff have had good feedback from initial consultation which will inform any proposed changes. There will be further consultation on proposed options, likely around October 2021.

- 4 The current bylaw can be found on the following: <https://tinyurl.com/Bylaw-Update>

#### **ORC Long Term Plan 2021/31**

- 5 The submission to the ORC Long Term Plan 2021/31 needs to be retrospectively ratified (Attachment A).

#### **ORC Regional Public Transport Plan 2021/31**

- 6 The submission to the ORC Regional Public Transport Plan 2021/31 needs to be retrospectively ratified (Attachment B).

#### **MBIE Supporting Sustainable Freedom Camping in Aotearoa New Zealand**

- 7 The submission to the MBIE Supporting Sustainable Freedom Camping in Aotearoa New Zealand needs to be retrospectively ratified (Attachment C).

#### **Remuneration Authority 2021 Determination**

- 8 The Remuneration Authority has the responsibility for setting remuneration for local government elected members including community boards. The Authority has recently made its most recent determination and the effect for the Waikouaiti Coast Community Board is as follows: Chair: \$16,270.00 (increase of \$240.00 per year) and Members: \$8,135.00 (increase of \$120.00 per year). This will be backdated to 1 July 2021.

#### **Representation Review**

- 9 The Independent Review Panel presented its report to Council on Tuesday, 10 August 2021. Council adopted the Panel's recommendations. The proposal is for no change to the current representation arrangements.
- 10 Public notice was given of the Initial Proposal on 14 August 2021 and submissions close Saturday 18 September 2021.
- 11 The Board will need to decide whether it wishes to make a submission and decide what its submission will include. Council will then decide on the final proposal in October 2021. The agenda and minutes from the Council meeting held on Tuesday, 10 August 2021 meeting can be found via the following links:

Council Agenda from the meeting held Tuesday, 10 August:

[https://infocouncil.dunedin.govt.nz/Open/2021/08/CNL\\_20210810\\_AGN\\_1746\\_AT.PDF](https://infocouncil.dunedin.govt.nz/Open/2021/08/CNL_20210810_AGN_1746_AT.PDF)

Council Minutes from the meeting held Tuesday, 10 August 2021:

[https://infocouncil.dunedin.govt.nz/Open/2021/08/CNL\\_20210810\\_MIN\\_1746.PDF](https://infocouncil.dunedin.govt.nz/Open/2021/08/CNL_20210810_MIN_1746.PDF)

#### **Process for Written Reports and Board Updates**

- 12 The Chief Executive is responsible for preparing an agenda for each meeting. Written reports from staff providing advice are required when the board is required to make a decision. This is the same process for Council and Committee. These can include decisions on funding

applications, recommendations on road naming, making submissions on the 10 year plan or representation review and adopting or amending the board's community plan.

- 13 Standing Orders allow the Chairperson to put a report on the board agenda.
- 14 Board updates from various projects or groups that board members are appointed to, for example Keep Dunedin Beautiful, Business Associations, and community groups do not require a board decision and are for the purposes of updating the rest of the board and members of the public who attend the meetings. These are dealt with as a verbal update, not a written report. If a report is received from an outside agency on a matter e.g. an update from the regional council or waka Kotahi NZTA, these will be attached as part of the Governance Support Officer's report in the same way as inwards correspondence is handled.

#### **Kerbside Collection and Resource Recovery**

- 15 Following Council adoption of the 'four bins plus one' kerbside services option as part of the 2021-31 10 Year Plan a request for Registrations of Interest was released to the market at the end of June.
- 16 The registration period for suppliers interested in providing the new service closed at the end of July, and these registrations will be evaluated during August. Suppliers who are then selected for the next stage of the procurement process will be asked to submit formal proposals by December 2020.
- 17 As part of the formal proposal the potential suppliers will be required to develop refuse and recycling solutions suitable non-standard collections such as multi-unit developments, private lanes, difficult to access streets, and rural properties.
- 18 These proposals will be evaluated, and the selection of a preferred supplier is expected to occur in February 2022, with the new services scheduled to begin on 1 July 2023.

#### **Kāritane Spit and Sea Wall**

- 19 Repairs are being made to the sea wall that was damaged during recent large swells. DCC is aware of recent erosion events and will continue to monitor and where necessary repair damaged infrastructure.
- 20 A broader study investigating possible interventions to manage coastal erosion risks in Kāritane is not currently in the DCC work programme.
- 21 The DCC and ORC are currently undertaking a joint Coastal Hazard Risk Assessment project, which will identify coastal hazard risks (erosion, climate change impacts, storm surge, etc) across the district. DCC and ORC will use this work to prioritise where further investigation, planning and infrastructure upgrades will be made across the district.

#### **Cars Parking on Gravel Footpaths**

- 22 At the last meeting held on 23 June 2021, the Chair accepted an item for consideration to report back at the next meeting requesting clarification on what may and/or may not be legal parking in relation to gravel footpaths. The following response has been provided by staff.
- 23 The definition in the Land Transport (Road User) Rule 2004 is "footpath means a path or way principally designed for, and used by, pedestrians: and includes a footbridge and road margin;

road margin includes any uncultivated margin of a road adjacent to but not forming part of either the roadway of the footpath (if any)".

- 24 The footpath does not need to be paved or sealed with a kerb and channel to be considered a footpath.
- 25 The above can be enforced, if reported to the DCC Parking Services via Customer Services Agency on 03 477 4000.

#### **Correspondence**

- 26 A letter has been received from the Office of the Mayor thanking the Board for their contributions during the lead in water issue (Attachment D).
- 27 A letter has been received from DCC responding to the Board's submission to the 10 year plan 2021-31 (Attachment E).
- 28 A letter has been received from ORC responding to the Board's submission to the Long Term Plan 2021-31 (Attachment F) and ORC Leaflet - summary of final decisions Long Term Plan 2021/31 (Attachment G).
- 29 An email has been received from ORC responding to the Board's submission to the Draft 2021/31 Regional Public Transport Plan for Otago (Attachment H).
- 30 As per the resolution passed at the 24 March 2021 meeting the Board's submission to the Ōtepoti Dunedin Destination Plan Refresh is (Attachment I).
- 31 As per the resolution passed at the 23 June 2021 meeting the Board's submission to the Keeping of Animals (Excluding Dogs) and Birds Bylaw survey is (Attachment J).
- 32 An invitation has been received from Waikouaiti District Museum inviting the Board members to the opening of the new heritage centre (Attachment K).
- 33 Supporting documentation for Public Forum presentation on the Cycleway Project from Emily Cooper are (Attachments L, M and N).

#### **What DCC is Currently Consulting On**

- 31 DCC is currently consulting on the following which may be of interest to the Board and the community:
- 32 **Representation Review**  
<https://www.dunedin.govt.nz/council/electoral-information/representation-review>
- 33 **St Clair – St Kilda Coastal Plan/Whakahekerau – Rakiātea Rautaki Tai**  
<https://www.dunedin.govt.nz/council/council-projects/south-dunedin-future/st-clair-to-st-kilda-coastal-plan>
- 34 **For updates on District Plan changes**  
Information and the consultation process for the 2<sup>nd</sup> Generation District Plan can be viewed on <https://www.dunedin.govt.nz/council/district-plan/2nd-generation-district-plan>

## Roadworks Schedule

- 35 Information on current notified road closures and the roadworks schedule (a weekly list of programmed works) for Council's maintained roads is available on the DCC website via these links <https://www.dunedin.govt.nz/news-and-events/public-notice/roadworks-schedule> and <https://www.dunedin.govt.nz/news-and-events/public-notice/notified-road-closures>.

## DCC Updates

Board members (or members of the public) wishing to advise Council of any operational issues or concerns, e.g. potholes, burst pipes, overgrown vegetation etc are reminded to ring the DCC Customer Services Agency on 03 477 4000, or email on [dcc@dcc.govt.nz](mailto:dcc@dcc.govt.nz). For non-urgent matters contact Council via the online "Fix it form" <https://www.dunedin.govt.nz/do-it-online/report/fix-it-form>

**If issues and concerns are not dealt with in a timely manner, Board members should contact either the Governance Support Officer or the Senior Staff Member appointed to the Board.**

## Signatories

Author:	Rebecca Murray - Governance Support Officer
Authoriser:	Clare Sullivan - Manager Governance

## Attachments

	Title	Page
<a href="#">A</a>	Waikouaiti Coast Community Board Submission to ORC Long Term Plan 2021/31	33
<a href="#">B</a>	Waikouaiti Coast Community Board Submission to ORC Regional Public Transport Plan 2021/31	36
<a href="#">C</a>	Waikouaiti Coast Community Board Submission to the MBIE Supporting Sustainable Freedom Camping in Aotearoa New Zealand	43
<a href="#">D</a>	Letter from the Office of the Mayor	45
<a href="#">E</a>	Response to Submission to the DCC's 10 Year Plan 2021/31	46
<a href="#">F</a>	Response to Submission to ORC Long Term Plan 2021/31	49
<a href="#">G</a>	ORC Leaflet - summary of final decisions Long Term Plan 2021/31	51
<a href="#">H</a>	Waikouaiti Coast Community Board Submission to ORC Draft 2021/31 Regional Public Transport Plan for Otago	53
<a href="#">I</a>	Waikouaiti Coast Community Board Submission to the Ōtepoti Dunedin Destination Plan Refresh	60
<a href="#">J</a>	Waikouaiti Coast Community Board Submission to the DCC Keeping of Animals (Excluding Dogs) and Birds Bylaw Survey	62
<a href="#">K</a>	Waikouaiti Coast Community Board members invitation from Waikouaiti District Museum	64
<a href="#">L</a>	Public Forum - Cycleway Project - Quote Dunedin northern links	65
<a href="#">M</a>	Public Forum - Cycleway Project - Hamish Seaton bio 2021-07-26	66
<a href="#">N</a>	Public Forum - Cycleway Project - ORC Letter of support 2021-07-26	68

**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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Māori Impact Statement***

There are no known impacts for Māori.

***Sustainability***

There are no implications.

***LTP/Annual Plan / Financial Strategy /Infrastructure Strategy***

There are no implications.

***Financial considerations***

There are no financial implications.

***Significance***

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

***Engagement – external***

There has been no external engagement.

***Engagement - internal***

Internal engagement has occurred with appropriate staff members.

***Risks: Legal / Health and Safety etc.***

There are no risks.

***Conflict of Interest***

There are no conflicts of interest.

***Community Boards***

This report provides information on activities in or relevant to the Board's area.





**WAIKOUAITI COAST  
COMMUNITY BOARD**

50 The Octagon | Dunedin 9015 | PO Box 5045 | Dunedin 9058 | New Zealand  
E [dec@dec.govt.nz](mailto:dec@dec.govt.nz) P +64 3 477 4000 [www.dunedin.govt.nz](http://www.dunedin.govt.nz)

The Chief Executive  
Otago Regional Council  
Private Bag 1954  
Dunedin 9054

15<sup>th</sup> May 2021

**Otago Regional Council 2021-2031 Long Term Plan**

Thank you for the opportunity to make comment on your 2021-2031 Long Term Plan. Since we are also submitting to the Draft Regional Transport Plan and the Draft Regional Public Transport Plan there is a degree of overlap, and many of our comments regarding Public Transport are repeated in all three - which hopefully is beneficial to our views being heard and acted upon.

**Public Transport (Which is among your 'Must Do Projects')**

It was pleasing to note the following comments in your 'Have Your Say on Our Future' consultation document for your Long Term Plan 2021-2031:

- *We're (ORC are) responsible for providing sustainable, safe and inclusive transport that connects our community.*
- *(ORC will) Improve accessibility to transport and create more choice in how we travel.*
- *Public transport will need to be the preferred mode of travel for more people more often to support our economy and contribute positively to our environment and communities.*
- *We (ORC) will continue to improve Otago's public passenger transport services.*

We look forward to seeing you applying these admirable aspirations to the needs of our community.

We represent the communities north of Dunedin itself, and our 'North Coast' area includes the populated centres of Waikouaiti, Karitane, Hawksbury village, Seacliff, Warrington and Waitati. Currently there is no bus service for these communities to and from the metropolitan area of Dunedin on weekends, nor is there a service on weekday evenings. There is currently no bus service at all to the village of Warrington, where the population is set to increase by around 30% in the near future.

In the evenings and weekends the 'travel choice' that our residents have is to use a car (if they have one) or stay at home. This is not consistent with the aspirations that you have. The combined population of these centres and the close surrounding areas is close to 4,000 people. This population has been increasing, with new housing development being approved on a regular basis, and there is a likelihood that the area will see a significant population increase in the coming years.

A couple of years ago, after canvassing bus users in our area, we prepared a draft timetable that would suit the needs of the community and we presented this to the ORC Transport Manager, with whom we have a good working relationship.

An attempt was made to merge our request with the existing bus, and driver, and budget arrangements that you have, but all of these factors did not 'fit' too well. We believe that the issue has to be examined in a different way - firstly accepting that there is a problem and looking

at the needs of the community, and then rearranging bus availability, driver scheduling and budget to provide a satisfactory solution. We look forward to discussing this in more detail.

#### **Cycleways**

For many years there have been discussions about creating a cycleway between Oamaru and Dunedin and a recent feasibility study was carried out, jointly funded by Dunedin City Council and Waitaki District Council. Following on from this, public meetings were held in our area to gauge support and a group has been formed to make progress with the eventual creation of such a cycleway, carrying out the work in manageable stages.

We seek an undertaking from Otago Regional Council that you will support this work, not just financially but also in the provision of ongoing staff support. We would like to have a conversation with you about how this will be achieved in practical terms, both now and into the future.

#### **Health of waterways and estuaries**

Recent events in our region have shown the importance of regular, and comprehensive, monitoring of waterways and estuaries.

The unexplained high lead readings in the water being taken from the Waikouaiti river, for the local potable water supply, posed some questions. Is the river water quality being monitored often enough? Is the monitoring comprehensive enough? Although some entities might be complying with the conditions of their Resource Consents, are those conditions stringent enough? We look forward to answers for the above and to the findings regarding the lead contamination being made public.

A few years ago we provided a grant from our discretionary fund to help Blueskin Baywatch fund a comprehensive analysis of the water in Blueskin Bay. It transpired that ORC monitoring of the bay left some room for improvement. The bay supports a sustainable commercial shellfish industry, in spite of the bay having the Warrington sewerage system settling pond and spray area at the northern end of the bay and increasing habitation along the southern end - all of the dwellings having individual septic tank systems of various quality and efficiency, since there is no reticulated sewerage system for the populated area of Waitati and Doctors Point. We urge ORC to ensure that their monitoring of the bay is thorough, and that their monitoring results are made available for public scrutiny.

#### **Control of forestry around waterways**

We urge ORC to keep a close eye on forestry activity close to rivers in our area. Trees consume large amounts of water and this can have adverse effects on the quality, and quantity, of water in our rivers. Some form of control should be implemented to ensure that 'slash' from harvested forests does not end up in the rivers.

#### **Interaction with the farming & rural community**

Over the years some ORC staff have had negative publicity for acting more like 'rural policemen' than rural liaison people. We see a need for ORC to work more closely with farmers and land holders helping them to plan fencing and planting for the protection of waterways - working alongside them rather than looking to prosecute them.

There needs to be some coordination between plant suppliers and landowners well ahead

of planting time, like 1 to 2 years, so that propagation material can be 'eco sourced' to match the appropriate areas of planting. ORC is in the perfect position to be able to make this work .

We see this as being beneficial to not only ratepayers but also to ORC. In our view ORC would gain respect, and achieve beneficial outcomes, much more quickly than at present. We believe that this is a much better template than having compliance people roaming the country and not really making many friends. We understand that the Taranaki Regional Council has such a programme and we strongly suggest that ORC takes a serious look at how they operate.

#### **Funding**

It is evident that ORC has been under-funded for many years. While your proposed rates rise might look horrifying in percentage terms, the actual dollar rises do not seem quite so bad - provided that you adhere to your stated plans. We must urge you to be transparent in what you do and bring the population along with you over the next ten years. The failed, and not so transparent, attempt at a 'waterfront palace' for a head office a few years ago did nothing for the credibility of ORC.

#### **Invitation**

With such a large geographical area to monitor, it is perhaps understandable that ORC Councillors might not have the same high profile as their counterparts in Dunedin City Council. We would like to extend an invitation to the Chairman, or other Councillors, to attend one of our Board meetings to discuss issues of mutual interest.

We wish you well with your long-term plan deliberations. The writer would like to speak in support of our submission at any future hearing.

Kind Regards



Alasdair Morrison  
Chairman  
Waikouaiti Coast Community Board  
Email: [info@calmarine.co.nz](mailto:info@calmarine.co.nz)  
Ph: 0274 354 384



**WAIKOUAITI COAST  
COMMUNITY BOARD**

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The Chief Executive  
Otago Regional Council  
Private Bag 1954  
Dunedin 9054

23rd May 2021

**Otago Regional Council Regional Public Transport Plan 2021 - 31**

Thank you for the opportunity to make comment on your 2021-2031 Regional Public Transport Plan. We have already made some comment on this topic in our submissions to the Regional Transport Plan and your Long Term 10-Year Plan, but we go into more detail in this submission.

We first have to comment on a typographical error in the 'Acknowledgements' section on Page 12 of the Plan. We are not the 'Waikouaiti Community Board' as stated. We are the Waikouaiti Coast Community Board. We represent the communities north of Dunedin itself, and our 'North Coast' area includes the populated centres of Waikouaiti, Karitane, Hawksbury Village, Seacliff, Warrington, Evansdale and Waitati.

Our comments in this submission relate to bus services. At first glance, a 'bus service' would seem to be a fairly simple thing :- a bus transports people from various places along a route and allows them to leave the bus at other places along a route. The question has to be asked - Why do we need three (3) large public entities to perform this seemingly straightforward task? We have the Otago Regional Council, the Dunedin City Council and the Ministry of Education all performing slightly differing functions to achieve the same aim in our part of Otago. Surely this is neither efficient nor economical. If the answer to our question above is that Central Government Legislation is responsible for the current arrangement, then what better place to start simplifying things is there, than the start of a long-term 10-year plan?

I spend a fair bit of time in and around the city environs of Dunedin and it saddens me to see buses travelling around with no passengers on board and, occasionally, with only one or two passengers. This would seem to suggest that the buses are not travelling to where people want to go, or not travelling at the times that suit people, or they are too expensive for some people.

This is not a situation you will face once you provide a decent bus service for our North Coast area which has a population in the region of 4,000. Currently there is no bus service at weekends, nor is there an evening service during the week. In the evenings and weekends the 'travel choice' that our residents have is to use a car (if they have one) or stay at home. This is not consistent with the aspirations that you have. In our view this situation is completely unsatisfactory and must change, and change soon, - preferably within Year 1 of the current Plan.

A couple of years ago we spoke with bus users in our region to determine what they would see as a satisfactory improvement to the timetable for the route between Palmerston and Dunedin. We prepared a draft suggested timetable and presented it to the ORC transport

1

department. It transpired that our wishes did not quite fit in with what ORC could achieve under your current arrangements with your service providers. This draft suggestion is attached as Appendix 2.

We believe that you need to have a fresh look at the North Coast situation. Some points to consider are:

- a) The current Palmerston to Dunedin route bypasses Warrington completely. This is a growing community, with around three dozen new domestic building projects, either complete, partly complete, or consented and ready to start. When they are all complete, in the near future, the population of Warrington will have grown by around 30%.
- b) The distance between Dunedin CBD and Waitati is similar to the distance between Dunedin CBD and Portobello. There is a comprehensive bus service to Portobello, but not to Waitati - the population of which is about to increase markedly.
- c) On Page 29 of your Plan you make the comment *'Most of the new housing is on the Taieri Plain in Mosgiel and Outram'. 'This land use pattern means there is likely to be a greater number of trips, largely by car, on corridors from the south/south-west of the city'.*

Questions - do you actually liaise with the Dunedin City Council Planning & Building Consent people to see what is happening in the wider DCC area? Are you keeping abreast of the current situation with the DCC 2GP and the likely consequences of successful appeals? How can you know what volume of traffic is coming into Dunedin from the north until some form of measurement is undertaken?

- d) It is highly likely that there will be significant population increase in the wider area around Waikouaiti in the coming years.

I make these four comments above because it seems that our North Coast area is a bit of a 'forgotten land' and certainly does not appear to have been considered in any depth in your current 10-year Plan. (There is one comment at the top of the table on Page 73). Your draft Plan seems to accept that there are many issues with the existing bus service arrangements. The Plan has many worthy aspirations and generalised comments, but is a bit light on the actual *'this is how we will achieve xxx and when we will achieve it'*.

I would like to summarise our requests as follows, in an attempt to obtain an acceptable bus service for the wider Waikouaiti Coast populated area. We would like to meet with your Transport Team sooner, rather than later, to discuss these issues in detail.

- 1) Let us set aside our draft request from a couple of years ago, and your Transport Manager's modified response. Let us look at the actual problem and possible solutions - then look at how they can be fitted into your onward planning.
- 2) On the current bus route between Palmerston and Dunedin, the bus leaves the highway and journeys into Karitane, then returns to the highway and continues along the unpopulated highway to Evansdale and then to Waitati.
- 3) To be able to service Warrington, the bus could turn off at Evansdale and travel into Warrington, then return to the highway. A couple of our Board Members have timed this option and it would add around seven minutes to the current route.
- 4) Another option to service Warrington is for the bus to continue along Coast Road between Karitane and Warrington. This would also provide a service for the residents of Seacliff which is located on Coast Road.

One advantage of this route is that it would provide a service for people visiting the Truby King Recreational Reserve beside Seacliff, something that is going to increase with current redevelopment of the Reserve.



One slight downside to this option is that Coast Road is undulating, and is prone to bumps and hollows appearing from time to time. Sitting at the rear of one of your large buses with their excellent suspension could be a bit uncomfortable for some passengers sitting there for a while.

Another consequence of using this route is a potential clash with school buses. We would not want to see any improvement to the general service having a detrimental effect on the current school bus service.

Yet another thing worth considering as we get into detailed discussion - does the Coast Road bus have to be the same size as the highway bus? Is it possible to have another provider operating a smaller bus at different times?

As we look at improving our North Coast bus service, let us start with a blank piece of paper and look at ways in which things can be done, rather than finding reasons why something cannot be done.

#### **School Buses**

As mentioned earlier it does not seem to be logical, or desirable, to have a similar system controlled by two separate entities. Apart from reiterating that we would not want to see our improved general service having a negative impact on the existing school bus service, I make no further comment now, but I attach to this submission a summary of the topic from my fellow Community Board member, Geraldine Tait, who has much experience in this area.

See Appendix 1

#### **Affordability of providing an improved service**

As you look at what we are requesting, it is understandable that you might ask yourselves "How do we know that people will actually use a new bus service"? We will undertake to communicate widely and comprehensively with our communities and make it clear that the new service will be based on 'use it or lose it'. From our knowledge of the population of the various locations we are confident that the improved service will be well patronised.

A contributing factor to this is the cost of bus fares. We commend ORC on the introduction of the \$2 flat fare. It certainly seems to have been successful on the Otago Peninsula routes and we believe that the same situation will occur in our area. We request that you continue with the \$2 flat fare.

#### **Bus Stops & Bus Shelters**

It is our view that people are more likely to use bus services if good quality bus shelters are provided at strategic locations. For many years there was a complete absence of bus shelters in the well-populated town of Waikouaiti. It was bit like pulling teeth getting three of our requested four bus shelters installed a couple of years ago - a process that required the joint input of ORC and DCC - and we do thank your staff member who helped in this process. We still have a requirement for more shelters in our area.

During the bus shelter discussions we found that ORC had previously purchased bus shelters from Auckland, something that we found to be ludicrous. We have since had discussions with ORC staff and it is hoped that bus shelters will be able to be sourced locally from here on.

#### **Park & Ride**

We note that there have been many comments about a 'Park & Ride' facility for Mosgiel commuters travelling to the city. While much thought is being given to that option, let us not lose sight of the fact that something similar might be applicable to commuters travelling from the north. This could include 'Park' areas in the northern townships to provide connection to the buses. Some thought should also be given to connection with a proposed 'Free Bus Loop' in the city. Whichever option or solution is chosen we must keep in front of our minds a comment we

made earlier, that people will likely use buses if they travel to where people want to go, and when they have to be there.

**Just Buses? Or Trains too?**

On Page 39 of your Plan you have the statement : *The Government Policy Statement (GPS) on Land Transport has signalled changing priorities and a significant increase in the overall level of capital investment available for public transport. This may create opportunities for new types of public transport services in the future.*

The recent 'Trains not Planes' initiative by Dunedin Venues Management was a resounding success, with the train between Dunedin and Waitati being filled to capacity each week. Some serious thought has to be given to increasing the attractiveness of rail travel and we would like to be part of that conversation as it pertains to our North Coast area.

We wish you well with your deliberations on this Public Transport Plan. The writer would like to speak in support of our submission at any future hearing.

Kind Regards



Alasdair Morrison  
Chairman  
Waikouaiti Coast Community Board  
Email: [info@calmarine.co.nz](mailto:info@calmarine.co.nz)  
Ph: 0274 354 384

**Attachments:**

- Appendix 1    Comments from Geraldine Tait regarding School Bus Services
- Appendix 2    Draft suggested bus timetable January 2020

Appendix 1 : Memo to Alasdair Morrison :

A Short History of changes to the afternoon bus service to the Waikouaiti Coast.

For many years the Ministry of Education provided two school buses morning and evening to the Waikouaiti Coast area. One bus started at Waikouaiti ran along Coast Road then over the Northern Motorway to Woodhaugh where it met the other bus for children to go either to Logan Park High School up the hill to the other Dunedin high Schools. The other bus started at Doctors Point in Waitati went over Mt Cargill and met the other bus at Woodhaugh. This provided a very comprehensive service from our area delivering school children to a wide range of local Intermediate and High Schools. The service was free except for a small charge for children living in Karitane or Waikouaiti, who were not zoned for Dunedin Schools.

In 2013 the Ministry reviewed the school bus services firstly restricting which schools the service was available for and greatly increasing the costs to those not considered eligible. Within a short time they decided to reduce the service to one bus morning and evening, starting this service at Seacliff, cutting out all out of zone or ineligible students.

It was decided those not eligible for the free MOE bus could use the commercial bus service which runs from Palmerston. This was possible in the morning (although this bus leaves a lot earlier than the previous service) but the commercial service in the afternoon left Dunedin just after 3.00 pm before school had finished. The ORC and MOE went into discussions and the ORC decided to change the bus which had previously left just after 3pm to the later time of 3.35pm which would allow time for students from the city high schools to get to the bus stop.

The bus used to start from the stop outside the New World Supermarket, seniors were able to get on the bus before 3pm and use their Gold card discount (free pass), the bus was not scheduled to leave the bus until sometime after 3pm. This had been a long standing arrangement. When the bus was rescheduled to leave at the later time of 3.35pm a number of seniors expressed their concern about losing the free return trip to the Waikouaiti Coast area. The ORC decided at that time to make an exception for this run to extend the free Gold card concession to this service with the later start time as there are only three trips a day to the North Coast and so recognising that seniors are transport disadvantaged.

Although I am not sure of the exact date of the revised later bus time for the afternoon run, I am aware that the MOE had planned to cut the school bus service from August 2013, so I am assuming the changes to the start time of the commercial afternoon service began soon after this. So this means for the last seven or more years seniors have been able to use their Gold Card and have a free ride home on the 3.35pm bus, no problems, no questions asked.

The board has been made aware that recently the ORC has changed this policy. In response to the Covid 19 the government made bus services free for all NZer's. The ORC has generously continued the free bus service for some time. They are now charging \$2 per fare which is very low cost, we are pleased to see their moves to make public transport cheaper and thus more accessible to Dunedin people. However, as the ORC made a commitment back in 2013/14 to keep the 3.35pm service free for seniors we would like to have this honoured. Our area not only has a very limited bus service but also because of the distances travelled it was also quite an expensive service. We know fares were reviewed a while ago and reductions were made to many of the fares for our area, which is much appreciated, but until there is a much more comprehensive bus service for our area which would offer return trips which seniors could use free with their Gold card we ask you to honour the precedent which has existed for many years.

Regards,  
Geraldine Tait.  
11/03/2021



Appendix 2 Draft suggestion for improved bus timetable January 2020 - Rev 00

**Waikouaiti Coast Community Board**  
**Request to O.R.C for improvements to North Coast Bus Services (January 2020 Rev 00)**

Existing Service : Monday – Friday : Southbound				
Palmerston	Waikouaiti	Karitane	Waitati	Dunedin Bus Hub
07.00	07.20	07.30	07.50	08.10
11.00	11.17	11.26	11.41	12.00
16.45	17.02	17.11	17.26	17.45

Existing Service : Monday – Friday : Northbound				
Dunedin Bus Hub	Waitati	Karitane	Waikouaiti	Palmerston
08.40	09.05	09.20	09.30	09.45
15.35	16.00	16.15	16.25	16.40
18.00	18.25	18.40	18.50	19.05
Currently – January 2020 – there are no weekend services				

Requested Bus Service : Monday – Friday : Southbound				
Palmerston	Waikouaiti	Karitane	Waitati	Dunedin Bus Hub
06.35	06.55	07.05	07.25	07.45
07.00	07.20	07.30	07.50	08.10
08.00	08.20	08.30	08.50	09.10
11.00	11.17	11.26	11.41	12.00
16.45	17.02	17.11	17.26	17.45

Requested Bus Service : Monday – Friday : Northbound				
Dunedin Bus Hub	Waitati	Karitane	Waikouaiti	Palmerston
08.40	09.05	09.20	09.30	09.45
15.35	16.00	16.15	16.25	16.40
18.00	18.25	18.40	18.50	19.05
21.00	21.25	21.40	21.50	22.05
F 23.00	F 23.25	F 23.40	F 23.50	F 00.05
Note – F = Fridays only				
Requested Bus Service : Saturday : Southbound				
Palmerston	Waikouaiti	Karitane	Waitati	Dunedin Bus Hub
08.00	08.20	08.30	08.50	09.10
11.00	11.17	11.26	11.41	12.00
16.45	17.02	17.11	17.26	17.45
17.45	18.02	18.11	18.26	18.45
Requested Bus Service : Saturday : Northbound				
Dunedin Bus Hub	Waitati	Karitane	Waikouaiti	Palmerston
12.00	12.25	12.40	12.50	13.05
18.00	18.25	18.40	18.50	19.05
21.00	21.25	21.40	21.50	22.05
23.00	23.25	23.40	23.50	00.05
Requested Bus Service : Sunday / Public Holidays : Southbound				
Palmerston	Waikouaiti	Karitane	Waitati	Dunedin Bus Hub
08.00	08.20	08.30	08.50	09.10
16.45	17.02	17.11	17.26	17.45
Requested Bus Service : Sunday / Public Holidays: Northbound				
Dunedin Bus Hub	Waitati	Karitane	Waikouaiti	Palmerston
13.00	13.25	13.40	13.50	14.05
18.00	18.25	18.40	18.50	19.05



**WAIKOUAITI COAST  
COMMUNITY BOARD**

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Ministry of Business, Innovation and Employment  
PO Box 1473  
Wellington 6140  
Attention: Responsible Camping Submissions

15/05/2021

**SUPPORTING SUSTAINABLE FREEDOM CAMPING IN AOTEAROA**

We welcome this opportunity to make comment on the above discussion document. Our comments mainly relate to the Freedom Camping area in Warrington Domain north of Dunedin, which is owned and administered by Dunedin City Council. We believe that this area is one of the largest, and most successful, areas that permit non-self-contained vehicles to stay for up to two nights.

**Background**

In 2015 Dunedin City Council had made a decision to ban all freedom campers from Otago Peninsula, due to the lack of available spaces for the increasing large numbers of vehicles and complaints from some residents. Visitors were directed to two areas: Ocean View, south of Dunedin City which had space for around twenty small vehicles and the much larger Warrington Domain which is in our Community board area.

In the summer of 2015 - 16 we started to receive complaints from local residents about rubbish strewn around the place and human excrement in various places - somewhat crudely referred to as 'pooing in the bushes'.

We examined the situation and found that the facilities at the site were inadequate for the numbers of vehicles which were starting to arrive.

**The Remedy**

We worked closely with Dunedin City Council Parks & Recreation Department and, over the following two seasons, the main toilet block was upgraded; washing facilities were improved; multi-lingual signage was installed; rubbish disposal facilities were increased; four Portaloos were placed around the ground during the summer season; cleaning and maintenance of the facilities were adjusted as required and regular patrols of the area were carried out by council contractors.

The visitor numbers continued to grow and we often had in excess of 100 vehicles a night staying at Warrington. Problems were minimal and, in discussion with campers from various parts of the world, it became clear that Warrington was regarded as one of the best, if not the best freedom camping area in New Zealand. The highest number of vehicles staying overnight peaked at 174, on a weekend when Ed Sheeran performed in three sold-out concerts in Dunedin. The vehicles were both self-contained and non-self-contained and there were no problems.

**Who are the Freedom Campers?**

They are You; they are Me; they are young; they are old; they are Kiwis; they are overseas travellers from all over the world; all enjoying a holiday in our amazing country. They contribute to the Dunedin economy. It has been demonstrated that Freedom Campers inject more into the economy than cruise ship passengers do. Many of the younger travellers also find work fruit picking in the Central Otago orchards - filling a vital gap in the labour force in that industry. The

only negative comments I have received from the campers is that they are confused by the differing regulations in various parts of our country.

**What now?**

We have proved at Warrington that, by increasing toilet and rubbish collection facilities and installing appropriate signage, the previous concerns about freedom campers can be resolved.

We were disappointed at comments from Central Government about wanting to attract 'high value' tourists (and campers). We believe that this displays a lack of knowledge about what has been actually happening, and can happen, around the country.

**Your Proposals**

We do not support Proposal 1 and Proposal 4.

Your Proposal 2 is pretty much what has been happening at Warrington with both self-contained and non-self-contained vehicles being welcome into camping grounds with proper facilities and so we can support this.

At Community Board level, we are neutral about your Proposal 3.

**Conclusion**

There are various 'Apps' that are used by freedom campers to find their way around the country. Comments on them are often quite interesting. This below was posted on the 'CamperMate' site on 5<sup>th</sup> December 2019. It highlights what we have said above.

*Thank you DCC, what a great camp!*

*You have understood the needs of freedom campers and the provision of toilets, a dump site, water and plenty of rubbish bins is greatly appreciated and therefore used responsibly.*

*We are from Dunedin and are happy to see our rates being used to keep Dunedin beautiful by recognizing that people will free camp and, if you provide for them, they will respect the place.*

I have gained great insight into the Freedom Camping issue over the past 5 years and I would be keen to discuss the topic with your staff should the opportunity arise.

Kind Regards



Alasdair Morrison  
Chairman  
Waikouaiti Coast Community Board  
Email: [info@calmarine.co.nz](mailto:info@calmarine.co.nz)  
Ph: 0274 354 384

## Office of the Mayor



Mr Alasdair Morrison  
Chairman  
Waikouaiti Coast Community Board  
P O Box 116  
Waitati 9069

13 August 2021

Dear Alasdair

It's great news for the communities of Waikouaiti, Karitane and Hawksbury Village that residents are once again able to drink the local water supply.

We'd like to extend our thanks to you for your outstanding leadership and support during this challenging time. As soon as this situation began to unfold you provided excellent liaison and guidance for your community. We very much appreciate that work, then and ongoing.

Your chairing of the public meetings ensured that all information available was disseminated to the audience with clarity and empathy. The blood testing and fruit and vegetable collection could not have happened so quickly and easily without your help and coordination.

Planning is well underway for the upgrade of the Waikouaiti water treatment plant. Part of that upgrade will review options to improve the taste and odour of the water. We look forward to its completion by early 2023.

Alasdair, you and your board have gone above and beyond in the service you have given to your community and your assistance to DCC staff as they carried out their investigations. Please pass this on to the rest of your board.

On behalf of the city, we offer our sincere thanks to you all for the significant part you have played in ensuring the ongoing wellbeing of our communities.

With sincere appreciation



Aaron Hawkins  
Mayor of Dunedin



Sandy Graham  
CEO Dunedin City Council



23 July 2021

Mr Alasdair Morrison  
Chairperson  
Waikouaiti Coast Community Board  
PO Box 5045  
Dunedin 9054

Dear Community Board Members

**Submission on the DCC's 10 year plan 2021-31**

Thank you for your submission on the Council's 10 year plan, and for your presentation to the Hearings meeting. Council considered the community feedback received at its deliberations meeting on Monday 31 May to Thursday 3 June 2021. A complete record of the decisions made can be found in the meeting minutes on the Council's website. Please find below, a response to your submission.

- **Water** – in your submission you have asked for a feasibility study of supplying water from Dunedin City to the Waikouaiti / Karitane / Hawksbury system, and a feasibility study on the possibility of installing a reticulated sewerage system for Waitati. A Water and Sanitary Services Assessment (a district wide assessment that includes the provision of 3 waters services) reviews the adequacy of existing systems in serviced communities and identifies any health risks arising from the absence of systems in un-serviced communities. 3 Waters plans to undertake this assessment within the first 3 years of the plan. Information in these submissions will be fed into the process.



Strategic Planning is also underway for all DCC water and wastewater services and will soon commence for stormwater. The process will consider improvements to current service levels and un-serviced areas and will include targeted consultation. Long-term optimal solutions can be developed by looking holistically at factors such as capacity, performance, growth, new standards, overflows, storage and future resilience. Investigation and baseline work will start on the Northern wastewater schemes in 2021/22. Alternative rainwater storage options should also be considered.

DCC has catchment management plans in place. We are currently working on updating our Water Safety Plans to align to the new Ministry of Health handbook guidance. This work will require a review of our catchment management plans and will involve working more closely with the ORC on managing activities which could risk water quality.

With respect to the current northern water scheme, the current capacity of the scheme is as follows:

- Water supply available 880 m<sup>3</sup>/day
- Average daily demand 490 m<sup>3</sup>/day

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 [DunedinCityCouncil](https://www.facebook.com/DunedinCityCouncil)  [@DnCityCouncil](https://twitter.com/DnCityCouncil)



- Peak day water demand 840 m<sup>3</sup>/day (note that this is buffered by storage in DCC reservoirs and customer tanks)
- Peak week, average daily demand 690 m<sup>3</sup>/day

System planning work that will look at options for the future of the water supply to Waitati, Warrington and Seacliff is planned to be completed in time to inform the 10 year plan 2024-34.

- **Recycling and waste minimisation** - at its deliberations meeting on 31 May 2021, Council adopted option 1, four bin plus one, as the new kerbside collection service. New services are expected to begin in mid-2023. Staff will be keeping a watch on "pay as you throw" technology options, and will provide an update to Council on this for the 2022/23 Annual Plan.

With respect to 'One Coast', we note that it is a recipient of contestable funding allocated through the Grants Subcommittee. Additional funding to support 'One Coast' has not been provided for in the 10 year plan.

The continuation of rural skip days will be explored during the procurement for new kerbside collection service contracts in 2021/22.

- **Reserves** – I advise that there is no capital budget in the 10 year plan for the Mount Watkin Reserve, but note that there is some operational funding provided for pest and weed control. Truby King Reserve work is in progress.
- **Recreation** – your request for funding of \$70,000 per annum for the next five years towards the creation of play spaces to suit older children, and your request for \$75,000 for the creation of a bike park / mountain bike course have not been supported. A Play Spaces review is underway and is planned to be completed by August 2021. A Recreational Track Plan is also underway, and this is planned to be completed by November 2021. These plans will help inform future investment in new play spaces and recreational tracks.
- **Transport** – with respect to your request for DCC support for Driver Feedback Signs, Council has asked that staff review this request, with a view to providing further information to Council for its consideration.

I advise that a road safety assessment for Beach Street has been provided for in year 1 of the 10 year plan.

With respect to travel choices, park and ride facilities for the southern part of the city is included in the Shaping Future Dunedin Transport project. The northern part of the city is not provided for.

Cycleway projects for Warrington, Karitane and Waikouaiti are not provided for in the 10 year plan.

- **Tourism** – it is recommended that you contact John Christie, Manager Enterprise Dunedin to discuss your ideas on tourism. His email address is [John.Christie@dcc.govt.nz](mailto:John.Christie@dcc.govt.nz)
- **Amenity** – funding for a Waikouaiti aesthetics project has not been provided for in the 10 year plan. Concerns raised in the POWA submission requesting better maintenance of footpaths have been noted and will be considered by operations staff.

- **Public Toilets** – Council has approved the following 10 year programme for new public toilets:

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

\*- indicates Community Board area

- **Planning** - I advise that our City Development staff will be engaging with Community Boards on the Future Development Strategy, which will replace the Spatial Plan. More information on this will be made available in the next few months.

Thank you for your submission on this 10 year plan. Your feedback has been appreciated.

Yours sincerely



Sharon Bodeker  
Corporate Planner





Our Reference: A1505881

23 July 2021

Alasdair Morrison  
Waikouaiti Coast Community Board  
By email: [info@calmarine.co.nz](mailto:info@calmarine.co.nz)

Dear Alasdair,

Thank you for presenting your submission to the Otago Regional Council draft Long-term Plan 2021-31 (draft LTP). The Regional Council received extensive feedback and having considered the 560 submissions consequently decided changes to the final plan were required. The attached leaflet gives an overview of the changes Council made to the draft LTP.

To support Councillors in their consideration of submissions and decisions on final changes a report was provided to the 25-26 May Council meeting. Adoption of the LTP followed at the 23 June Council meeting, becoming effective on 1 July 2021.

We acknowledge the specific matters raised by you in your submission, in particular:

- The Board seeking an undertaking from ORC that we will support 'Dunedin-Oamaru cycleway' work, not just financially but also in the provision of ongoing staff support.

In response the Council does not currently have a role in planning for, delivering or funding cycleway development. If we did decide to do this in the future, we would first need to develop the rationale for why and consult the community. Additional resource and associated funding would be required on top of our existing priorities.

- The Board urging ORC to keep a close eye on forestry activity close to rivers in our area.

In response monitoring compliance with the NES-Plantation Forestry is provided for within the LTP. Educating and advocating good forestry practices to reduce sediment discharges and monitor forestry activities falls within Priority 1 of the ORC Compliance Plan 2020-22 being: to 'reduce non-compliant discharges to improve freshwater quality'.

- Health of Waterways and estuaries with you urging ORC to ensure that monitoring of the bay is thorough, and that their monitoring results are made available for public scrutiny.



In response, the ORC has increased its environmental monitoring programme across the region in response to both a required 'catchup' and new government requirements. While our focus is currently freshwater, we have also begun turning our attention to coastal planning and the science we need to support that.

We are excited about the recent implementation of our new system to store and manage our scientific data and information – it enhances our capacity. On the back of this system, we plan to provide a 'data hub' giving easy access to the public through a web portal of at least 95% of our data. This is planned to be made available to the community in 2022.

Regarding information about our current work programme, if it hasn't already occurred, we will arrange for technical staff to provide you with information regarding our activity in Blueskin Bay and the Waikouaiti River.

Once again, thank you for participating in this process and the invitation to your Board Meeting(s). As a We look forward to delivering on this Long-term Plan and any future conversations with the community about how we achieve results.

Yours sincerely



Nick Donnelly  
**General Manager Corporate Services**



After much discussion over the past couple of months with you and in committees, on 23 June 2021 our councillors adopted the Long-term Plan 2021-31. It came into effect on 1 July 2021.

Thank you again for your input, our council heard from you and acted accordingly. Some of the changes and considerations we made following consultation were:

#### Consultation topic outcomes

1. **Pest management** – maintained the preferred option for improving pest management. Many submitters asked us to do even more, but we were mindful of the further impact on rates.
2. **Lake Hayes** – our three options included: option 1 (preferred), a new targeted rate for Lake Hayes; option 2, fund via existing river and water management targeted rate; option 3, a new uniform targeted rate.

Council changed from its preferred option 1 to option 2, with the latter being applied for years 1 and 2 of the LTP. This decision reflected feedback that supported a regional perspective to funding waterway remediation. Option 2 is a step towards a regional / less targeted approach. More work is required to determine what funding approach occurs after year 2, however it is clear from your feedback that an agreed regional work programme is needed for an equitable solution.

3. **Balanced budget** – maintained the preferred option for achieving a balanced budget through rating now, rather debt and paying more later. In addition to the points above, there were

requests to further increase services and associated rate funding beyond what was consulted.

The final increase was kept very close to what was consulted. Total average rates increase

(across all rate types):

- 48.5% year 1 (compared to consulted 47.5%)
- 18% year 2 (17%)
- 12% year 3 (10.6%)

4. **From submissions** – as we considered your feedback, it was clear we could still do more to better support your priorities for our region. We decided to:

- Accelerate our integrated catchment management
- Develop a lakes strategy
- Establish a harbour plan
- Subsidise consent fees for some community environmental restoration projects

[You can read the full version of the Long-term Plan 2021-31 here.](#)

Ngā mihi nui, thank you for taking the time to let us know your thoughts on our service delivery over the coming years.



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**WAIKOUAITI COAST  
COMMUNITY BOARD**

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The Chief Executive  
Otago Regional Council  
Private Bag 1954  
Dunedin 9054

23rd May 2021

**Otago Regional Council Regional Public Transport Plan 2021 - 31**

Thank you for the opportunity to make comment on your 2021-2031 Regional Public Transport Plan. We have already made some comment on this topic in our submissions to the Regional Transport Plan and your Long Term 10-Year Plan, but we go into more detail in this submission.

We first have to comment on a typographical error in the 'Acknowledgements' section on Page 12 of the Plan. We are not the 'Waikouaiti Community Board' as stated. We are the Waikouaiti Coast Community Board. We represent the communities north of Dunedin itself, and our 'North Coast' area includes the populated centres of Waikouaiti, Karitane, Hawksbury Village, Seacliff, Warrington, Evansdale and Waitati.

Our comments in this submission relate to bus services. At first glance, a 'bus service' would seem to be a fairly simple thing :- a bus transports people from various places along a route and allows them to leave the bus at other places along a route. The question has to be asked - Why do we need three (3) large public entities to perform this seemingly straightforward task? We have the Otago Regional Council, the Dunedin City Council and the Ministry of Education all performing slightly differing functions to achieve the same aim in our part of Otago. Surely this is neither efficient nor economical. If the answer to our question above is that Central Government Legislation is responsible for the current arrangement, then what better place to start simplifying things is there, than the start of a long-term 10-year plan?

I spend a fair bit of time in and around the city environs of Dunedin and it saddens me to see buses travelling around with no passengers on board and, occasionally, with only one or two passengers. This would seem to suggest that the buses are not travelling to where people want to go, or not travelling at the times that suit people, or they are too expensive for some people.

This is not a situation you will face once you provide a decent bus service for our North Coast area which has a population in the region of 4,000. Currently there is no bus service at weekends, nor is there an evening service during the week. In the evenings and weekends the 'travel choice' that our residents have is to use a car (if they have one) or stay at home. This is not consistent with the aspirations that you have. In our view this situation is completely unsatisfactory and must change, and change soon, - preferably within Year 1 of the current Plan.

A couple of years ago we spoke with bus users in our region to determine what they would see as a satisfactory improvement to the timetable for the route between Palmerston and Dunedin. We prepared a draft suggested timetable and presented it to the ORC transport

1



department. It transpired that our wishes did not quite fit in with what ORC could achieve under your current arrangements with your service providers. This draft suggestion is attached as Appendix 2.

We believe that you need to have a fresh look at the North Coast situation. Some points to consider are:

- a) The current Palmerston to Dunedin route bypasses Warrington completely. This is a growing community, with around three dozen new domestic building projects, either complete, partly complete, or consented and ready to start. When they are all complete, in the near future, the population of Warrington will have grown by around 30%.
- b) The distance between Dunedin CBD and Waitati is similar to the distance between Dunedin CBD and Portobello. There is a comprehensive bus service to Portobello, but not to Waitati - the population of which is about to increase markedly.
- c) On Page 29 of your Plan you make the comment *'Most of the new housing is on the Taieri Plain in Mosgiel and Outram'. 'This land use pattern means there is likely to be a greater number of trips, largely by car, on corridors from the south/south-west of the city'.*

Questions - do you actually liaise with the Dunedin City Council Planning & Building Consent people to see what is happening in the wider DCC area? Are you keeping abreast of the current situation with the DCC 2GP and the likely consequences of successful appeals? How can you know what volume of traffic is coming into Dunedin from the north until some form of measurement is undertaken?

- d) It is highly likely that there will be significant population increase in the wider area around Waikouaiti in the coming years.

I make these four comments above because it seems that our North Coast area is a bit of a 'forgotten land' and certainly does not appear to have been considered in any depth in your current 10-year Plan. (There is one comment at the top of the table on Page 73). Your draft Plan seems to accept that there are many issues with the existing bus service arrangements. The Plan has many worthy aspirations and generalised comments, but is a bit light on the actual *'this is how we will achieve xxx and when we will achieve it'*.

I would like to summarise our requests as follows, in an attempt to obtain an acceptable bus service for the wider Waikouaiti Coast populated area. We would like to meet with your Transport Team sooner, rather than later, to discuss these issues in detail.

- 1) Let us set aside our draft request from a couple of years ago, and your Transport Manager's modified response. Let us look at the actual problem and possible solutions - then look at how they can be fitted into your onward planning.
- 2) On the current bus route between Palmerston and Dunedin, the bus leaves the highway and journeys into Karitane, then returns to the highway and continues along the unpopulated highway to Evansdale and then to Waitati.
- 3) To be able to service Warrington, the bus could turn off at Evansdale and travel into Warrington, then return to the highway. A couple of our Board Members have timed this option and it would add around seven minutes to the current route.
- 4) Another option to service Warrington is for the bus to continue along Coast Road between Karitane and Warrington. This would also provide a service for the residents of Seacliff which is located on Coast Road.

One advantage of this route is that it would provide a service for people visiting the Truby King Recreational Reserve beside Seacliff, something that is going to increase with current redevelopment of the Reserve.

One slight downside to this option is that Coast Road is undulating, and is prone to bumps and hollows appearing from time to time. Sitting at the rear of one of your large buses with their excellent suspension could be a bit uncomfortable for some passengers sitting there for a while.

Another consequence of using this route is a potential clash with school buses. We would not want to see any improvement to the general service having a detrimental effect on the current school bus service.

Yet another thing worth considering as we get into detailed discussion - does the Coast Road bus have to be the same size as the highway bus? Is it possible to have another provider operating a smaller bus at different times?

As we look at improving our North Coast bus service, let us start with a blank piece of paper and look at ways in which things can be done, rather than finding reasons why something cannot be done.

#### **School Buses**

As mentioned earlier it does not seem to be logical, or desirable, to have a similar system controlled by two separate entities. Apart from reiterating that we would not want to see our improved general service having a negative impact on the existing school bus service, I make no further comment now, but I attach to this submission a summary of the topic from my fellow Community Board member, Geraldine Tait, who has much experience in this area.

See Appendix 1

#### **Affordability of providing an improved service**

As you look at what we are requesting, it is understandable that you might ask yourselves "How do we know that people will actually use a new bus service"? We will undertake to communicate widely and comprehensively with our communities and make it clear that the new service will be based on 'use it or lose it'. From our knowledge of the population of the various locations we are confident that the improved service will be well patronised.

A contributing factor to this is the cost of bus fares. We commend ORC on the introduction of the \$2 flat fare. It certainly seems to have been successful on the Otago Peninsula routes and we believe that the same situation will occur in our area. We request that you continue with the \$2 flat fare.

#### **Bus Stops & Bus Shelters**

It is our view that people are more likely to use bus services if good quality bus shelters are provided at strategic locations. For many years there was a complete absence of bus shelters in the well-populated town of Waikouaiti. It was bit like pulling teeth getting three of our requested four bus shelters installed a couple of years ago - a process that required the joint input of ORC and DCC - and we do thank your staff member who helped in this process. We still have a requirement for more shelters in our area.

During the bus shelter discussions we found that ORC had previously purchased bus shelters from Auckland, something that we found to be ludicrous. We have since had discussions with ORC staff and it is hoped that bus shelters will be able to be sourced locally from here on.

#### **Park & Ride**

We note that there have been many comments about a 'Park & Ride' facility for Mosgiel commuters travelling to the city. While much thought is being given to that option, let us not lose sight of the fact that something similar might be applicable to commuters travelling from the north. This could include 'Park' areas in the northern townships to provide connection to the buses. Some thought should also be given to connection with a proposed 'Free Bus Loop' in the city. Whichever option or solution is chosen we must keep in front of our minds a comment we

made earlier, that people will likely use buses if they travel to where people want to go, and when they have to be there.

**Just Buses? Or Trains too?**

On Page 39 of your Plan you have the statement : *The Government Policy Statement (GPS) on Land Transport has signalled changing priorities and a significant increase in the overall level of capital investment available for public transport. This may create opportunities for new types of public transport services in the future.*

The recent 'Trains not Planes' initiative by Dunedin Venues Management was a resounding success, with the train between Dunedin and Waitati being filled to capacity each week. Some serious thought has to be given to increasing the attractiveness of rail travel and we would like to be part of that conversation as it pertains to our North Coast area.

We wish you well with your deliberations on this Public Transport Plan. The writer would like to speak in support of our submission at any future hearing.

Kind Regards



Alasdair Morrison  
Chairman  
Waikouaiti Coast Community Board  
Email: [info@calmarine.co.nz](mailto:info@calmarine.co.nz)  
Ph: 0274 354 384

**Attachments:**

- Appendix 1    Comments from Geraldine Tait regarding School Bus Services
- Appendix 2    Draft suggested bus timetable January 2020



Appendix 1 : Memo to Alasdair Morrison :

A Short History of changes to the afternoon bus service to the Waikouaiti Coast.

For many years the Ministry of Education provided two school buses morning and evening to the Waikouaiti Coast area. One bus started at Waikouaiti ran along Coast Road then over the Northern Motorway to Woodhaugh where it met the other bus for children to go either to Logan Park High School up the hill to the other Dunedin high Schools. The other bus started at Doctors Point in Waitati went over Mt Cargill and met the other bus at Woodhaugh. This provided a very comprehensive service from our area delivering school children to a wide range of local Intermediate and High Schools. The service was free except for a small charge for children living in Karitane or Waikouaiti, who were not zoned for Dunedin Schools.

In 2013 the Ministry reviewed the school bus services firstly restricting which schools the service was available for and greatly increasing the costs to those not considered eligible. Within a short time they decided to reduce the service to one bus morning and evening, starting this service at Seacliff, cutting out all out of zone or ineligible students.

It was decided those not eligible for the free MOE bus could use the commercial bus service which runs from Palmerston. This was possible in the morning (although this bus leaves a lot earlier than the previous service) but the commercial service in the afternoon left Dunedin just after 3.00 pm before school had finished. The ORC and MOE went into discussions and the ORC decided to change the bus which had previously left just after 3pm to the later time of 3.35pm which would allow time for students from the city high schools to get to the bus stop.

The bus used to start from the stop outside the New World Supermarket, seniors were able to get on the bus before 3pm and use their Gold card discount (free pass), the bus was not scheduled to leave the bus until sometime after 3pm. This had been a long standing arrangement. When the bus was rescheduled to leave at the later time of 3.35pm a number of seniors expressed their concern about losing the free return trip to the Waikouaiti Coast area. The ORC decided at that time to make an exception for this run to extend the free Gold card concession to this service with the later start time as there are only three trips a day to the North Coast and so recognising that seniors are transport disadvantaged.

Although I am not sure of the exact date of the revised later bus time for the afternoon run, I am aware that the MOE had planned to cut the school bus service from August 2013, so I am assuming the changes to the start time of the commercial afternoon service began soon after this. So this means for the last seven or more years seniors have been able to use their Gold Card and have a free ride home on the 3.35pm bus, no problems, no questions asked.

The board has been made aware that recently the ORC has changed this policy. In response to the Covid 19 the government made bus services free for all NZer's. The ORC has generously continued the free bus service for some time. They are now charging \$2 per fare which is very low cost, we are pleased to see their moves to make public transport cheaper and thus more accessible to Dunedin people. However, as the ORC made a commitment back in 2013/14 to keep the 3.35pm service free for seniors we would like to have this honoured. Our area not only has a very limited bus service but also because of the distances travelled it was also quite an expensive service. We know fares were reviewed a while ago and reductions were made to many of the fares for our area, which is much appreciated, but until there is a much more comprehensive bus service for our area which would offer return trips which seniors could use free with their Gold card we ask you to honour the precedent which has existed for many years.

Regards,  
Geraldine Tait.  
11/03/2021

Appendix 2 Draft suggestion for improved bus timetable January 2020 - Rev 00

**Waikouaiti Coast Community Board**  
**Request to O.R.C for improvements to North Coast Bus Services (January 2020 Rev 00)**

Existing Service : Monday – Friday : Southbound				
Palmerston	Waikouaiti	Karitane	Waitati	Dunedin Bus Hub
07.00	07.20	07.30	07.50	08.10
11.00	11.17	11.26	11.41	12.00
16.45	17.02	17.11	17.26	17.45

Existing Service : Monday – Friday : Northbound				
Dunedin Bus Hub	Waitati	Karitane	Waikouaiti	Palmerston
08.40	09.05	09.20	09.30	09.45
15.35	16.00	16.15	16.25	16.40
18.00	18.25	18.40	18.50	19.05
Currently – January 2020 – there are no weekend services				

Requested Bus Service : Monday – Friday : Southbound				
Palmerston	Waikouaiti	Karitane	Waitati	Dunedin Bus Hub
06.35	06.55	07.05	07.25	07.45
07.00	07.20	07.30	07.50	08.10
08.00	08.20	08.30	08.50	09.10
11.00	11.17	11.26	11.41	12.00
16.45	17.02	17.11	17.26	17.45

Requested Bus Service : Monday – Friday : Northbound				
Dunedin Bus Hub	Waitati	Karitane	Waikouaiti	Palmerston
08.40	09.05	09.20	09.30	09.45
15.35	16.00	16.15	16.25	16.40
18.00	18.25	18.40	18.50	19.05
21.00	21.25	21.40	21.50	22.05
F 23.00	F 23.25	F 23.40	F 23.50	F 00.05
Note – F = Fridays only				
Requested Bus Service : Saturday : Southbound				
Palmerston	Waikouaiti	Karitane	Waitati	Dunedin Bus Hub
08.00	08.20	08.30	08.50	09.10
11.00	11.17	11.26	11.41	12.00
16.45	17.02	17.11	17.26	17.45
17.45	18.02	18.11	18.26	18.45
Requested Bus Service : Saturday : Northbound				
Dunedin Bus Hub	Waitati	Karitane	Waikouaiti	Palmerston
12.00	12.25	12.40	12.50	13.05
18.00	18.25	18.40	18.50	19.05
21.00	21.25	21.40	21.50	22.05
23.00	23.25	23.40	23.50	00.05
Requested Bus Service : Sunday / Public Holidays : Southbound				
Palmerston	Waikouaiti	Karitane	Waitati	Dunedin Bus Hub
08.00	08.20	08.30	08.50	09.10
16.45	17.02	17.11	17.26	17.45
Requested Bus Service : Sunday / Public Holidays: Northbound				
Dunedin Bus Hub	Waitati	Karitane	Waikouaiti	Palmerston
13.00	13.25	13.40	13.50	14.05
18.00	18.25	18.40	18.50	19.05

**From:** [Destination Plan](#)  
**To:** [Alasdair Morrison](#)  
**Subject:** Ōtepoti Dunedin Destination Plan Stakeholder and community feedback submitted  
**Date:** Thursday, 13 May 2021 11:40:18 p.m.

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## **Feedback Form Submitted**

Thank you for taking the time to provide feedback for the Ōtepoti Dunedin Destination Plan refresh

Below is a summary of your feedback:

**Reference number** 819622

**Name**

Alasdair Morrison

**Organisation**

Waikouaiti Coast Community Board

**Your role**

Chairman

**Contact phone number**

0274 354 384

**Email address**

info@calmarine.co.nz

**Do you want your responses to remain confidential?**

No

**What is the primary outcome you would like to see from this “Refresh” exercise?**

Communicate better with the community, especially Community Boards

**What is needed to make Dunedin a far more compelling destination to visit?**

Better toilet facilities in appropriate places. Better advertising of out-of-the-way places

**What is working particularly well and shouldn't be changed?**

**What needs to be changed ?**

**What is Dunedin's Unique Selling Proposition (i.e., its clear point of difference)?**

Heritage Architecture Scenery People

**What, if anything, is missing in Dunedin's product mix of experiences and attractions?**

Dunedin's North Coast The 'Birthplace of Otago' - Waikouaiti

**Are there visitor markets Dunedin is not seeing, and if so, who might they be and why?**

Dunedin's North Coast The 'Birthplace of Otago' - Waikouaiti

**Who do you think Dunedin's major competitors (i.e., other destinations) are and why and what do they offer that Dunedin does not?**

**What can be done to get the community to be more supportive of tourism for Dunedin?**

Get out of the office, speak with Community Boards, speak with local groups

**What are the 3 largest strengths Dunedin has as a visitor destination?**

Heritage Architecture Scenery

**What are Dunedin's three largest weaknesses as a visitor destination?**

The weather Lack of parking

**Dunedin gets most of its visitors during peak seasonal periods. What could be done to encourage stronger visitation in off-peak periods?**

Encourage more Freedom Camping

**Do we need to be doing more to protect our environment for both locals and our visitors, and if so, are there specific projects tourism could be championing?**

Better toilet facilities in appropriate places Better parking facilities in appropriate places

**How should Dunedin be strengthening its partnership relationship with Mana Whenua to support greater opportunities for tourism and sharing of benefits?**

Communicate. Communicate. Communicate

**Any other points you would like to make?**

Spend some time with Community Boards, and with people they will introduce you to.

**Supporting information**

No file uploaded



**WAIKOUAITI COAST  
COMMUNITY BOARD**

50 The Octagon | Dunedin 9015 | PO Box 5045 | Dunedin 9058 | New Zealand  
E dcc@dcc.govt.nz P +64 3 477 4000 www.dunedin.govt.nz

The Chief Executive  
Dunedin City Council  
P.O. Box 5045  
Dunedin

7<sup>th</sup> July 2021

**Keeping of Animals (excluding Dogs) and Birds Bylaw review**

Thank you for this opportunity to make comments about the above bylaw, as you review the 2016 version and consider what changes you might make for an updated version.

We represent the residents of the Rural and Semi-Rural communities of Waitati, Doctors Point, Evansdale, Warrington, Seacliff, Karitane, Hawksbury Village, Waikouaiti and surrounding areas. We note that the current Bylaw seems to be a 'one size fits all' document and does not differentiate between urban and rural areas. We believe that this should change, and we wish to emphasise that Dunedin City does not end at the top of Pine Hill.

**Poultry** In rural, and semi-rural, areas it is very common for residents to keep poultry. It is a fact of nature that gentlemen chooks (Roosters) wake up early in the morning and herald the coming dawn with a 'Cock-a-doodle-doo'. The lady chooks (Chickens) then wake from their slumber and get on with the important business of laying eggs, an event which is usually followed by a triumphant clucking. The gentleman chooks then keep their ladies in some semblance of order for the rest of the day with minimal fuss or noise. (We understand that a desirable ratio is around one rooster to 12 chickens).

We can understand that it would be less than desirable to have roosters in the garden next to a motel in George Street, or perhaps next to a nice residence in Maori Hill, but our main concern relates to 'reverse sensitivity' whereby a former urban dweller could move to the countryside in a rural-residential zone and then object to the noises that exist, and have existed for years, such as roosters, sheep, farm machinery, etc.. The former urban dweller could then complain to DCC that such noises are a 'nuisance'. The way in which the current Bylaw is phrased suggests that DCC could then require the long-standing owner of the 'noises' to remove the 'noises' or suffer a financial penalty.

We also have a concern that, under the 2GP, some land might be re-zoned from 'rural' to some degree of 'residential'. We believe that your updated bylaw should make some provision for longstanding 'rural' activities to be able to co-exist with new 'residential' areas. Somehow it should be possible to inform urban dwellers who wish to move to the countryside that noises, and smells, exist and are a normal part of rural life.

The term 'Noise Nuisance' is a subjective one. Who is it that decides if a noise is a nuisance? Is it a complainer? Is it a DCC staff member? What is the benchmark for deciding if a noise is a nuisance? We believe that some clarity will be required in your updated bylaw. In our view your existing definition (below) does not provide that clarity.

*'Noise Nuisance – the term "noise nuisance" means any noise emitted by an Animal that is under human control and of such a nature as to unreasonably interfere with the peace, comfort, and convenience of any person, or likely to be injurious to human health.'*

**Bees** We were interested to see that you have been quite prescriptive in your terminology on the DCC website, stating that you are particularly interested in the topics of bees and roosters, almost inviting complaints about these topics. We have no comment to make about the keeping of bees, other than to state that bees are a vital part of our environment as they carry out pollinating activities on fruit trees, etc.. Any suggestion that the new version of the bylaw could restrict the number of bees would have to be very carefully considered.

**Cats** Cats can be a real nuisance and we note an absence of comment about them in the existing bylaw. We would like to know how the updated version of the bylaw would deal with the following two scenarios that happened in our region.

In one particular locality, a woman lived next door to a school. She liked cats and kept feeding stray cats until it got to the point where she was feeding eighteen (18) cats. Many of those would pop next door into the school grounds and defecate in the children's sandpit, thereby creating a health hazard for children and staff.

In another locality, a man who was a bit of a recluse was feeding cats, lots of them. After a while the land where he resided was sold and he was required to vacate the premises. He did, and left behind twenty three (23) hungry cats who were no longer being fed. They then spread out around the neighbourhood looking for food and being a real nuisance.

Question - How will the updated version of the bylaw deal with similar events?

We are pleased that you are looking to update the existing bylaw and we would like to be part of the discussion as you go about the process. We would like to speak at any hearing which might occur as part of the process.

Kind Regards



Alasdair Morrison  
Chairman  
Waikouaiti Coast Community Board  
Email: [info@calmarine.co.nz](mailto:info@calmarine.co.nz)  
Ph: 0274 354 384







## Quote

**Date** 27/7/2021

**To** Dunedin Tracks Network Trust  
Dunedin  
New Zealand

**From** Active Systems Ltd  
84 Connell St  
Waverley  
Dunedin  
New Zealand

**For** Technical study investigating options for walking and cycling trails north of Dunedin. Work will focus on connections between Dunedin, Waitati and Waikouaiti, taking into account options for connecting Dunedin to Oamaru and Dunedin to Central Otago. Scope to include:

- Stakeholder consultation
- Review of existing tracks / routes and their associated gradings
- Review of options for new tracks
- Land ownership review
- Consenting requirements
- Rough order costings

<b>Sub</b>	<b>\$20000.00</b>
<b>GST</b>	<b>3000.00</b>
<b>TOTAL</b>	<b>\$23000.00</b>

Yours sincerely



Hamish Seaton

**Hamish Seaton BE Eng (hons) Master Trail Builder**



Hamish grew up on a farm in South Canterbury before graduating from Canterbury University with an honours degree in Electrical and Electronic engineering. After a period of post graduate study, he worked in the telecommunications sector, firstly for Telecom then as a Consultant Engineer.

During his university days mountain biking was in its infancy. Riding options were limited to 4WD tracks and walking tracks, so Hamish started building and designing tracks on a volunteer basis, firstly on the Port Hills in Christchurch and later in and around Dunedin. He honed his track building skills by leading the development of several trails around Dunedin. These include the Switchback Track at Nicols Creek (Grade 3 with Grade 4 descent option), the Wakari Creek trail network (Grade 2-3), the Big Easy on Signal Hill (Grade 2) as well as the Easy Down (Grade 2), Rockery (Grade 4), the Butt Track (Grade 2) and the Kids Area.

He has also led the development of public facilities at Signal Hill (new road and car park, toilet, skills area, bike wash, dirt jumps).

In 2009 when the New Zealand Cycle Trail project started Hamish developed a proposal for a track circumnavigating Dunedin City which will link most of the local riding areas. This is slowly becoming a reality.

In 2011 Hamish took on the role of Project Manager for the Alps 2 Ocean cycle trail. His roles include landowner negotiations, trail design, consenting, tendering, construction and maintenance. The Alps 2 Ocean is a 300km grade 2-3 trail that runs from Mount Cook to Oamaru and it is regarded as one of New Zealand's premier Great Rides.

Hamish has had a role in many other prominent Great Rides around NZ. He designed the Old Ghost Rd (grade 4), upgraded sections of the Dun Mountain Trail and parts of the new Grade 2 loop that is being built around Whakarewarewa Forest in Rotorua. He assisted with design work on several of the Queenstown trails (Roxborough Gorge, Lake Dunstan track and Kawarau Gorge tracks), and has been responsible for trail design and quality control on the Paparoa Track (Grade 4) which is the first Grade Walk that is also used by mountain bikes.

Recent work includes design and feasibility work for the Whale trail which runs from Picton and Kaikoura (Grade 2), the Kawatiri Coastal trail from Westport to Charleston (Grade 2), and a study on trail opportunities around Waimate (Grade2-4).

Hamish has been active in many other mountainbike-related areas, serving on numerous local committees and working parties delivering tracks and policies, at a national level on the committee of Mountainbiking NZ. He had a role in running National and Oceania MTB events for over 20 years, and was Downhill Director at the 2006 World MTB Championships.

In his spare time Hamish is often out in the hills above Dunedin with his two dogs scoping out lines, working on community trail building projects or out riding with his wife Pam.

**Trail Design Expert:** Hamish Seaton (BE (hons))

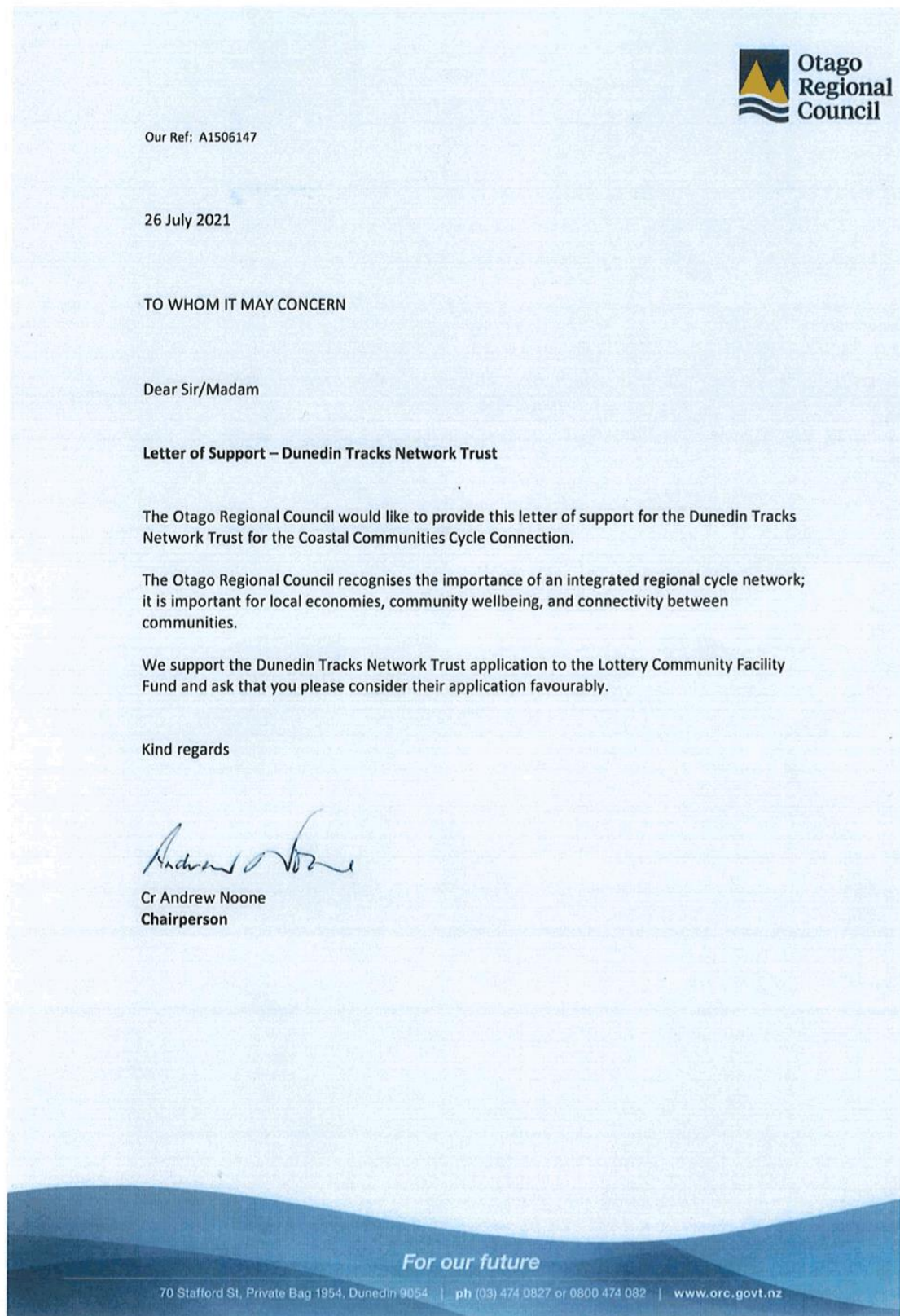
Responsible for overseeing the final set-out and alignment of the trail as well as peer review of design and construction aspects

Hamish is a renowned 'Master Trail Builder' with unrivalled skill and experience in New Zealand in cycle and walking track design. He is the Project Manager responsible for design and delivery of the Alps to Ocean Great Ride which has over 300 kilometres of track from Mt Cook to Oamaru. He is also currently the Department of Conservation's Track Design Consultant and QA Manager for the Paparoa Trail. Previously, Hamish was the Track Design Consultant for The Old Ghost Road and he has worked on several other NZCT projects such as the Dun Mountain Cycle Trail and the Queenstown Lakes trails.

Hamish has been building MTB-specific and shared-use tracks throughout NZ for over 30 years. During this time he has developed GIS based techniques utilizing LIDAR derived data that enable optimum route selection through remote, difficult or challenging terrain. This saves time in the field, ensures the trail will comply with specification, reduces the environmental impact and minimizes the build cost. These systems and models also ensure that design documentation is accurate, which leads to the best possible outcome for the client, the contractor and the trail.







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## COMMUNITY PLAN

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For discussion and updating as required.

The current Waikouaiti Coast Community Board Plan is available on the DCC Website on the following link:

[https://www.dunedin.govt.nz/\\_data/assets/pdf\\_file/0012/796485/WCCB-community-plan-2020-21.pdf](https://www.dunedin.govt.nz/_data/assets/pdf_file/0012/796485/WCCB-community-plan-2020-21.pdf)

## **CHAIRPERSON'S REPORT**

Department: Civic

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### **EXECUTIVE SUMMARY**

- 1 A verbal report from the Chairperson will be provided at the meeting. As this is an administrative report only, the Summary of Considerations is not required.

### **RECOMMENDATIONS**

That the Board:

- a) **Notes** the Chairperson's report.

### **Signatories**

Author:	Rebecca Murray - Governance Support Officer
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### **Attachments**

There are no attachments for this report.

## BOARD UPDATES

Department: Civic

### EXECUTIVE SUMMARY

Board members to provide updates on activities including:

- 1 **Keep Dunedin Beautiful (KDB)**  
Mandy Mayhem-Bullock will provide a verbal update.
- 2 **Waikouaiti Recycling Centre Project**  
Geraldine Tait will provide a verbal update.
- 3 **Waikouaiti Plantation Replanting Project**  
Mark Brown will provide a verbal update.
- 4 **Assist Fund Recipients with Reporting Back**  
Alasdair Morrison will provide a verbal update.
- 5 **BRAG Walking Group**  
Mandy Mayhem-Bullock will provide a verbal update.
- 6 **Truby King Recreation Reserve Committee**  
Andy Barratt will provide a verbal update.
- 7 **Local Government New Zealand Zone 6 Community Board Committee**  
Mandy Mayhem-Bullock will provide a verbal update.
- 8 **North Coast Promotional Group**  
Mark Brown will provide a verbal update.
- 9 **Recreational Working Group**  
Mandy Mayhem-Bullock will provide a verbal update.

### RECOMMENDATIONS

That the Board:

- a) **Notes** the updates.

### Signatories

Author:	Rebecca Murray - Governance Support Officer
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### Attachments

There are no attachments for this report.

## **COUNCIL ACTIVITIES**

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Councillor Jim O'Malley will provide an update on matters of interest to the Board.



## **ITEMS FOR CONSIDERATION BY THE CHAIRPERSON**

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Items for consideration by the Chairperson.