

**Notice of Meeting:**

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

**Date:** Tuesday 10 June 2025  
**Time:** 10.00 am  
**Venue:** Council Chamber, Dunedin Public Art Gallery, The Octagon

Sandy Graham  
Chief Executive Officer

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## Infrastructure Services Committee

### PUBLIC AGENDA

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**MEMBERSHIP**

<b>Chairperson</b>	Cr Jim O'Malley	
<b>Deputy Chairperson</b>	Cr Brent Weatherall	
<b>Members</b>	Cr Bill Acklin	Cr Sophie Barker
	Cr David Benson-Pope	Cr Christine Garey
	Cr Kevin Gilbert	Cr Carmen Houlahan
	Cr Marie Laufiso	Cr Cherry Lucas
	Ms Donna Matahaere-Atariki	Cr Mandy Mayhem
	Ms Marlene McDonald	Mayor Jules Radich
	Cr Lee Vandervis	Cr Steve Walker
	Cr Andrew Whiley	

**Senior Officer** Scott MacLean, General Manager Climate and City Growth

**Governance Support Officer** Rebecca Murray

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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.



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**1 KARAKIA TIMATANGA**

The meeting will open with a Karakia Timatanga.

**2 PUBLIC FORUM****2.1 Naming of Three Public Roads and Three Private Ways in Wakari**

Marc Bretherton wishes to speak in support of the application for naming of three public roads and three private ways in Wakari.

**3 APOLOGIES**

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

**4 CONFIRMATION OF AGENDA**

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



## **DECLARATION OF INTEREST**

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

### **RECOMMENDATIONS**

That the Committee:

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

### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">↓A</a>	Infrastructure Services Committee Register of Interest	6

Infrastructure Services Committee Register of Interest June 2025				
Councillors are members of all committees				
Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Mayor Jules Radich	Shareholder	Izon Science Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Taurikura Drive Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Golden Block Developments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Cambridge Terrace Properties Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Southern Properties (2007) Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Arrenway Drive Investments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Golden Centre Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	IBMS Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Raft Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Otago Business Coaching Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Effectivise Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Athol Street Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Allandale Trustee Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Aberdeen St No2 Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Road Safety Action Plan	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	100% Shareholder/Director	Panorama Developments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Council of Social Services (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Sector Steering Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Mayor Jules Radich (cont)	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Bill Acklin	Shareholder/Director	Dunedin Brokers Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	APRA - AMCOS	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Entertainer	Various functions	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Strath Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Casual Employee	Insulmax	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Sophie Barker	Director	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property Owner - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Beneficiary	Sans Peur Trust (Larnach Castle)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Mentor	Business Mentors NZ	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Volunteer	Blue Penguins Pukekura	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Vegetable Growers Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Dunedin Heritage Fund (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Gasworks Museum Trust (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Otaru Sister City Society (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Hereweka Harbour Cone Trust (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chair	Dunedin Food and Drink Tourism Story Group	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Ao Tūroa Partnership (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

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

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Kevin Gilbert (cont)	Trustee	Biddies Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Advisors	Ronald McDonald House Supper Club Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Fair Trading Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Settlers Association (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Saddle Hill Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Food Equity and Education Dunedin (FEED) Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	National Industry Advisors Group Food and Beverage (Workforce Development Council)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Carmen Houlahan	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Rental Property - North Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Part Owner	Adobe Group Ltd, Wanaka	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Property Investors Association	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Creative Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	KBCLR Family Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Theatre Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Marie Laufiso	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Moray Place Community Building Trust - Trust Owner of Property 111 Moray Place	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Otago Mental Health Support Trust	Potential grants applicant which would result in pecuniary interest. Duty to Trust may conflict with duties of Council Office	Do not participate in consideration of grants applications. If the meeting is in public excluded, to leave the room.
	Member	Women of Ōtepoti Recognition Initiative	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Family Member	Staff member a relative	Potential conflict depending on level of staff member involvement	Managed by staff at officer level if a perceived conflict of interest arises.
	Trustee	Corso Ōtepoti Dunedin Trust	Potential grants recipient	Withdraw from discussion and leave the table. If in public excluded leave the room. Seek advice prior to the meeting.
	Dunedin Branch Treasurer	P.A.C.I.F.I.C.A Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Secretary	Dunedin Abrahamic Interfaith Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee and Secretary	Refugee Support Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Dunedin Former Refugee Steering Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	The Ōtepoti Community Builders Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Grants Subcommittee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Cherry Lucas	Trustee	Otago Farmers Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Henderson Lucas Family Trust - Residential Dunedin Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Institute of Chartered Accountants	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chair	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Chinese Garden Advisory Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Cherry Lucas (cont)	Member	Taieri Airport Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Poāri a Pukekura Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Mandy Mayhem	Chairperson	Waitati Hall Society Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Blueskin News Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Waitati Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Emergency response group, Blueskin area	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	FENZ Local Advisory Committee for Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waitati Music Festival Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin Bay Amenities Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Zone Representative and Board Member	Keep New Zealand Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Coastal Community Cycleway Network	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	West Harbour Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Disability Issues Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Former Refugee Steering Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Music Advisory Panel (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Jim O'Malley	Owner	Biocentrix Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	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	Northern AFC	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Jim O'Malley (cont)	Director	Ocho Newco Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	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.
Cr Lee Vandervis	Director	Lee Vandervis, Antonie Alm-Lequeux and Cook Allan Gibson Trustee Company Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Bunchy Properties Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Vandervision Audio and Lighting - Hire, Sales and Service Business	May contract and provide service to DCC	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Steve Walker	Trustee	Dunedin Wildlife Hospital Trust	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	Orokonui Ecosanctuary	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	Society of Beer Advocates	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Port Chalmers Historical Society	Potential grants recipient	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Sea Lion Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Edinburgh Sister City Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Music Advisory Panel (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Justice of the Peace		No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.



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

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Andrew Whiley (cont)	Member	NZ Masters Games Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ice Sports Dunedin Incorporated (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Puketāi Residential Centre Liaison Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Board Member	Dunedin Christmas Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Marlene McDonald	Member	Kāti Huirapa Runaka ki Puketeraki	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Executive Committee, Tramways Union, Dunedin Branch	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Beneficiary	Maori Freehold Land	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtākou Runaka	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 Interests	Portobello SD, Ōtākou Maori Reserve	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Council of Trade Unions, Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner Interests	Taiari Mouth Reserve	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Te Rūnanga o Ngāi Tahu - Tribal Appointment	Hazardous Substances & New Organisms (HSNO) Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Donna Matahaere-Atariki	Driver	GO Bus, Dunedin Depot	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtākou Runaka	Possible conflict of interest if funding applied for	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Ōtākou Health Ltd	Possible conflict of interest if funding applied for	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Hospice	Possible conflict of interest if funding applied for	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chief Children's Commissioner	Mana Mokopuna Children and Young People's Commission Board	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Build Governance Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

## **CONFIRMATION OF MINUTES**

### **INFRASTRUCTURE SERVICES COMMITTEE MEETING - 19 MARCH 2025**

---

#### **RECOMMENDATIONS**

That the Committee:

- a) **Confirms** the public part of the minutes of the Infrastructure Services Committee meeting held on 19 March 2025 as a correct record.

#### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">A↓</a>	Minutes of Infrastructure Services Committee meeting held on 19 March 2025	16

## **Infrastructure Services Committee**

### **MINUTES**

Minutes of an ordinary meeting of the Infrastructure Services Committee held in the Council Chamber, Dunedin Public Art Gallery, The Octagon on Wednesday 19 March 2025, commencing at 10.00 am.

#### **PRESENT**

<b>Chairperson</b>	Cr Jim O'Malley	
<b>Deputy Chairperson</b>	Cr Brent Weatherall	
<b>Members</b>	Cr David Benson-Pope	Cr Sophie Barker
	Cr Kevin Gilbert	Cr Christine Garey
	Cr Marie Laufiso	Cr Carmen Houlahan
	Ms Donna Matahaere-Atariki (via audio visual)	Cr Cherry Lucas
	Ms Marlene McDonald	Cr Mandy Mayhem
	Cr Lee Vandervis	Mayor Jules Radich
	Cr Andrew Whiley	Cr Steve Walker

#### **IN ATTENDANCE**

Sandy Graham (Chief Executive Officer), Scott MacLean (General Manager Climate and City Growth), David Ward (General Manager 3 Waters and Transition), Anna Neilson (Group Manager Property), Paula Dickel (Strategic Property Advisor), Jeanine Benson (Group Manager, Transport), Simon Spiers (Acting Transport Strategy Manager), and John McAndrew (Group Manager 3 Waters, Acting)

**Governance Support Officer** Jennifer Lapham

#### **1 OPENING**

Marlene McDonald opened the meeting with a Karakia Timatanga.

#### **2 PUBLIC FORUM**

##### **2.1 Healthy Water in Otago**

Jennifer Scott was not in attendance to speak at Public Forum.

#### **3 APOLOGIES**

Apologies were received from Cr Bill Acklin for absence and Ms Donna Matahaere-Atariki for early departure.

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

That the Committee:

**Accepts** the apologies from Cr Bill Acklin for absence and Ms Donna Matahaere-Atariki for early departure.

**Motion carried**

#### **4 CONFIRMATION OF AGENDA**

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

That the Committee:

**Confirms** the agenda with the addition of a late confidential report C2 – Commercial Matters regarding Green Island.

**Motion carried** with Cr Vandervis voting against.

#### **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 (Cr Jim O'Malley/Cr Kevin Gilbert):

That the Committee:

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

**Motion carried**

Cr Houlahan entered the meeting at 10.05 am.

#### **6 CONFIRMATION OF MINUTES**

##### **6.1 INFRASTRUCTURE SERVICES COMMITTEE MEETING - 18 FEBRUARY 2025**

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

That the Committee:

- a) **Confirms** the public part of the minutes of the Infrastructure Services Committee meeting held on 18 February 2025 as a correct record.

**Motion carried (ISC/2025/010)**

**PART A REPORTS**

**7 INFRASTRUCTURE SERVICES COMMITTEE FORWARD WORK PROGRAMME**

In a report from Civic an update was provided on the Forward Work Programme.

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

It was moved (Cr Jim O'Malley/Cr Mandy Mayhem)

That the Committee:

**Adjourn** the meeting.

**Motion carried**

The meeting was adjourned at 10.22 am and reconvened at 10.26 am

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

That the Committee:

- a) **Notes** the Infrastructure Services Committee forward work programme.

**Motion carried (ISC/2025/011)**

**8 PROPOSAL TO STOP PART OF WHITE ROAD, WAITATI**

A report from City Property advised that the owners of 26 White Road, Waitati, had applied to stop two sections of unformed legal road adjoining their property.

The Manager Property Services, (Anna Neilson) and Strategic Property Advisor (Paula Dickel) spoke to the report and responded to questions.

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

That the Committee:

- a) **Approves** public notification of the Council's intention to stop two sections of legal road at 26 White Road, Waitati, subject to the Minister for Land Information's consent and the applicant agreeing to:
- i) Pay the Council the non-refundable fee for processing the road stopping
  - ii) Pay the Council the actual costs incurred for the road stopping, regardless of whether or not the stopping reaches a conclusion, and the market value of the stopped road, assessed by the Council's valuer.
  - iii) Amalgamate the stopped portion of road with the title of the adjacent land at 26 White Road, being the land contained within Record of Title 616942.
  - iv) Accept the application of the standards contained within the Dunedin City Council Code of Subdivision and Development to the stopped road.

- v) Register any easements over the stopped portion of road in favour of utilities or adjoining owners (if required).

**Motion carried (ISC/2025/012)**

## **9 AMENDMENT TO ROAD NAMING POLICY**

A report from Transport proposed an amendment to the Road Naming Policy document adopted by Council in 2016.

Then Group Manager Transport Jeanine Benson and Acting Transport Strategy Manager, Simon Spiers spoke to the report and responded to questions.

Moved (Cr Christine Garey/Cr Jim O'Malley):

That the Committee:

- a) **Approves** the proposed amendments to the Road Naming Policy.

**Motion carried (ISC/2025/013)**

## **10 NEW NAMES FOR THE ROAD NAME REGISTER**

In a report from Transport approval of new road name options for the Road Names Register was sought.

The General Manager, Climate and City Growth (Scott Maclean), Group Manager Transport (Jeanine Benson) and Acting Transport Strategy Manager (Simon Spiers) spoke to the report and responded to questions.

Ms Donna Matahaere-Atariki left the meeting at 10.54 am.

Moved (Cr Christine Garey/Cr Sophie Barker):

That the Committee:

- a) **Notes** the corrections to the botanical names approved in 2017 for inclusion into the Road Name Register.
- b) **Approves** the inclusion of new names of notable women to the Road Name Register.

**Motion carried (ISC/2025/014)**

## **11 3 WATERS ACTIVITY REPORT FOR THE PERIOD ENDING 28 FEBRUARY 2025**

In a report from 3 Waters, an update was provided on the 3 Waters activities for the period 1 October 2024 to 28 February 2025.

The General Manager (David Ward), and Acting Group Manager 3 Waters (John McAndrew) and 3 Waters Planning Manager (Jared Oliver) spoke to the report and responded to questions.

Cr Houlahan left the meeting at 11.13 am and returned at 11.16 am

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

That the Committee:

- a) **Notes** the 3 Waters Activity Report for the period 1 October 2024 to 28 February 2025.

**Motion carried (ISC/2025/015)**

## 12 ITEMS FOR CONSIDERATION BY THE CHAIR

Cr Houlahan asked when the Tertiary Planning Precinct Group last meet and when the next meeting was likely to be held.

Cr Benson-Pope asked what the cleaning regime was for George Street.

Ms McDonald raised the issue of consulting with the Mana Whenua regarding the Road Name Register.

## RESOLUTION TO EXCLUDE THE PUBLIC

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

That the Committee:

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

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	Reason for Confidentiality
C1 Update on Speed Limit Reversals Required Under the Setting of Speed Limits Rule 2024	S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	
C2 Commercial Matters Regarding Green Island.	S7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for	



likely unreasonably to which good reason  
prejudice the for withholding exists  
commercial position of under section 7.  
the person who  
supplied or who is the  
subject of the  
information.

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

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

**Motion carried (ISC/2025/016) – with Cr Vandervis voted against**

Meeting went into non-public at 11.49 am.

.....  
CHAIRPERSON

## **PART A REPORTS**

### **ACTIONS FROM RESOLUTIONS OF INFRASTRUCTURES SERVICES COMMITTEE MEETINGS**

Department: Civic

#### **EXECUTIVE SUMMARY**

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

#### **RECOMMENDATIONS**

That the Committee:

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

#### **DISCUSSION**

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

#### **Signatories**

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

#### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">↗A</a>	Public Open Actions from Resolutions of Infrastructure Services Committee Meetings	23

PUBLIC OPEN ACTIONS - INFRASTRUCTURE SERVICES COMMITTEE RESOLUTIONS 2022-2025						
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Due Date	Status
30/8/2022 Council	<b>CNL/2022/047</b>	Peninsula Connection – Section 9AA Options	<b>Approves</b> construction of a 3m wide boardwalk between the Portobello Boat Club and the Portobello Township. <b>Approves</b> a \$1.5m increase in the 10 year plan 2021-31 Peninsula Connection budget.	Transport		<b>May 2025 Update:</b> The procurement process for the Portobello boardwalk is expected to commence July 2025.
18/2/2025	<b>ISC/2025/006</b>	Naming of One Private Way in Long Beach	<b>Rejects</b> the suggested names and recommends staff consult with the developer regarding using the full name of Molly Knowles Lane.	Transport		<b>May 2025 Update:</b> An additional Naming of One Private Way in Long Beach Report is included in this agenda.
19/3/2025	<b>ISC/2025/012</b>	Proposal to Stop Part of White Road, Waitati	<b>Approves</b> public notification of the Council’s intention to stop two sections of legal road at 26 White Road, Waitati, subject to the Minister for Land Information’s consent and the applicant agreeing to: i) Pay the Council the non-refundable fee for processing the road stopping ii) Pay the Council the actual costs incurred for the road stopping, regardless of whether or not the stopping reaches a conclusion, and the market value of the stopped road, assessed by the Council’s valuer. iii) Amalgamate the stopped portion of road with the title of the adjacent land at 26 White Road, being the land contained within Record of Title 616942. iv) Accept the application of the standards contained within the Dunedin City Council Code of Subdivision and Development to the stopped road. v) Register any easements over the stopped portion of road in favour of utilites or adjoining owners (if required).	Property		<b>May 2025 Update:</b> Public consultation closes 9 June 2025.
19/3/2025	<b>ISC/2025/013</b>	Amendment to Road Naming Policy	<b>Approves</b> the proposed amendments to the Road Naming Policy.	Transport		<b>May 2025 Update:</b> Staff will bring an amended Road Naming Policy to Council for approval later in the year.
19/3/2025	<b>ISC/2025/014</b>	New Names for the Road Name Register	a) <b>Notes</b> the corrections to the botanical names approved in 2017 for inclusion into the Road Name Register. b) <b>Approves</b> the inclusion of new names of notable women to the Road Name Register.	Transport		<b>May 2025 Update:</b> Staff are working to update the Road Name Register and this is anticipated to be completed by the end August 2025.



## **INFRASTRUCTURE SERVICES COMMITTEE FORWARD WORK PROGRAMME**

Department: Civic

### **EXECUTIVE SUMMARY**

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

### **RECOMMENDATIONS**

That the Committee:

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

### **DISCUSSION**

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

### **Signatories**

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

### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">A</a>	Infrastructure Services Committee Forward Work Programme	27



Key	
New item	
Changes to timeframes	
Completed; progress to date update	<b>Bold</b>

Infrastructure Services Committee Forward Work Programme 2024 - 2025															
Area of Work	Reason for Work	Council role (decision and/or direction)													
			Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Activity Reports	Provide updates on activities.	Notes the Activity Reports.  <b>Progress to date:</b> <b>Activity Reports from 3 Waters, Property, Transport and Waste and Environmental Solutions are included in this agenda.</b>	Activity Reports												
Major Projects	Provide updates on Major Projects including 3 Waters (Bath Street), Transport and Property projects (including Moana Pool and Municipal Building).	Monitor progress on Major Projects.  <b>Progress to date:</b> <b>The George Street Outcomes Report will be presented to a Council meeting in August 2025.</b>			George Street Outcomes Report to Council										
3 Waters															
3 Waters	The Government has initiated changes to the service delivery arrangements for 3 Waters.	Consider progress reports; make decisions as necessary.  <b>Progress to date:</b> <b>In-house Water Service Delivery Model confirmed by Council. Progressing Water Service Delivery Plan (WSDP) (to be submitted to DIA September 2025).</b>	Ongoing work / Briefing to Councillors		WSDP Report to Council	Submit WSDP to DIA									
South Dunedin Flooding	Investigations update on South Dunedin Flooding.	Consider progress reports; make decisions as necessary.  <b>Progress to date:</b> <b>Update to be provided at a future Council meeting.</b>													

Transport														
Shaping Future Dunedin Transport (SFDT)	Shaping Future Dunedin work programme. (Council - 31 May 21)	Consider progress reports; make decisions as necessary.  <b>Progress to date:</b> <b>Mosgiel Park and Ride</b> The procurement process for this project will start in July 2025 with construction expected to commence mid October 2025. This project will be completed by June 2026.												
		<b>Progress to date:</b> <b>Albany Street</b> The procurement process for this project will start in July 2025 with construction commencing November 2025. Construction is expected to be completed by the end of May 2026. Staff are noting the need to minimise impacts from construction activity during the univeristy season.												
		<b>Progress to date:</b> <b>Harbour Arterial</b> The procurement process for this project starts at the end of July 2025. Construction will be complete by May 2026. Staff note the need to minimise disruption of construction activity in the two weeks prior to Christmas for the businesses along Strathallan Street.												
Kettle Park Landfill Remediation Project	Investigations Update.	Consider progress reports; make decisions as necessary.  <b>Progress to date:</b> An update report on Kettle Park Investigations will be presented to a Council meeting in August 2025.			Kettle Park Investigations Update Report									



Transport (cont)														
Strategic Walking and Cycling Plan	Review the Strategic Walking and Cycling Plan.	<p>Consider progress reports; make decisions as necessary.</p> <p><b>Progress to date:</b> Some routes identified in the Ōtepoti Strategic Walking and Cycling review were added to the medium and high zero carbon packages as part of the 9 year plan process as part of the 9 year plan budgeting process to start in Year 3 of the 9 year plan (FY 27/28). An update report on Ōtepoti Pathways is planned for June 2025 Council meeting.</p>	Ōtepoti Pathways Update Report to Council											
Mosgiel Heavy Vehicle Bypass	Staff to report on the Mosgiel Heavy Vehicle Bypass. (CNL/2023/118)	<p>Consider progress reports; make decisions as necessary.</p> <p><b>Progress to date:</b> Council approved a \$200k in the 2025/26 financial year to undertake a Mosgiel Transport Study. This work will include analysis of current and future transport patterns in Mosgiel. Any work that results from this is likely to require co-funding. Staff are following NZTA/Waka Kotahi business case processes which require a programme of work to be identified in response to the identified need. Once the programme work has been completed, staff will identify individual projects (of which the heavy Vehicle bypass may, or may not be, one) that will be put forward to be fully investigated to establish whether or not they return a positive benefit cost ratio. Staff will be putting forward the costs to look at these individual projects as part of the 2027-31 NLTP funding application. Whether or not they return a positive benefit cost ratio will determine if they are considered further in the 2031-34 NLTP. This project has commenced with a project initiation document being submitted and accepted through the approvals process (major projects). Staff are now in the process of identifying data sources and starting data collection.</p>		Work to commence										
Naming of new roads and private ways	The Road Naming Policy provides the framework for timely and consistent naming of roads.	<p>Considers and decides on road names when requested, and decides on new names to be added to the Policy.</p> <p><b>Progress to date:</b> Road naming reports are on the agenda.</p>	Reports											

Transport (cont)														
Caversham Tunnel Project	Progress towards removal of utilities in the Caversham tunnel.	Consider progress reports.  <b>Progress to date:</b> Staff are working with the legal team to identify all relevant agreements, legal and financial obligations to ensure we can go into discussions with providers with a full understanding of potential costs and timeframes. We will also be able to report these to Council so that Council has a full understanding of these matters. It is expected a full update report will be presented to Council once these legal investigations have been completed.												
Waste and Environmental Solutions														
Waste Minimisation Grants Framework	Review of the Waste Minimisation Grants Framework to be completed in time for the 2026/27 Financial Year.	Consider and decide on proposed changes to the Waste Minimisation Grants Framework.  <b>Progress to date:</b> Initial planning for this review is underway.												
Bylaws Work Programme and Plans														
Traffic and Parking Bylaw	Council maintains a Geographic Information System (GIS) map database of traffic and parking restrictions under the Traffic and Parking Bylaw. The database is regularly updated with changes recommended by Hearings Committee and approved by ISCOM.	Consider and decide on proposed changes to traffic and parking restrictions recommended by the Hearings Committee.  <b>Progress to date:</b> An Update report will be provided to the September Council meeting.				Report to Council								
Roading Bylaw 2020	Bylaw review.	Noting.  <b>Progress to date:</b> This is now scheduled for the second quarter of 2026.												
DCC Water Bylaw 2011	Bylaw review.	Noting.  <b>Progress to date:</b> A review of the DCC Water Bylaw 2011 has commenced.												

Bylaws Work Programme and Plans (cont)															
3 Waters Strategy	Strategy Review.	Noting.  <b>Progress to date:</b> A review of the 3 Waters Strategy. A timeframe will be determined following submission of the Water Services Delivery Plan (WSDP) to the DIA.													
Reports as and when Required															
Submissions to central government and other external parties.	Provide feedback on proposals from central government and other external parties.	Consider and decide on draft submission on central government and other external parties proposals.													
Updates from Governance entities	Receive minutes and/or updates from governance entities that relate to the Committee's areas of responsibilities.	Note the minutes and / or updates from governance entities including Connecting Dunedin and the Otago Southland Regional Transport Committee.													
Central City Plan	Business case development for Future Stages.	Consider progress reports; make decisions as necessary.													

Work completed from last schedule:		
Area of Work	Reason for Work	
Speed Management Plan	Development of a Speed Management Plan.	Consider and decide on proposed changes to speed limits recommended by the Hearings Committee.  <b>Progress to date:</b> <b>Approved at the 30 April 2025 Council meeting.</b>
Waste Minimisation and Management Plan	Review of Dunedin Waste Minimisation and Management Plan.	Consider and decide on proposed changes to Waste Minimisation and Management Plan (WMMP).  <b>Progress to date:</b> <b>Adopted at 30 April 2025 Council meeting.</b>



## **PROPERTY SERVICES AND PARKING OPERATIONS ACTIVITY REPORT FOR THE PERIOD ENDING 31 MARCH 2025**

Department: Property

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### **EXECUTIVE SUMMARY**

- 1 The purpose of this report is to provide an update on Property Services and Parking Operations activities for the period ending 31 March 2025.

### **RECOMMENDATIONS**

That the Committee:

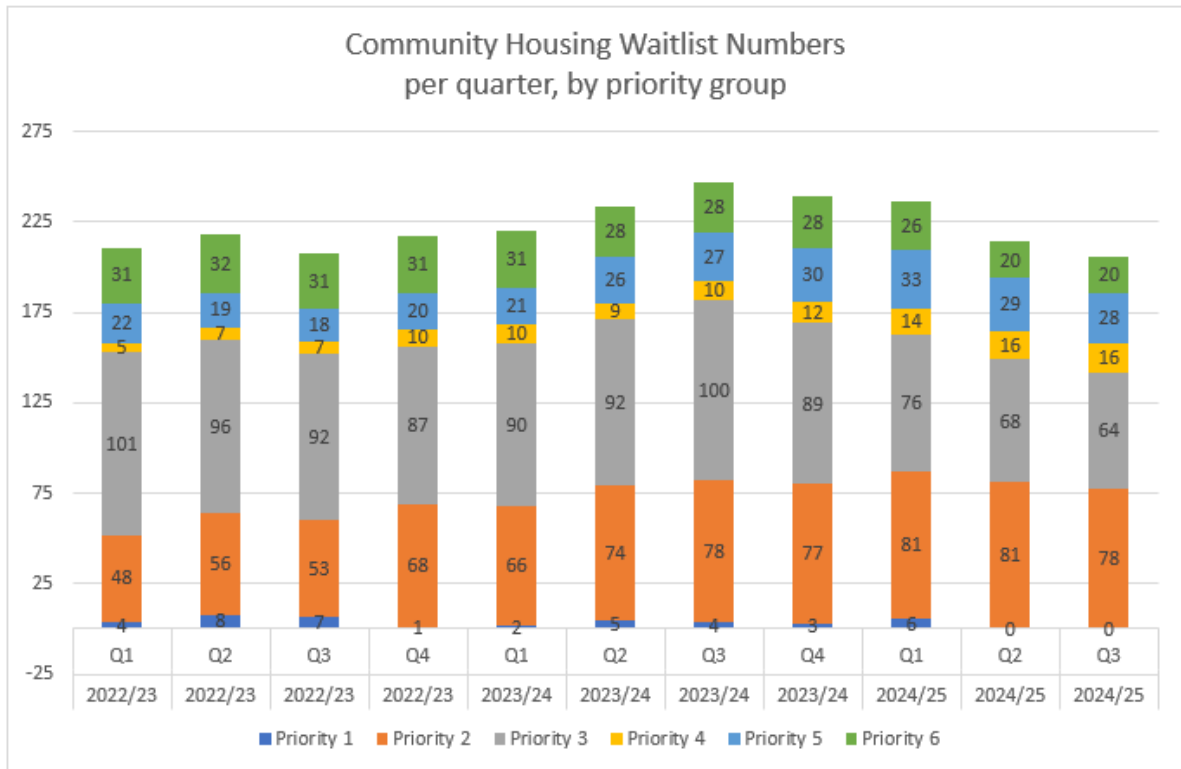
- a) **Notes** the Property Services and Parking Operations Activity Report for the Period Ending 31 March 2025.

### **DISCUSSION**

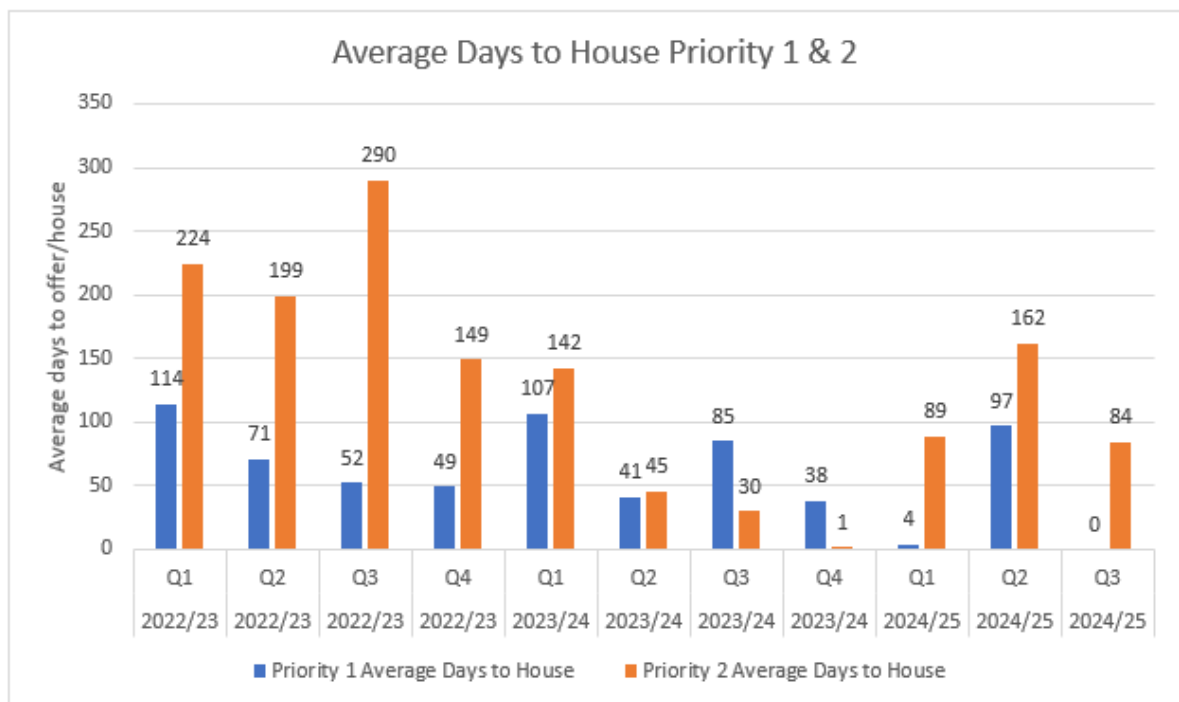
#### **Overview**

- 2 Property Services group includes activities and services related to:
  - DCC Community Housing
  - Property management (including Investment Property, Operational Property, Community Property and Holding Property)
  - Land and lease management
  - Facilities and Asset Management
  - Parking Operations (parking meters & car parks)
  - DCC Fleet Management
- 3 The property portfolio includes the management of community housing units; arts and culture facilities like the Regent Theatre; sports facilities like the Edgar Centre and the Ice Sports Stadium; and the management of investment properties.
- 4 Parking Operations are responsible for maintaining the plant and equipment for on-street parking, off-street parking and DCC owned parking buildings.

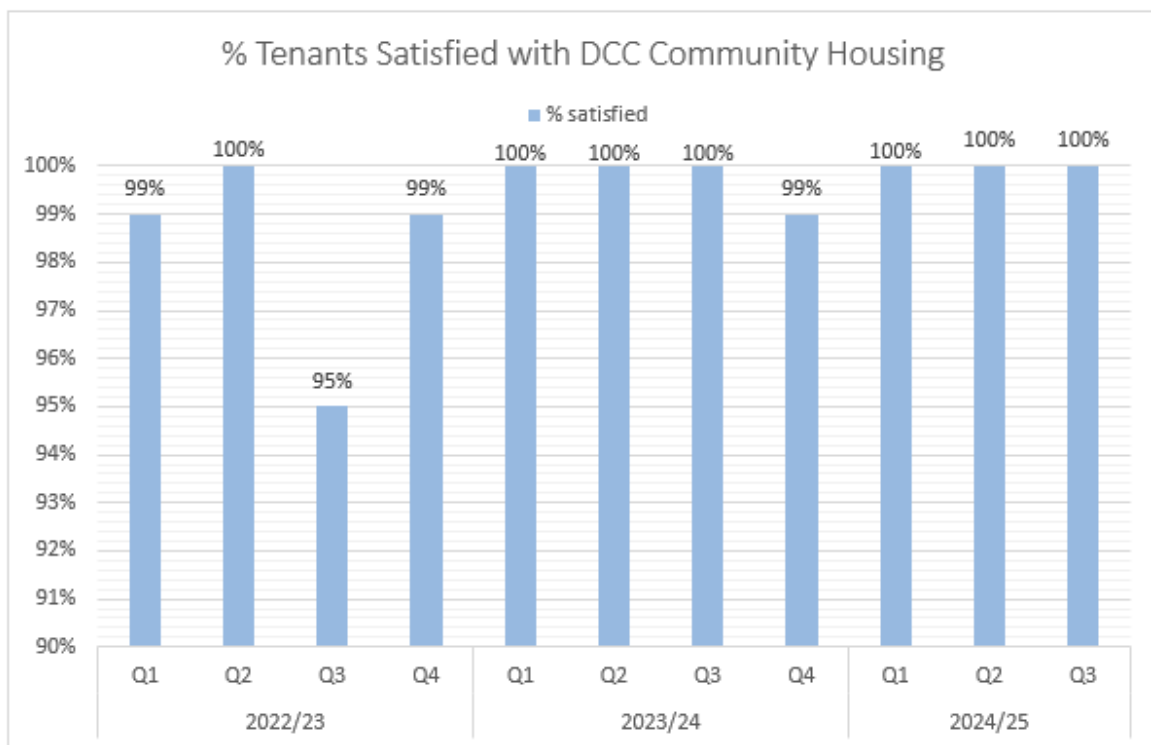
**Community Housing**



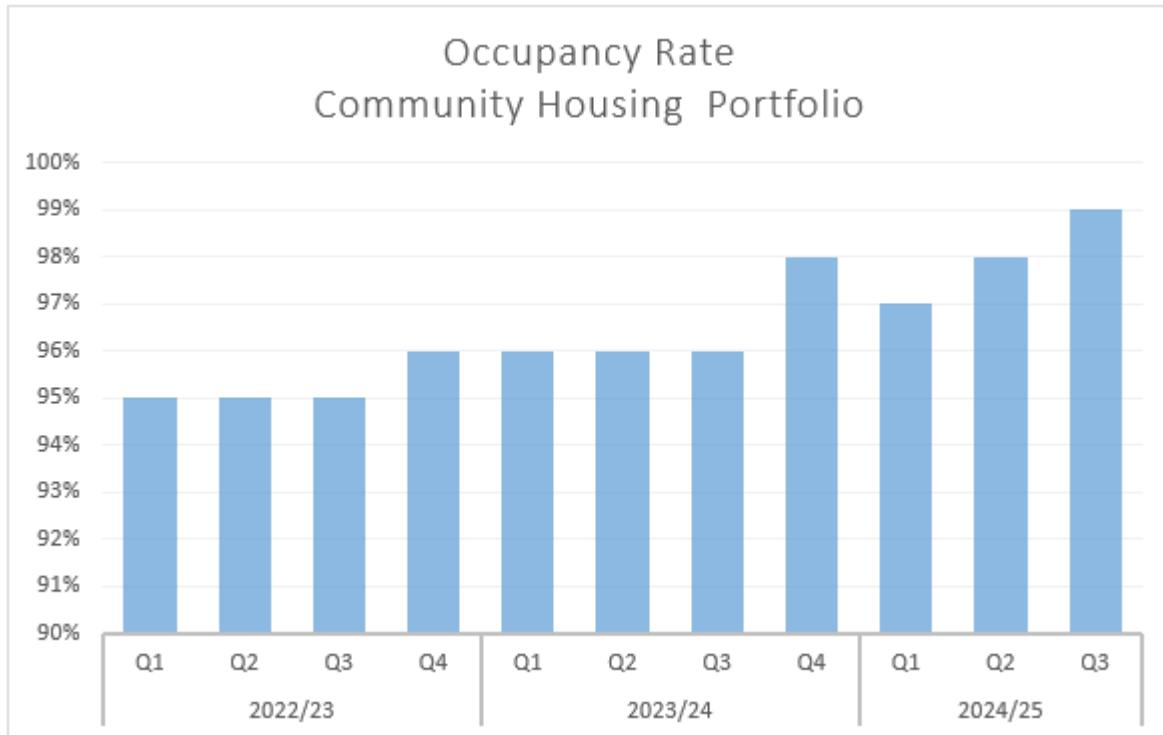
- 5 The Community Housing Policy (2022) ensures housing applicants with urgent or physically accessible housing needs are prioritised for a DCC Community House.



- 6 Since July 2022, Community Housing applicants in Priority Group 1 were housed or offered a house within an average of 2 months (60 days) of being placed on the Community Housing Waitlist.
- 7 Since July 2022, Community Housing applicants in Priority Group 2 were housed or offered a house within an average of 4 months (129 days) of being placed on the Community Housing Waitlist.
- 8 At the start of Quarter 2 of 2024/25 there were 6 applicants in Priority Group 1. All 6 applicants were housed or offered a house within an average of 97 days. By the end of Quarter 2 there were no applicants in Priority Group 1.
- 9 The Community Housing Waitlist numbers fluctuate daily and for the purpose of this report, are measured at the end of each quarter.



- 10 Tenant Satisfaction Surveys are carried out by the Community Housing Team as part of the tenants annual housing inspection. The surveys ask tenants if their needs are 'unmet', 'being met' or 'being exceeded'.
- 11 From July 2024 to 31 March 2025, Tenancy Managers carried out 454 Community Housing inspections. Of those 454 tenants surveyed, 233 tenants (51%) responded.
- 12 From July 2024 to 31 March 2025 all 233 surveys indicated their housing needs were met or exceeded. All returned surveys that indicate a tenant's housing needs are unmet are investigated by Community Housing staff.



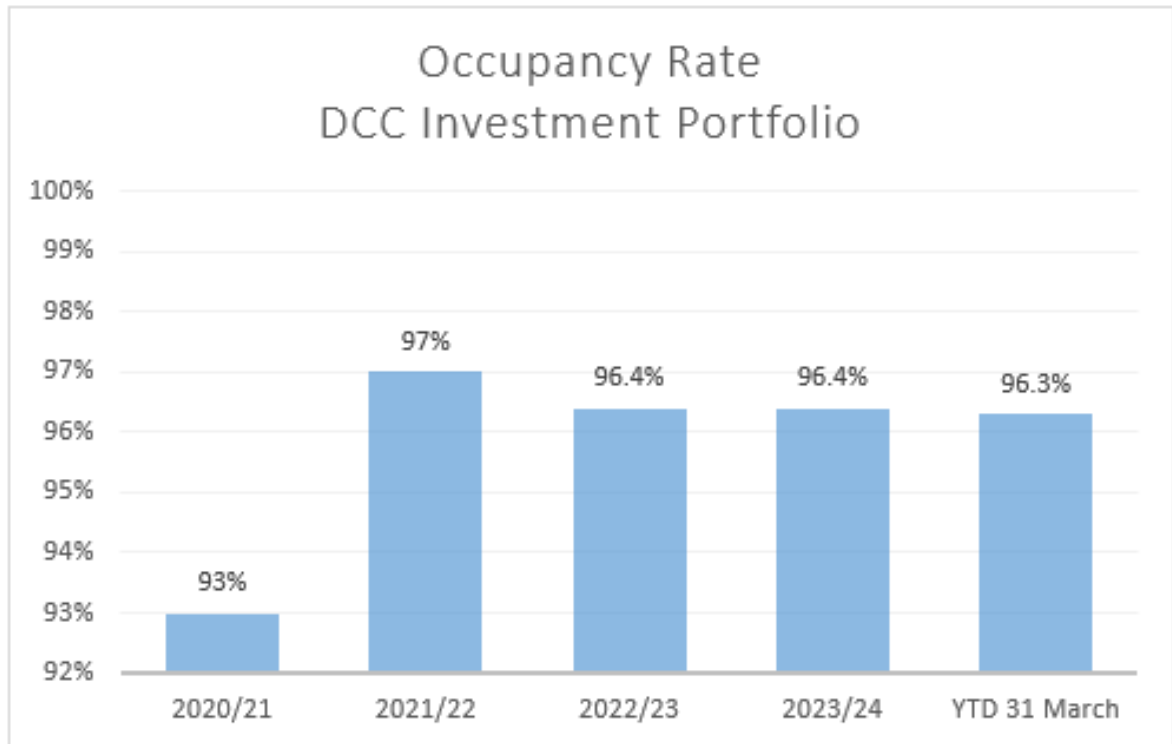
- 13 The Community Housing Occupancy rate measures the percentage of the portfolio occupied by tenants per quarter.
- 14 Occupancy rates can be affected by housing redevelopment work and general movement of tenants vacating.

#### **Community Housing – Healthy Homes Standard**

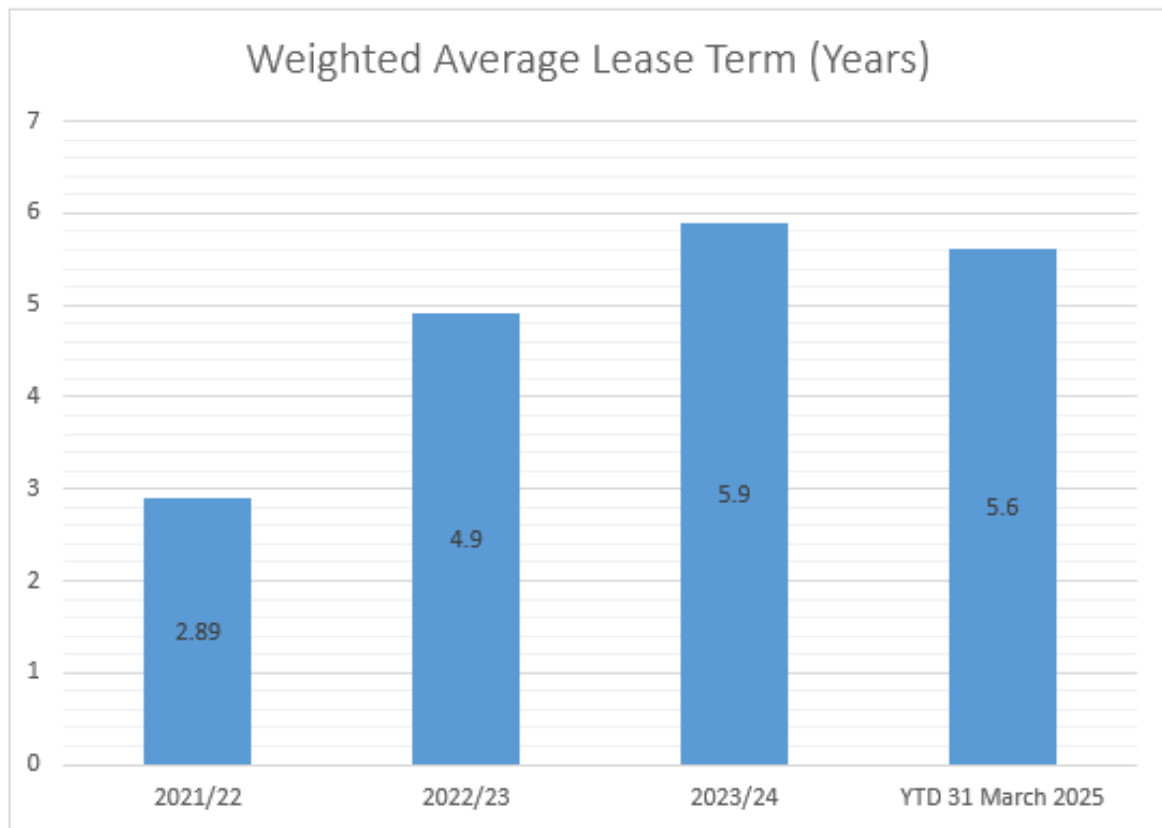
- 15 Healthy Homes Standards require a minimum standard of heating, ventilation, insulation, and draft exclusion in all residential tenancies.
- 16 100% of our Community Housing portfolio meets the Healthy Homes standards as of 30 September 2024. All units must meet the Healthy Homes Standard by 1 July 2025.



Investment Portfolio



- 17 In 2023/24 the occupancy rate of the DCC Investment Portfolio was 96.4% due to vacancies at 54 Moray Place (the gym space and YMCA) and two retail tenancies in Wall Street Mall.
- 18 In 2024/25 year to date the occupancy rate decreased slightly due to a tenant at 20 Parry Street vacating the yard space.



- 19 WALT (Weighted Average Lease Term) is a metric in commercial real estate that measures average remaining lease term of all leases within a property portfolio, weighted by the rental income from each lease.
- 20 The WALT increase from 2021/22 to 2024/25 has been driven primarily by negotiated longer lease terms with new and existing tenants.

### Capital Delivery Project Updates

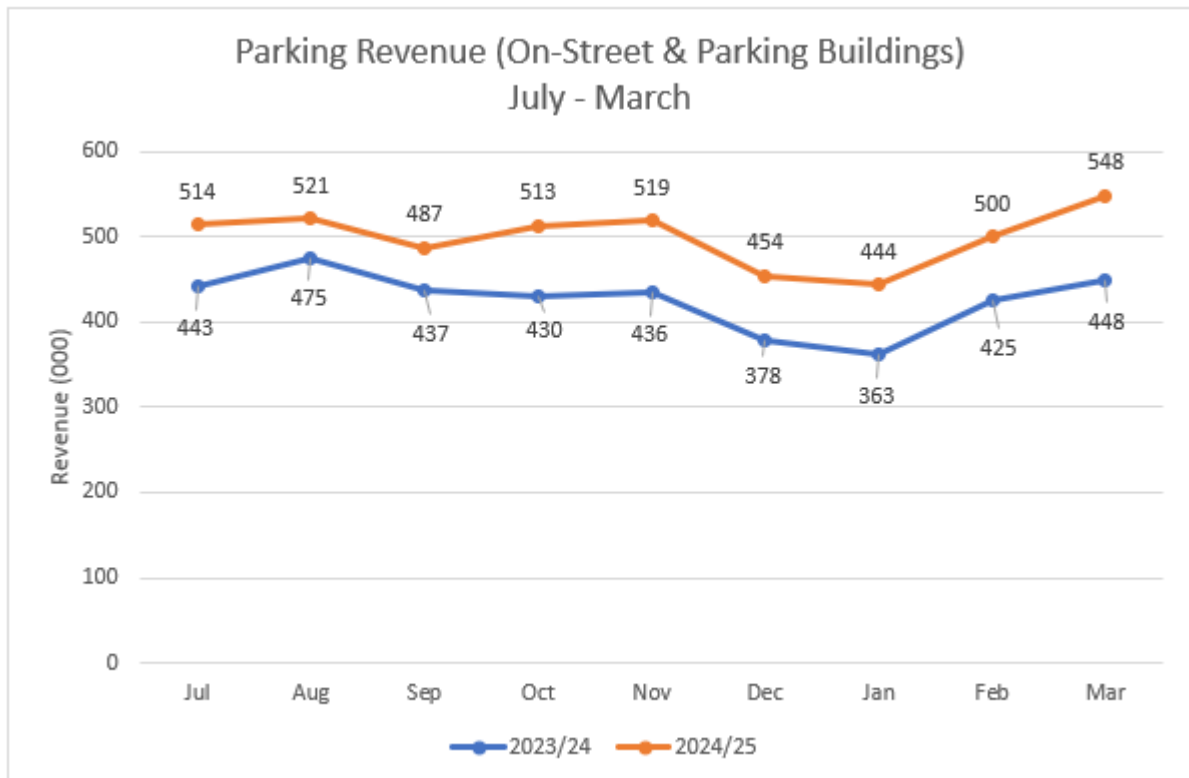
- 21 **Changing Places - Public Toilet** - A Changing Places Bathroom (plus two ambulatory toilets) is in the planning stage and construction is due to start in July 2025. Changing Places is planned for completion in quarter 3 of the 2025/26 financial year.
- 22 **South Dunedin Library and Community Hub** – Construction of the building shell is complete. Interior fit-out and exterior landscaping is underway. The schedule has been slightly delayed and is now scheduled for completion in quarter 2 of the 2025/26 financial year. The project remains on budget.
- 23 **Fitzroy Street – Housing Renewal** – 4 new housing units on Fitzroy Street are in the procurement stage. Construction is due to begin in July 2025, subject to contactor availability, and completion is planned for the end of the 2025/26 Financial Year.
- 24 **Town Hall Complex Heritage Restoration** –Stage one of the exterior restoration work has been costed and physical works are about to begin. Stage one is planned for completion in June 2026.
- 25 **Civic Centre Upgrade** – LED lighting and fire system replacement on Levels 5,6 & 7 are complete. Construction of Level 2 is progressing well and work in the Plaza Area is underway. The Civic Centre Upgrade programme is planned for completion by December 2025.

### Attachment A – Property Service Capital Delivery Project Updates, Gantt Chart

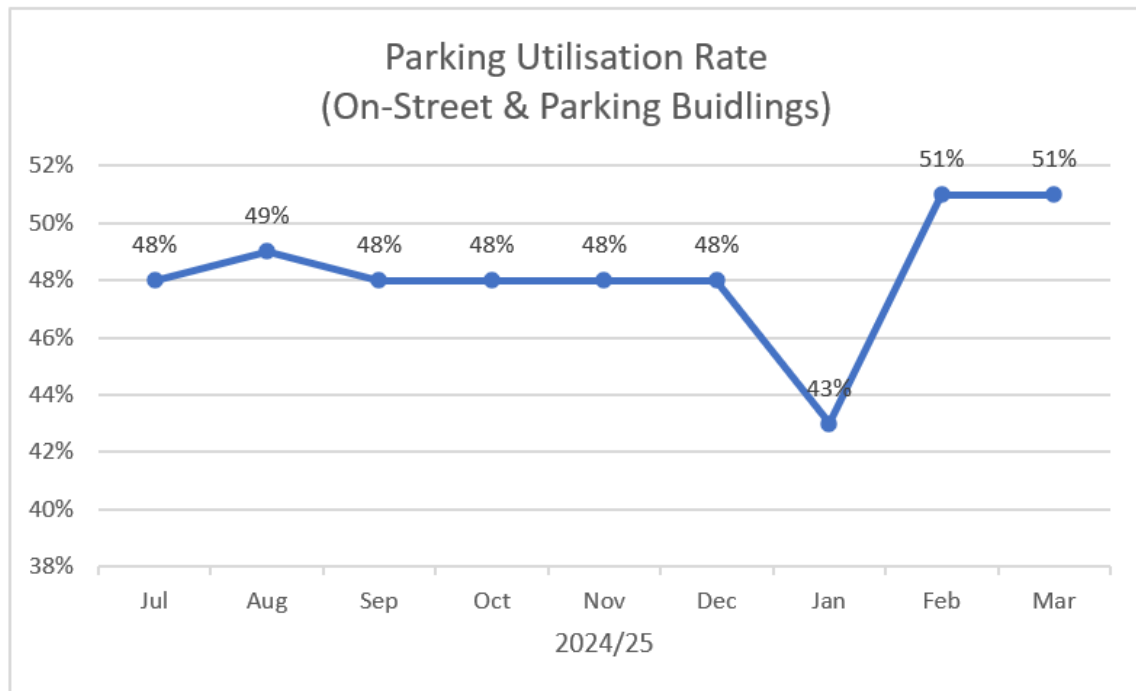
- 26 DCC's Project Management Framework breaks down a project lifecycle into five phases. The project phases are Pre-Project, Define, Plan, Do (Deliver), and Review.
  - The **Pre -Project phase** outlines the strategic context of the proposed investment and seeks approval to start the project.
  - The **Define phase** outlines the desired outcomes/benefits of the project, as well as high level planning of time and cost to deliver the recommended options, and an initial project risk assessment.
  - The **Plan phase** involves detailed planning to confirm the project deliverables, cost and schedule of the project. The plan phase also confirms resource, procurement processes, requirements, and design.
  - The **Do (Deliver) phase** involves project delivery through active leadership and management to the approved plan. This phase includes change control processes against a baseline for time, cost and scope, and active risk management.
  - The **Review phase** includes project closure processes and handover from the project team to the BAU team.
- 27 A project phase refers to a collection of activities within a project. Each project phase is goal-oriented and ends at a milestone.
- 28 A Gantt Chart is a visual representation of a project's timeline. It shows when the work is scheduled and how long it will last. Attachment A is Property Service Capital Delivery Projects Gantt chart and provides an overview of the schedule for projects reported above.

## Parking Operations

- 29 License Plate Recognition (LPR) software has been installed in Great King Street, Wall Street and Lower Moray Place car parks. There has been a notable increase in revenue, particularly from the Wall Street site since its installation. The LPR software reduces paper waste and provides a more seamless customer experience.
- 30 The improved technology from LPR has provided more reliable parking data, including revenue generation and utilisation rates.



- 31 Parking revenue (On-Street and Parking Buildings) for the 9-month period from 1 July 2024 – 31 March 2025 was \$4.5m (incl. GST). This is an increase of \$.67m from the same period in the 2023/24 financial year but is under the budgeted revenue for this period.
- 32 The increase in revenue from 2023/24 to 2024/25 is mostly attributed to an increase in some hourly parking rates (50c), and the installation of LPR in 3 DCC parking buildings.



- 33 Parking Utilisation rate is measured per parking space across 71 groups of meters (revenue received per meter, divided by total potential revenue per meter).
- 34 The On-Street meters on Great King Street (the hospital block) have the highest utilisation rate (125%), followed by View Street and Station North Car Park (80%). The lowest utilisation rates in the city are London Street and Princes Street (20%) and Ethel Benjamin Place (16%).
- 35 Notably, Station North Car Park has a utilisation rate of 80% and St Andrew Street carpark, across the railway, has a significantly lower utilisation rate of 33%.

## OPTIONS

- 36 As this is a noting report there are no options to consider.

## NEXT STEPS

Areas of focus for the next quarter will be;

- a) Delivering the Property Services capital programme.

## Signatories

Author:	Jill Simson - Business Improvement Analyst
Authoriser:	Anna Nilsen - Group Manager, Property Services Robert West - General Manager Corporate Services

## Attachments

	<b>Title</b>	<b>Page</b>
<a href="#">↓A</a>	Property Service Capital Delivery Gantt Chart	45

## SUMMARY OF CONSIDERATIONS

### ***Fit with purpose of Local Government***

This report promotes the social well-being of communities in the present and for the future.

### ***Fit with strategic framework***

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

The Property Services activities support the outcomes of a number of DCC strategies.

### ***Māori Impact Statement***

Mana whenua will continue to be involved in key Property Services projects.

### ***Sustainability***

The Property Services activity contributes positively to the interest of the community by providing and maintaining property required for a wide range of community, housing, Council operations, arts and culture, sport, and heritage service purposes.

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

Property Services activities are included in the 10-year plan.

### ***Financial considerations***

The updates reported are within existing operating and capital budgets.

### ***Significance***

This report is considered of low significance under the Significance and Engagement Policy.

### ***Engagement – external***

As this is an update report, external engagement is not applicable.

### ***Engagement - internal***

As this is an update report, internal engagement is not applicable.

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

There are no identified risks.

**SUMMARY OF CONSIDERATIONS**

***Conflict of Interest***

There are no known conflicts of interest.

***Community Boards***

Any specific issues are discussed with the appropriate Community Board.



ID	Task Name	% Complete	Duration	Start	Finish	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
1	Property Programme	54%	576 wks	Wed 02/09/20	Tue 20/04/32													54%
2	New Capital	51%	397.7 wks	Tue 28/03/23	Mon 07/04/31													
3	Community - New Capital	87%	140 wks	Tue 28/03/23	Fri 20/03/26													
4	Changing Places - PREVIOUS SITES - STOPPED	100%	62.8 wks	Tue 28/03/23	Mon 22/07/24													
5	Investigations on previous site's	100%	62.8 wks	Tue 28/03/23	Mon 22/07/24													
8	Changing Places - PUBLIC TOILETS	25%	49.6 wks	Mon 03/03/25	Fri 20/03/26													
9	Milestones - Changing Places	0%	15.6 wks	Tue 04/11/25	Fri 20/03/26													
13	Plan Phase - Changing Places	42%	24 wks	Mon 03/03/25	Fri 22/08/25													
22	Do (Construction) Phase - Changing Places	0%	24.6 wks	Mon 25/08/25	Fri 13/03/26													
30	Review Phase - Changing Places	0%	1 wk	Mon 16/03/26	Fri 20/03/26													
145	Operational - New Capital	26%	394.1 wks	Wed 26/04/23	Mon 07/04/31													
176	South Dunedin Community Hub	80%	123 wks	Mon 19/06/23	Thu 05/02/26													
177	Milestones - SD Community Hub	0%	108.8 wks	Mon 25/09/23	Tue 03/02/26													
186	Do (Construction) Phase - SD Community Hub	86%	111.6 wks	Mon 19/06/23	Mon 20/10/25													
221	Review Phase - SD Community Hub	0%	11.4 wks	Tue 21/10/25	Thu 05/02/26													
294	Renewals	57%	576 wks	Wed 02/09/20	Tue 20/04/32													57%
476	Operational - Renewals	52%	560.6 wks	Mon 11/01/21	Tue 20/04/32													52%
641	Civic Centre - Upgrade	85%	257.9 wks	Mon 11/01/21	Tue 02/06/26													
642	Milestones - CCU	0%	117.5 wks	Fri 10/11/23	Fri 29/05/26													
655	Historic work - CCU	100%	143 wks	Mon 11/01/21	Thu 30/11/23													
658	Do (Construction) Phase - CCU	72%	131.9 wks	Mon 08/05/23	Mon 02/03/26													
686	Review Phase - CCU	0%	12.2 wks	Mon 02/03/26	Tue 02/06/26													
1053	Town Hall Complex Heritage Restoration	34%	356.1 wks	Fri 02/02/24	Mon 24/03/31													
1054	Milestones - HERITAGE RESTORATION	0%	295.3 wks	Wed 14/05/25	Fri 21/03/31													
1063	Plan Phase - HERITAGE RESTORATION	96%	60.8 wks	Fri 02/02/24	Thu 15/05/25													
1068	Do (Construction) Phase - HERITAGE RESTORATION	26%	343.9 wks	Mon 19/02/24	Fri 10/01/31													
1089	Review Phase - HERITAGE RESTORATION	0%	10.2 wks	Fri 10/01/31	Mon 24/03/31													
1211	Housing - Renewals	74%	163.4 wks	Tue 28/03/23	Wed 09/09/26													
1220	Fitzroy Street - Housing Renewal	57%	163.2 wks	Wed 29/03/23	Wed 09/09/26													
1221	Milestones - Fitzroy Street	0%	121 wks	Wed 21/02/24	Mon 07/09/26													
1227	Do (Construction) Phase - Fitzroy Street	61%	151.8 wks	Wed 29/03/23	Mon 22/06/26													
1248	Review Phase - Fitzroy Street	0%	11.4 wks	Tue 23/06/26	Wed 09/09/26													



## WASTE AND ENVIRONMENTAL SOLUTIONS ACTIVITY REPORT FOR THE PERIOD ENDING 30 APRIL 2025

Department: Waste and Environmental Solutions

### EXECUTIVE SUMMARY

- 1 The purpose of this report is to provide an update on Waste and Environmental Solutions activities for the period ending 30 April 2025.

### RECOMMENDATIONS

That the Committee:

- a) **Notes** the Waste and Environmental Solutions activity report for the period ending 30 April 2025.

### BACKGROUND

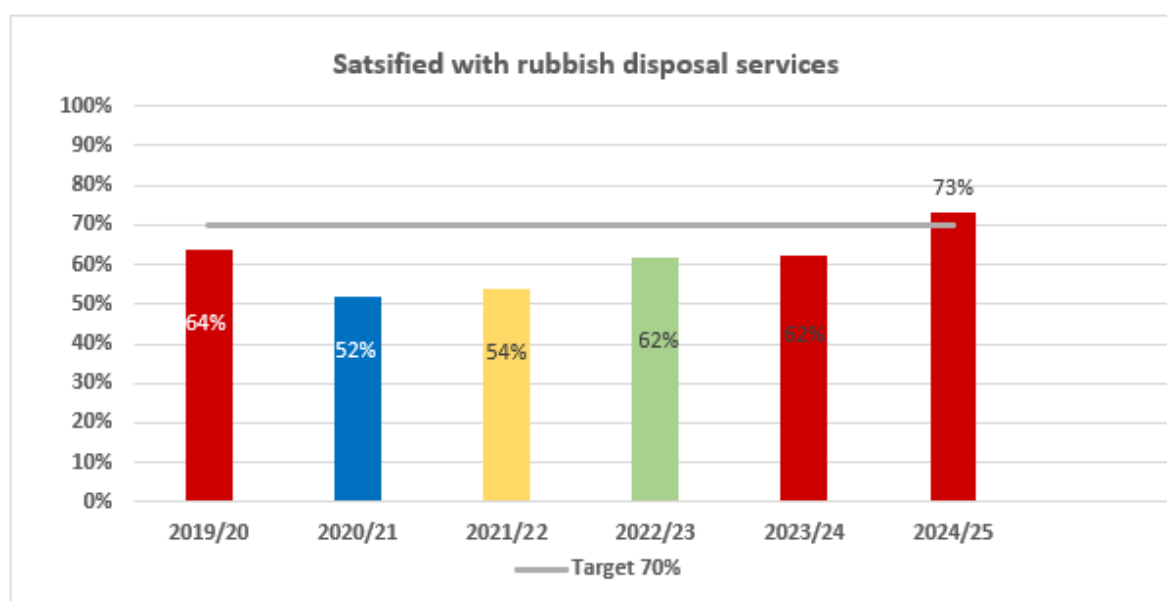
- 2 The Waste and Environmental Solutions activity provides for effective refuse and recyclables collection, resource recovery, and refuse disposal in a way that protects public health and minimises impact on the environment.
- 3 The Waste and Environmental Solutions activity includes:
  - Planning and policy functions in line with Part Four of the Waste Minimisation Act 2008: “Responsibilities of territorial authorities in relation to waste management and minimisation”
  - Administration of Waste Minimisation Grants: Small Project Grants, Community Project/Initiative Grant, and Waste Minimisation Innovation and Development (Commercial) Grant
  - Kerbside collection of waste and recycling for most urban and city residents and small businesses
  - Disposal Facilities (landfill and transfer station) for waste and a Resource Recovery Park (recycling and reuse store) are provided at Council’s Green Island site. The Waikouaiti site has both a transfer station for waste disposal and recycling facilities. Middlemarch has a transfer station and a community hosted recycling drop-off centre. Waste collected at the community transfer stations is transferred to Green Island Landfill for disposal.

- Public place recycling infrastructure and servicing is provided on the streets in the CBD and Tertiary Precinct, and several satellite locations in the district.
- Monitoring of the state of the Council's one proposed, one active, and five closed landfills in accordance with the conditions of consents.
- Monitoring the usage, capacity, and condition of public place waste and recycling infrastructure, CAA cardboard collection services, and kerbside collection services.
- Education programmes promoting "rethinking, reducing, reusing, and recycling" practices.
- Education, auditing, and enforcement activities aimed at increasing the quality or quantity of recovered materials.

## DISCUSSION

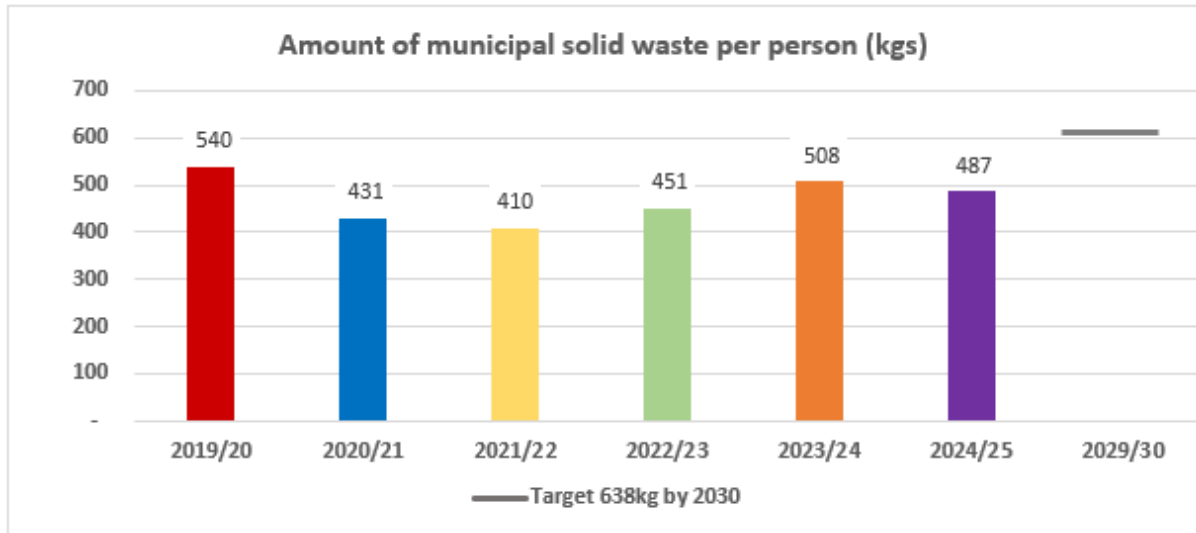
### 4 Level of Service – Refuse collection and kerbside recycling meet customer expectations.

- The Residents Opinion Survey data for April 2025 (rolling 3 month average) indicates that the target for customer satisfaction is currently being met. Satisfaction with kerbside recycling is 86%, satisfaction with kerbside rubbish collection is 72%. Rubbish disposal services overall satisfaction rating is 73%.

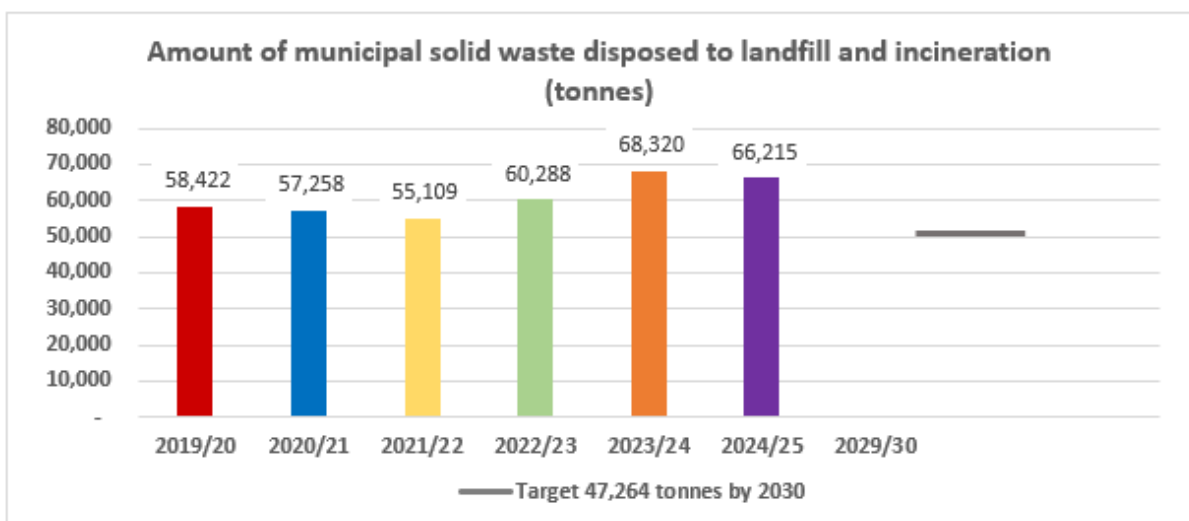


### 5 Level of Service – Waste minimisation targets are met.

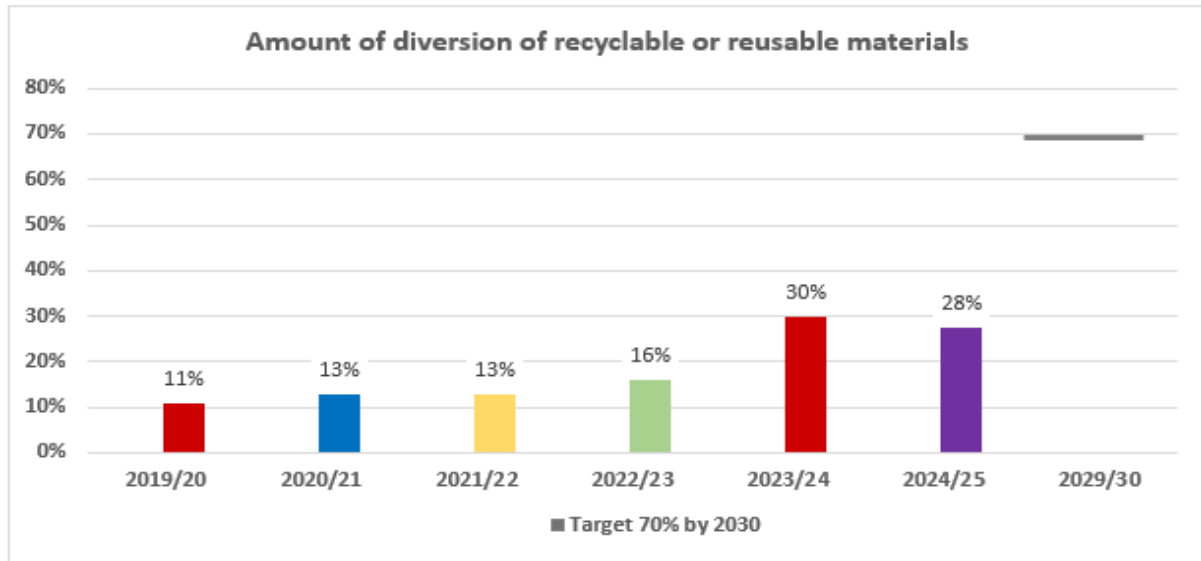
- The waste minimisation target for municipal solid waste (being a maximum of 638kg per person, per annum by 2030) has been consistently achieved being below the maximum of 638kg / per person, per annum since 2019. The data for 2024/25 (July 2024 to April 2025) indicates the target will be achieved this financial year.



- b) The data for 2024/25 (July 2024 to April 2025) indicates the target for municipal solid waste disposed to landfill and incineration will not be met. The future establishment of the Green Island Resource Recovery Park facilities is expected to reduce the solid waste disposed to landfill.



- c) The waste minimisation target for diversion of recyclable or reusable materials is not being met (July 2024 to April 2025). The future establishment of the Green Island Resource Recovery Park facilities is expected to significantly increase the diversion of recyclable or reusable materials, alongside the planned 2<sup>nd</sup> Rummage Store and Community Recycling Centres.



## 6 Other areas of work:

- a) **Public consultation of the Waste Management and Minimisation Plan** - the public consultation period was carried out from 30 January – 28 of February 2025 (CNL/2025/020). The consultation process involved newspaper adverts in the ODT and in The Star. Online ODT adverts achieved 124,935 views, and 391 users clicked through to find out more about the consultation. Through social media, there was a total of 26,225 accounts that saw the content over the duration, and 689 engaged (i.e., liked, shared, reacted, or commented). 379 social media users clicked on the link to find out more about the consultation. As a result, a total of 16 submissions were received on the Draft WMMP 2025. There was good support for most of the proposed changes with 86% giving overall support for the Draft WMMP 2025.
- b) The submissions and staff analysis were presented to the Hearings Panel for the Waste Management and Minimisation Plan 2025 on the 8<sup>th</sup> of April 2025. The Hearings Committee consisted of Cr Sophie Barker, Cr Jim O'Malley, and Cr Brent Weatherall.
- c) The recommendations of the Hearings Committee were subsequently presented to Council on 30 April 2025:

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

That the Council:

- **Adopts** the Waste Management and Minimisation Plan 2025 as amended.
- **Approves** a review of the Waste Minimisation Grants Framework to be completed in time for the 2026/27 Financial Year.
- **Notes** the Summary of Results from Submissions and the Summary of Recommendations from the Hearings Committee.
- **Notes** that the Hearings Committee has heard and considered submissions on the Draft WMMP 2025.

- **Notes** the minutes of the Hearings Committee.

**Motion carried (CNL/2025/100)** with Cr Vandervis recording his vote against.

- a) **Waste Minimisation Grants** – The Waste Minimisation Small Project Grant applications received one application. The total requested amount was \$428.15. This small grant application was approved by the Grants Sub-Committee Chair. (Refer Attachment A).
- b) Further to Waste Minimisation contestable grants, the waste levy also annually provides grants or funds approved under financial delegation to some proven programmes for non-contested Community Service Agreements. (Refer Attachment A).
- c) **Waste Education** – In the period January 2025 to April 2025, six ‘Compost Made Easy’ expert facilitated workshops were made available for free attendance. All these workshops were at full capacity with 12 people per event. The workshops provide balance of theory and hands-on content, i.e., build a compost heap, use a Bokashi Food Compost Zing System, and learning how to run your own Worm Farm. These workshops are aimed at turning organic wastes into a nutrient rich resource for your garden and saving money.
- d) Additionally, one facilitated ‘Living Lightly’ sustainable lifestyle inspiration programme had 42 registered users. This is a five-week free online course with practical tips, inspiring stories, and time-saving hacks to simplify home life and ‘live a bit lighter on the planet’.
- e) **Waste Futures Project** – The resource consents required for the construction and operation of the Green Island Resource Recovery Park (RRP) facilities were granted by the Otago Regional Council in December 2024, and the appeals period ended in mid-January 2025 without any appeals being lodged. Final consents have been received.
- f) A new composting operation for food and garden waste will be established at Green Island as part of the wider RRP development during 2024/25 – 2026/27. Contracts for the supply of processing equipment for both the composting and recycling sorting facilities have been awarded. It is expected that design, build, and shipping of equipment to Green Island will take approximately 12 months. Once the RRP is operational, both organic waste and mixed recycling collections will be processed at the Green Island facilities and the transport of material to Timaru will cease.
- g) Initial site works for these facilities is scheduled to begin in the first week of June 2025.
- h) **Regional Waste Officer** - The Regional Waste Officer (RWO) role was established to enhance collaboration and coordination among Otago territorial authorities in addressing regional waste management and minimisation challenges.
- i) The RWO work programme in the last quarter has focussed on regional submissions to Government on various waste matters, and two areas of capacity building and programme delivery.
  - i) Joint regional submissions led by the RWO include:
    - Redacted waste policies and WMA changes (via Mayoral Forum, Jan 2025)
    - Right To Repair Amendment Bill submission to Economic Development, Science, and Innovation Committee (April 2025)

- Presentation to the national WasteMINZ conference on collaboration with the rural waste pilot (June 2025).

ii) Two areas of capacity building and programme delivery were:

C&D Week (March 2025)

- Seven events, 155 participants across the sector including builders, planners, architects, and waste management providers.
- Sector partnerships with 10 different industry leaders.
- Outcomes include high engagement, increased knowledge through sharing, and planned regional approach for co-ordinated annual council waste minimisation programmes.

Rural Waste Workshop (May 2025)

- 25 participants from local farming communities and rural lifestyles.
- Addressed burn-and-bury issues, highlighted alternatives, and discussed the proposed Rural Plastics Product Stewardship Scheme.
- Partnership with East Otago Catchment Group, NZ Landcare Trust, One Coast and Ōtemātātā Station, WDC, DCC, and WasteMINZ contributed to a successful event.
- Feedback has led to requests for further understanding on this topic (farm-based workshop), along with additional workshop requests across Otago.

j) **Kerbside collection and processing** - During the period July 2024 to April 2025 the kerbside collection system has collected and processed:

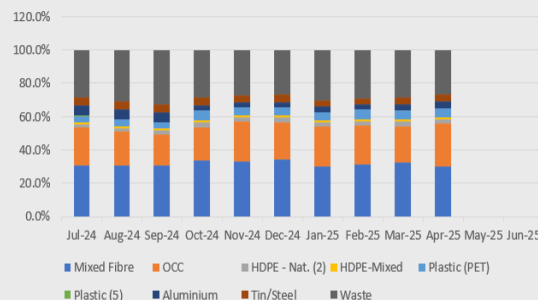
- 9,827 tonnes of general solid waste
- 3,934.2 tonnes of mixed recycling
- 2,558.3 tonnes of glass
- 13,386.9 tonnes of food and garden waste



DCC KERBSIDE	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25
<b>REFUSE</b>										
REFUSE - SERVICE ENTITLED PREMISES	52,384	52,384	52,384	52,427	53,281	52,580	52,610	52,660	52,684	52,688
REFUSE - NUMBER OF DAYS SERVICED	13	12	10	12	10	12	13	10	10	10
REFUSE - BINS EMPTIED	82,308	89,537	85,964	96,543	89,031	88,820	91,172	83,592	88,294	89,754
REFUSE - PARTICIPATION RATES	48%	57%	66%	61%	67%	56%	53%	63%	67%	68%
REFUSE - WEIGHT (T)	822.9	928.6	902.0	1,102.8	971.0	1,035.6	1,103.5	962.9	983.2	1,014.5
REFUSE - AVERAGE WEIGHT (KG)	10.0	10.4	10.5	11.4	10.9	11.7	12.1	11.5	11.1	11.3
<b>COMINGLE</b>										
COMINGLE - SERVICE ENTITLED PREMISES	52,384	52,384	52,384	52,427	53,281	52,580	52,143	52,183	52,184	52,197
COMINGLE - NUMBER OF DAYS	13	12	10	12	10	12	13	10	10	10
COMINGLE - BINS EMPTIED	70,624	76,547	70,679	83,795	83,455	74,339	79,878	73,409	79,799	78,969
COMINGLE - PARTICIPATION RATES	41%	49%	54%	53%	63%	47%	47%	56%	61%	61%
COMINGLE - WEIGHT (T)	377.8	364.9	362.2	417.4	388.2	383.8	483.7	382.9	390.9	382.4
COMINGLE - AVERAGE WEIGHT (KG)	5.3	4.8	5.1	5.0	4.7	5.2	6.1	5.2	4.9	4.8
<b>GLASS</b>										
GLASS - SERVICE ENTITLED PREMISES	52,384	52,384	52,384	52,427	53,281	52,580	52,040	52,070	52,090	52,100
GLASS - NUMBER OF DAYS	13	12	10	12	10	12	13	10	10	10
GLASS - BINS EMPTIED	33,886	34,247	33,479	36,143	34,185	35,398	41,247	33,236	33,213	30,018
GLASS - PARTICIPATION RATES	20%	22%	26%	23%	26%	22%	24%	26%	26%	23%
GLASS - WEIGHT (T)	233.0	256.4	269.8	115.6	284.3	313.0	257.8	197.1	398.7	232.6
GLASS - AVERAGE WEIGHT (KG)	6.9	7.5	8.1	3.2	8.3	8.8	6.3	5.9	12.0	7.7
<b>ORGANICS</b>										
ORGANICS - SERVICE ENTITLED PREMISES	51,525	51,525	51,525	51,576	51,576	51,562	51,557	51,513	51,458	51,438
ORGANICS - NUMBER OF DAYS	23	22	21	24	21	22	23	20	21	21
ORGANICS - BINS EMPTIED	74,592	91,685	97,444	110,494	117,970	114,378	122,848	102,696	102,633	106,210
ORGANICS - PARTICIPATION RATES	25%	32%	36%	36%	44%	40%	41%	40%	38%	39%
ORGANICS - WEIGHT (T)	665.6	925.4	1,144.2	1,453.9	1,801.1	1,628.1	1,766.5	1,320.2	1,372.8	1,309.1
ORGANICS - AVERAGE WEIGHT (KG)	8.9	10.1	11.7	13.2	15.3	14.2	14.4	12.9	13.4	12.3

## DCC Recycling – Redruth

DCC Recycling - Redruth



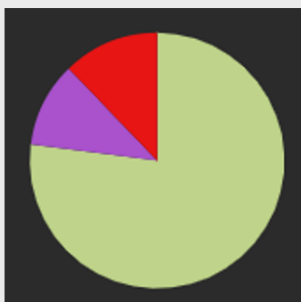
DCC Recycle	Jul-24		Aug-24		Sep-24		Oct-24		Nov-24		Dec-24		Jan-25		Feb-25		Mar-25		Apr-25	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
Mixed Fibre	112.01	30.8%	111.93	30.7%	100.69	30.6%	114.93	33.4%	117.87	33.2%	131.85	34.4%	145.06	30.0%	120.81	31.5%	126.58	32.4%	131.48	30.1%
OCC	82.40	22.6%	73.61	20.2%	61.91	18.8%	69.75	20.3%	84.67	23.9%	84.11	21.9%	116.19	24.0%	87.79	22.9%	85.99	22.0%	111.77	25.6%
HDPE - Nat. (2)	7.79	2.1%	8.04	2.2%	7.23	2.2%	9.28	2.7%	8.77	2.5%	11.45	3.0%	11.83	2.4%	9.69	2.5%	10.66	2.7%	11.18	2.6%
HDPE-Mixed	3.38	0.9%	4.02	1.1%	3.62	1.1%	4.28	1.2%	4.90	1.4%	5.13	1.3%	5.42	1.1%	4.78	1.2%	5.22	1.3%	5.06	1.2%
Plastic (PET)	13.87	3.8%	14.25	3.9%	12.82	3.9%	20.53	6.0%	15.95	4.5%	18.64	4.9%	24.88	5.1%	22.09	5.8%	20.91	5.3%	24.91	5.7%
Plastic (5)	0.82	0.2%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.10	0.0%	0.00	0.0%
Aluminium	23.13	6.4%	22.23	6.1%	20.00	6.1%	11.25	3.3%	10.77	3.0%	11.51	3.0%	16.22	3.4%	12.61	3.3%	13.23	3.4%	16.35	3.7%
Tin/Steel	17.60	4.8%	17.54	4.8%	15.78	4.8%	15.21	4.4%	13.80	3.9%	17.95	4.7%	17.28	3.6%	14.52	3.8%	16.63	4.3%	18.30	4.2%
Waste	103.00	28.3%	113.25	31.0%	107.36	32.6%	99.00	28.8%	97.84	27.6%	103.09	26.9%	146.86	30.4%	110.66	28.9%	111.67	28.6%	117.24	26.9%
<b>TOTAL</b>	<b>364.01</b>	<b>100.0%</b>	<b>364.87</b>	<b>100.0%</b>	<b>329.41</b>	<b>100.0%</b>	<b>344.23</b>	<b>100.0%</b>	<b>354.57</b>	<b>100.0%</b>	<b>383.72</b>	<b>100.0%</b>	<b>483.74</b>	<b>100.0%</b>	<b>382.96</b>	<b>100.0%</b>	<b>390.99</b>	<b>100.0%</b>	<b>436.29</b>	<b>100.0%</b>

- k) Contamination rates for food and garden waste collections remain low; however, contamination rates in mixed recycling collections are high, particularly in the University area. This appears to be mainly due to simple mistakes, for example, dirty recyclable material, e.g., plastic meat trays with meat residue that should be rinsed off before recycling, soft plastic product bags/package that can be collected and dropped off to a participating soft plastics supermarket or retailers, and food waste which should be placed in the provided food waste bins. This contamination will continue to be the focus of ongoing education campaigns and kerbside bin inspections.

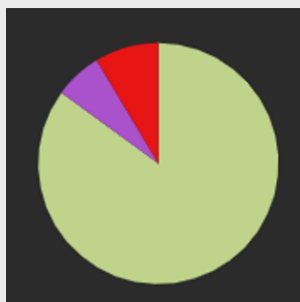
- l) Kerbside bin inspection data for April (co-mingle = yellow-lidded bin):

## Bin Inspector - Kerbside Data (Co-mingle)

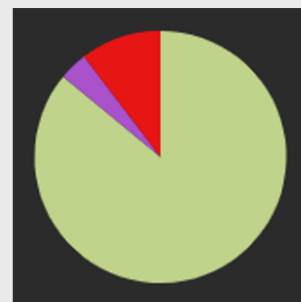
Bin Inspector visit data (April)



**Inspection 1:**  
-Wow: 802 (77.0%)  
-Oops: 112 (10.8%)  
-Oh no: 127 (12.2%)  
**Total: 1041**



**Inspection 2:**  
-Wow: 346 (85.0%)  
-Oops: 26 (6.4%)  
-Oh No: 35 (8.6%)  
**Total: 407**



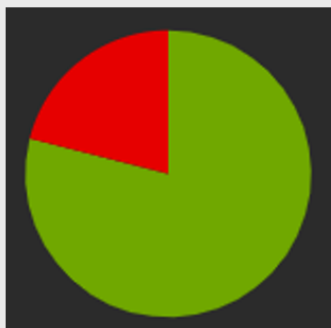
**Inspection 3:**  
-Wow: 141 (86.0%)  
-Oops: 6 (3.6%)  
-Oh no: 17 (10.4%)  
**Total: 164**

**Total inspections: 1612    Final warnings: 15    Bin removals: 14**

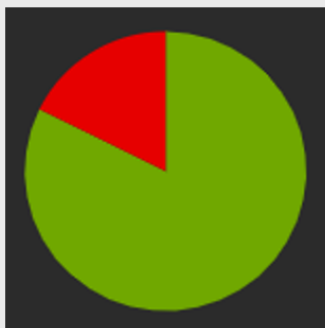
- a) Kerbside bin inspection data for April (FOGO (Food Organics and Garden Organics) = green-lidded bin):

## Bin Inspector - Kerbside Data (FOGO)

Bin Inspector visit data (April)



**Inspection 1:**  
-Pass: 165 (79.0%)  
-Fail: 73 (21.0%)  
**Total: 209**



**Inspection 2:**  
-Pass: 163 (82.3%)  
-Fail: 35 (17.7%)  
**Total: 198**



**Inspection 3:**  
-Pass: 109 (98.3%)  
-Fail: 13 (10.7%)  
**Total: 122**

**Total inspections: 529    Final warnings: 23    Bin removals: 10**

- b) **Smooth Hill Landfill** – Council consulted on funding for the development of Smooth Hill as part of the 2025 – 2034 9-Year Plan. Construction was initially scheduled to start in the 2024-25 year and be completed in 2027; however, the conditions of consent for Smooth Hill require at least three years of baseline environmental monitoring prior to commencement of construction.
- c) The Smooth Hill baseline environmental monitoring began in 2023 and is due for completion in 2026. Upgrades to McLaren Gully Road are scheduled for 2027, with construction on the new landfill expected to start in 2028, with projected completion in 2030.

- d) **Green Island Landfill and Transfer Station Management** – The new consents for Green Island Landfills continued operation and post-closure activities were granted on 14 May. The additional airspace will, at current incoming waste tonnages, last until approximately 2031 (at the latest), with the consents themselves expiring in 2060. This additional 5-6 year operational time period for Green Island landfill will be sufficient to allow baseline monitoring and construction works to enable Smooth Hill to be ready to accept waste before Green Island reaches capacity.
- e) The current focus is continuing waste receipt operations, whilst implementing new operational tasks as required by the consents. These requirements include additional equipment and infrastructure as well as monitoring and documentation in relation to fire prevention and landfill gas monitoring, purchase and installation of a backup generator so that leachate pump stations are operational in a power outage, and greater scrutiny and reporting associated with odour monitoring.

## OPTIONS

- 8 As this is an update report there are no options.

## NEXT STEPS

- 9 Staff will continue the baseline environmental monitoring as required by the Smooth Hill resource consents, alongside continued engagement with the local community via the Smooth Hill Community Liaison Group and the Independent Peer Review Panel as and when required.
- 10 Staff will continue operationalising the new resource consents for the Green Island landfill, alongside the final detailed design for development of the new Resource Recovery Park facilities.
- 11 Alongside the Communications and Marketing teams, staff will design the final version of the adopted WMMP 2025 for publishing.
- 12 Staff will align the future Levels of Service reporting to the new Levels of Service detailed in the recently adopted WMMP 2025 and draft 2025-34 9 year plan.
- 13 Staff will conduct a review of the Waste Minimisation Grants Framework to be completed in time for the 2026/27 Financial Year.

## Signatories

Author:	Chris Henderson - Group Manager Waste and Environmental Solutions
Authoriser:	Scott MacLean - General Manager, Climate and City Growth

## Attachments

Title	Page
<a href="#">Waste Minimisation Grants Summary Jan-March 2025</a>	58

**SUMMARY OF CONSIDERATIONS**
***Fit with purpose of Local Government***

This decision promotes the environmental well-being of communities in the present and for the future.

***Fit with strategic framework***

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

The Waste and Environmental Solutions activity supports the outcomes of a number of strategies.

***Māori Impact Statement***

DCC will continue to partner with Mana whenua in key Waste Futures projects.

***Sustainability***

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

***Zero carbon***

The Waste and Environmental Solutions activities support a decrease in city emissions.

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

The Waste and Environmental Solutions activity is included in the Long-Term Plan.

***Financial considerations***

The updates reported are within existing operating and capital budgets.

***Significance***

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

## SUMMARY OF CONSIDERATIONS

### ***Engagement – external***

As this is an update report no external engagement has been undertaken.

### ***Engagement - internal***

As this is an update report no internal engagement has been undertaken.

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

As this is an update report there are no identified risks.

### ***Conflict of Interest***

There are no known conflicts of interest.

### ***Community Boards***

Any specific issues are discussed with the appropriate Community Board.

**Attachment A inclusions**

**Waste Minimisation Small Projects Grants** awarded were;

- Trinity Catholic College - \$428.15

**Waste Minimisation Community Service Agreement Non-Contested Waste Diversion Grants** awarded were;

- **KiwiHarvest Dunedin** - Surplus Food Collection – 1 July 2024 to 30 June 2027 - \$88,525 per annum (paid monthly, 36 months).
- **Southern Youth Development** - Bike Refurbishment Programme – 1 July 2024 to 30 June 2026 - \$18,000 per annum (paid monthly, 24 months).
- **Just Atelier Trust t/a Stitch Kitchen** – Education and waste diversion - 1 July 2024 to 30 June 2026 - \$10,000 per annum (paid monthly, 24 months).

*Table*

<b>Waste Minimisation Small Projects Grant (award January to end March 2025)</b>			
<i>Applicant/Recipient</i>	<i>Project</i>	<i>\$ Amount</i>	<i>WMMP Objective</i>
Trinity Catholic College	Trinity Catholic College sought funding to purchase a Hungry Bin Worm Farm to compost the school's food waste and to help encourage students to think about their waste.	\$428.15	The DCC will ensure zero waste action is promoted within communities.  The project aligns with the Waste Minimisation and Management Plan 2020 by reducing waste from landfill through composting food scraps and supporting community outcomes.
<b>Waste Minimisation Community Service Agreement Non-Contested Waste Diversion Grants</b>			
<i>Applicant/Recipient</i>	<i>Project</i>	<i>\$ Amount /Agreement</i>	<i>WMMP Objective</i>
KiwiHarvest Dunedin	Surplus Food Collection. KiwiHarvest Dunedin collect surplus food in Dunedin from food businesses, including supermarkets, wholesalers, producers, cafes, restaurants, and hotels. The collected unsold food is likely available because of oversupply, damaged packaging, cancelled orders, mislabelling, or because the food is nearing its best before date or end of life. This food is then distributed to food banks and community groups which	1 July 2024 to 30 June 2027  \$88,525 per annum (paid monthly, 36 months).	The DCC will ensure zero waste action is promoted within communities.

	helps create lasting social change by nourishing those in need.		
Southern Youth Development	The Bikes@syd bike refurbishment programme is aimed at rakatahi aged between 12 and 24, who can learn lifelong skills for maintaining and repairing bikes, proper tool use, appreciate waste minimisation practices and understand mechanical systems. Repaired bikes are distributed to a number of schools or whānau that have been referred to syd by other agencies or stakeholders, or who have approached the charity directly. syd has worked with and continues to collaborate with many groups to help distribute the bikes into the community.	1 July 2024 to 30 June 2026  \$18,000 per annum (paid monthly, 24 months).	The DCC will ensure zero waste action is promoted within communities.
Just Atelier Trust t/a Stitch Kitchen	Stitch Kitchen is a charitable trust that divert textiles from landfill and incineration. This is achieved through community education on slowing fashion consumption and waste. This is demonstrated via their textile studio and shop and by developing alternative disposal opportunities in collaboration with local businesses and organisations.	1 July 2024 to 30 June 2026  \$10,000 per annum (paid monthly, 24 months).	The DCC will ensure zero waste action is promoted within communities.

### **3 WATERS ACTIVITY REPORT FOR THE PERIOD ENDING 31 MAY 2025**

Department: 3 Waters

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#### **EXECUTIVE SUMMARY**

- 1 The purpose of this report is to provide an update on 3 Waters activities for the period 1 March 2025 to 31 May 2025.

#### **RECOMMENDATIONS**

That the Committee:

- a) **Notes** the 3 Waters Activity Report for the period 1 March 2025 to 31 May 2025.

#### **DISCUSSION**

##### **Capital Programme**

##### *Pipe Network Renewals*

- 2 A region wide programme of pipeline renewals with the lead contractors (Downer, Fulton Hogan, and McConnell Dowell) has been active since 2020.
- 3 An upgrade to the water supply to Mosgiel is a priority project currently under construction. The second and third stages of construction are nearing completion on Friends Hill Road, with commissioning to occur in July 2025.
- 4 Pipeline renewals in Kaikorai Valley are underway, with two additional packages awarded, one near Kenmure Road, the other at Lynn Street.
- 5 The Port Chalmers Water Supply Project continues to progress. The project will improve resilience by increasing the supply capacity to Port Chalmers and relocating pipelines away from landslip risks and away from private property. The Roseneath stage was completed in April 2025. The next stage is in the St Leonards area and construction is expected to commence in June 2025. Further stages will be constructed over the coming two fiscal years, including sections on State Highway 88.
- 6 Work is also underway to improve the resilience of the water supply to the Otago Peninsula, via the Macandrew Bay reservoir. The proposed solution is to relocate the Otago Peninsula watermain from its current alignment, which has a relatively high landslip risk, to a new alignment on Portobello Rd. Design work for the re-alignment will be undertaken in the 25/26 fiscal year. Staff are currently engaging with the community in the area of the initial works to



understand and manage community impact, including road access. The initial phase of this work has also been coordinated with other infrastructure works which are required to facilitate a new subdivision and are therefore proposed to be undertaken concurrently to minimise disruption to residents.

- 7 Design work for future renewals packages in Pine Hill and Mosgiel is ongoing and expected to be completed in the coming months.
- 8 Design work to extend the pipeline networks to service future subdivisions in Waititi-Doctors Point and Bush Road Mosgiel will commence in the next few months when procurement of professional services has been completed.

#### *Pumping Station Renewals*

- 9 In Karitane a third wastewater pumping station was completed in March 2025. Pumping station renewals commenced in Broad Bay and Brighton in May 2025.
- 10 Construction packages for the Silverstream water pumping station and the main water pumping station that supplies Mosgiel with treated water commenced in March and May 2025 respectively.

#### *Wastewater Treatment Plant Renewals*

- 11 Renewals work is underway at Green Island, Tahuna, Mosgiel wastewater treatment plants (WWTP).
- 12 At Tahuna WWTP, new inlet screens have been ordered which will be installed when they arrive later in the year.
- 13 At Green Island WWTP, construction work is underway to renew the UV treatment process, the inlet pumps, ventilation system, and aeration blowers.
- 14 At Mosgiel WWTP staff amenity upgrades have been planned and construction work is expected later this year. A design has been developed for a gas flare and the consenting pathway for this is currently being reviewed.

#### *Water Treatment Plant Renewals*

- 15 Renewals work is underway at the West Taieri and Waikouaiti water treatment plants (WTP).
- 16 At Waikouaiti WTP, backwash pond construction was completed. Further construction will occur later in the year, including new treated water reservoir tanks. The design for taste & odour and other aspects of the treatment process has commenced and construction is planned for 2026.
- 17 Replacement membranes for the Southern WTP have been ordered from overseas. These will be transported by sea freight in two consignments which are expected to arrive in June and July 2025 respectively.

### **Future Planning**

#### *Integrated System Planning Programme*

- 18 The Integrated System Planning (ISP) Programme has been completed, with work shifting to ISP implementation and monitoring. Future investments identified through ISP have been included

in the draft 9-year plan 2025-34 and will be included in the Water Service Delivery Plan required as part of Local Water Done Well reform. The ISP summary report is attached to this Activity Report.

- 19 The ISP Implementation Programme is now underway. This includes the following post-ISP projects:
- a) Critical pipeline condition assessments - A service provider has been engaged through an open tender process, to undertake critical pipeline condition assessments over the next 2 to 3 years.
  - b) Biosolids - A tender process has been completed to engage a service provider to deliver a long term biosolids solution. This work will include further feasibility, design, and construction work as well as securing an end use for the biosolid product that will be produced. A staged approach will be adopted to ensure there is a robust business case for sludge from all of the different sources.
  - c) Wastewater network optimisation study – a scope has been developed to engage professional services to undertake this work, which includes assessment of options to reduce wastewater overflows, such as those in Kaikorai Valley and Surrey Street.
  - d) Water network efficiency – scoping work is underway for a package of work to design a monitoring system for the water distribution network that will provide data to optimise future planning and renewals works. Further work is underway to plan a business case for water efficiency options.
  - e) Groundwater as alternative water source – scoping of a desktop study is underway.
  - f) Stormwater green infrastructure – planning has commenced for the first two catchments.
  - g) Global wet weather overflow consent – this work is yet to start.

#### *Servicing Assessment*

- 20 3 Waters, in conjunction with the Property and Parks and Recreation Groups, is undertaking a Servicing Assessment in accordance with sections 125-128 of the Local Government Act 2002 (LGA). The focus of the assessment is the adequacy of the following services available to communities in Dunedin: drinking water; stormwater; wastewater; public toilets; cemeteries and crematoria.
- 21 Work to assess the adequacy of drinking water, stormwater, wastewater, public toilets, cemeteries and crematoria services available to communities in Dunedin in accordance with the LGA requirements continues. A final report, combining the assessment of both DCC and non-DCC services available to communities in Dunedin, will be provided to the Council prior to the statutory deadline of 1 July 2026.

#### *Water Bylaw Improvement*

- 22 3 Waters has commenced work on updates to the DCC Water Bylaw 2011. The objective of this work is to ensure the Bylaw:
- a) addresses current drinking water regulatory requirements

- b) manages consumer and public use of the DCC water supply system appropriately to minimise or avoid risks to drinking water safety
  - c) appropriately reflects Dunedin's growth and development.
- 23 A Councillor workshop will be scheduled once the Local Government (Water Services) Bill, which contains bylaw review requirements, has been enacted. A report to Council will follow later with a draft Statement of Proposal and draft Bylaw for public consultation.

*Interim Watercourse Management Approach – Bath Street*

- 24 Pipeline renewals and upgrades at Bath Street and surrounding streets commenced in April 2024. The (3 Waters) pipeline infrastructure component of the work is nearing completion, with remaining activities being funded by the Transport department.

*Future Watercourse Management Approach*

- 25 The Local Government (Water Services) Bill contains provisions designed to improve stormwater management in urban areas, including:
- a) The requirement for a water service provider to develop, adopt and implement a stormwater network risk management plan (SWNRMP) within two years of the requiring provision coming into effect;
  - b) The ability for water service providers to use stormwater network bylaws to support implementation of the stormwater network risk management plan; and
  - c) Obligations for owners of land that have an overland flow path (OFP) or a watercourse crossing over or beneath it.
- 26 As set out in the previous 3 Waters Update report to ISCOM dated 19 March 2025, 3 Waters staff consider the requirement to develop an SWNRMP would provide an appropriate opportunity to document issues associated with the performance of private watercourses and to assess options to manage those issues in future.
- 27 Submissions on the Local Government (Water Services) Bill closed on 23 February 2025 and Parliament's Finance and Expenditure Committee heard oral submissions on the Bill in March. The Finance and Expenditure Committee is due to report back to Parliament on the Bill by 4 July 2025.
- 28 Staff will continue to monitor the progress of the Local Government (Water Services) Bill through Parliament, including any changes to the proposed provisions relating to stormwater management in urban areas, and update ISCOM on proposed next steps once the Bill is enacted.

*South Dunedin Flood Alleviation*

- 29 3 Waters staff have developed a delivery approach for the three short term projects which were included in the draft 9-year plan, should they be approved. It is planned that two of the projects will be delivered through the existing Network Renewals delivery mechanism. The third project requires more extensive investigation before the delivery approach is confirmed. Staff are also working with the South Dunedin Future team to ensure medium and long-term works align with South Dunedin Future outcomes.

- 30 3 Waters staff will shortly undertake a procurement exercise to engage professional services to identify the preferred option or options to address wet weather overflows through a package of work referred to as Wastewater Network Optimisation. For the system which affects Surrey Street, this will consider options including additional overflow capacity to Kaikorai Stream, expansion of overflows to stormwater network, the construction of wet weather storage and transfer/diversion to Green Island (with accompanying capacity increase at Green Island WWTP).
- 31 It is anticipated that a preferred a concept level solution to alleviate wastewater overflows will be determined this calendar year which will then move into project delivery. Approximately \$60M has been included in the draft 9-year plan for wet weather flow management, which is currently phased to start in year 4 of the 9-year plan (2028/2029). The delivery timeframe will depend on the solution identified. A further update once the initial package of work is complete.
- 32 In addition to this a programme of pipe renewals in the Kaikorai Valley area is underway. These renewals will reduce infiltration into the Kaikorai Valley wastewater system which will reduce wet weather flows and reduce the frequency of overflows to the Kaikorai Stream and to Surrey Street. One package of renewals has already been completed this year and there are two further packages in construction and to be completed this calendar year, which will total approximately 1.5km of wastewater pipe renewal in the area. Design work has been completed for a further 13km of wastewater renewals which will be constructed in the coming years.

## **Regulatory Performance**

### *Wastewater*

- 33 3 Waters is preparing to lodge an application with the Otago Regional Council (ORC) to vary the conditions of the resource consent DCC holds to discharge contaminants to air from the incinerator at Tahuna WWTP. The variation application seeks a change to the monitoring requirements and discharge quality limit for oxides of nitrogen (NOx). 3 Waters expects to lodge the application in June.
- 34 The change seeks to align the NOx monitoring requirements and discharge quality limit with current best practice and industry standards. The proposed change, which is based on up-to-date emission modelling and comparison against relevant air quality standards and guidelines, would not result in an increase in the levels of emission the Tahuna WWTP can discharge. As such, the proposed change would not result in a change in environmental effects.
- 35 The variation application supports efforts to resolve abatement notice EN.RMA.24.0003, which the ORC issued to the DCC in 2024 due to non-compliance with the NOx concentration limit in the Tahuna WWTP air discharge consent. The compliance date has been extended to 2 March 2026 to allow time for processing of the consent variation application and – if the variation is granted – a subsequent round of monitoring to enable DCC to demonstrate compliance with the new NOx limit.
- 36 3 Waters has provided information on the variation application directly to key interested parties including Mana Whenua (via Aukaha). In addition, information on the variation application will be provided to neighbours of the Tahuna WWTP via the annual Tahuna WWTP community newsletter.

### *Drinking water*

- 37 Annual reporting on 2024 compliance with the Drinking Water Quality Assurance Rules was completed as required by the end of February 2025. Improvement actions to address non-compliance identified in the 2024 annual compliance report are being progressively implemented. This includes actions to address the non-compliance issues arising from instances of short-term losses of continuous monitoring data, which are impacting year-to-date compliance for some rules and performance measures.

## **Relationships**

### *DCC Collaboration*

- 38 3 Waters is actively collaborating with other DCC departments. Key examples of this collaboration are:
- a) working with the Property and Parks and Recreation Groups on the Servicing Assessment project (refer paragraphs 21-22).
  - b) working with the South Dunedin Future team to use stormwater hydraulic models to support risk assessment and adaptation options assessment activities.
  - c) working with the City Growth team to develop guidance material to assist the developers when compiling stormwater management plans for subdivision development sites.
  - d) Working with the City Development team on appeals on the Second-Generation Plan and evidence in relation to submissions on Plan Change 1.
  - e) Working with the City Development team on Future Development Strategy implementation.

### *Treaty Partners Mana Whenua*

- 39 3 Waters staff participated in a hui with Mana Whenua, in collaboration with Aukaha, to seek feedback relating to Local Water Done Well Water Service Delivery Model options. We thank both Te Rūnanga ō Ōtakou and Kati Huirapa Runaka ki Puketeraki for their time and feedback.
- 40 3 Waters continues to actively engage with Mana Whenua, often via Aukaha, on a range of other projects including the Integrated System Planning programme, biosolids reuse, Northern Schemes Wastewater, Servicing Assessment and various capital projects.

### *Regulation*

- 41 3 Waters continues to engage constructively and collaboratively with regulators Taumata Arowai - the Water Services Authority and the ORC.

### *Regional Collaboration*

- 42 DCC staff have established a joint working group with Christchurch City Council to explore shared services opportunities.

### *National Collaboration*

- 43 3 Waters continue to be actively involved with the Water NZ Water Services Managers Group and many of the Water NZ Special Interest Groups which assist staff to be competent on a range of topics from zero carbon, to smart water meters and backflow prevention.

## **Operational**

### *Operational Cost Saving Opportunities*

- 44 Sludge incineration at Tahuna WWTP has been subject to several continuous improvements in recent years and gains made in late 2024 have remained sustainable into 2025 contributing to operational cost savings and reduced carbon emissions. There have been several operational challenges in the past few months and staff are investigating the causes of this, including potentially the volumes and quality of fats oils and grease disposed of at Tahuna.

### *Service and Supply Contracts*

- 45 Work underway to tender the network maintenance contract which ends in 2026 but necessitates a long lead time for tendering due to the complex nature, financial magnitude of the contract and system integration components. A market briefing was undertaken in May 2025 and work is underway to develop tender documentation.

### *Maintenance Works*

- 46 Preventative maintenance on several stormwater and wastewater pump stations is being prioritised whilst a replacement portable crane is procured. A preferred procurement mechanism has been identified and this is being progressed with the DCC Fleet team to find the most appropriate solution.
- 47 Planned maintenance is underway at Tahuna WWTP to undertake a mechanical overhaul of the third of three High Rate Activated Sludge (HRAS) tanks.
- 48 Planned maintenance work is underway at Musselburgh Pump Station to overhaul the second of two diesel generators. These generators are required to pump high flows of wastewater in wet weather events.

## **Reform Activities**

- 49 As part of Local Water Done Well reform, staff from 3 Waters, Finance, Legal, and Communications and Marketing teams worked collaboratively to prepare public consultation material on water service delivery model (WSDM) options.
- 50 Public consultation on the WSDM options ran in parallel with public consultation on the 9 Year Plan 2025-34 from 31 March to 30 April 2025. Hearings were held in early-May.
- 51 There were 467 submissions that selected a WSDM. The majority of submitters favoured the In-House Option (67%) as compared to the CCO Option (33%).
- 52 On 26 May 2025, Council considered a report summarising the WSDM consultation. The Council selected the In-house Model as the WSDM to be included in the DCC's Water Services Delivery Plan (WSDP).
- 53 The Local Government (Water Services Preliminary Arrangements) Act 2024 requires the DCC to submit its WSDP to the Secretary for Local Government by 3 September 2025. A Councillor pre-briefing was completed on 4 June 2025 and at this stage, staff intend to report to Council with a draft WSDP for adoption in August 2025.

## OPTIONS

54 As this is a noting report there are no options to consider.

## NEXT STEPS

55 3 Waters staff will continue to:

- a) deliver the capital programme approved through the 2025 – 2034 9-Year Plan
- b) implement improvement actions to ensure compliance with regulatory requirements
- c) pursue operational cost saving opportunities
- d) continue the ISP Implementation Plan
- e) develop the WSDP in accordance with the requirements of the Local Government (Water Services Preliminary Arrangements) Act 2024.

## Signatories

Authoriser:	John McAndrew - Acting Group Manager, 3 Waters David Ward - General Manager, 3 Waters and Transition
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## Attachments

	Title	Page
<a href="#">↴A</a>	3 Waters Integrated System Plan	69
<a href="#">↴B</a>	Ōtākou LWDW feedback letter	95
<a href="#">↴C</a>	Puketeraki LWDW feedback letter	96

## SUMMARY OF CONSIDERATIONS

### ***Fit with purpose of Local Government***

This report relates to providing local infrastructure that is considered good-quality and cost effective.

### ***Fit with strategic framework***

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

The 3 Waters activities support the outcomes of a number of strategies.

### ***Māori Impact Statement***

Engagement and contribution to decision making is primarily through the Integrated System Planning and associated adaptive plan processes planning for biosolids reuse, Northern Schemes Wastewater, Servicing Assessment and various capital projects.

### ***Sustainability***

The 3 Waters activity contributes positively to the interests of the community by ensuring the provision of safe drinking water, and the safe and sustainable disposal of wastewater and stormwater.

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

The 3 Waters activities are included in the Annual Plan and 9-Year Plan.

### ***Financial considerations***

The report does not seek any change to capital or operating budgets and provides updates only.

### ***Significance***

This noting report is considered of low significance under the Significance and Engagement Policy.

### ***Engagement – external***

As an update report no specific external engagement has been undertaken.

### ***Engagement - internal***

As an update report no specific internal engagement has been undertaken.

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

There are no identified risks.

### ***Conflict of Interest***

No conflicts of interest have been identified.

### ***Community Boards***

3 Waters activities are of interest to all members of the community including those areas covered by Community Boards.



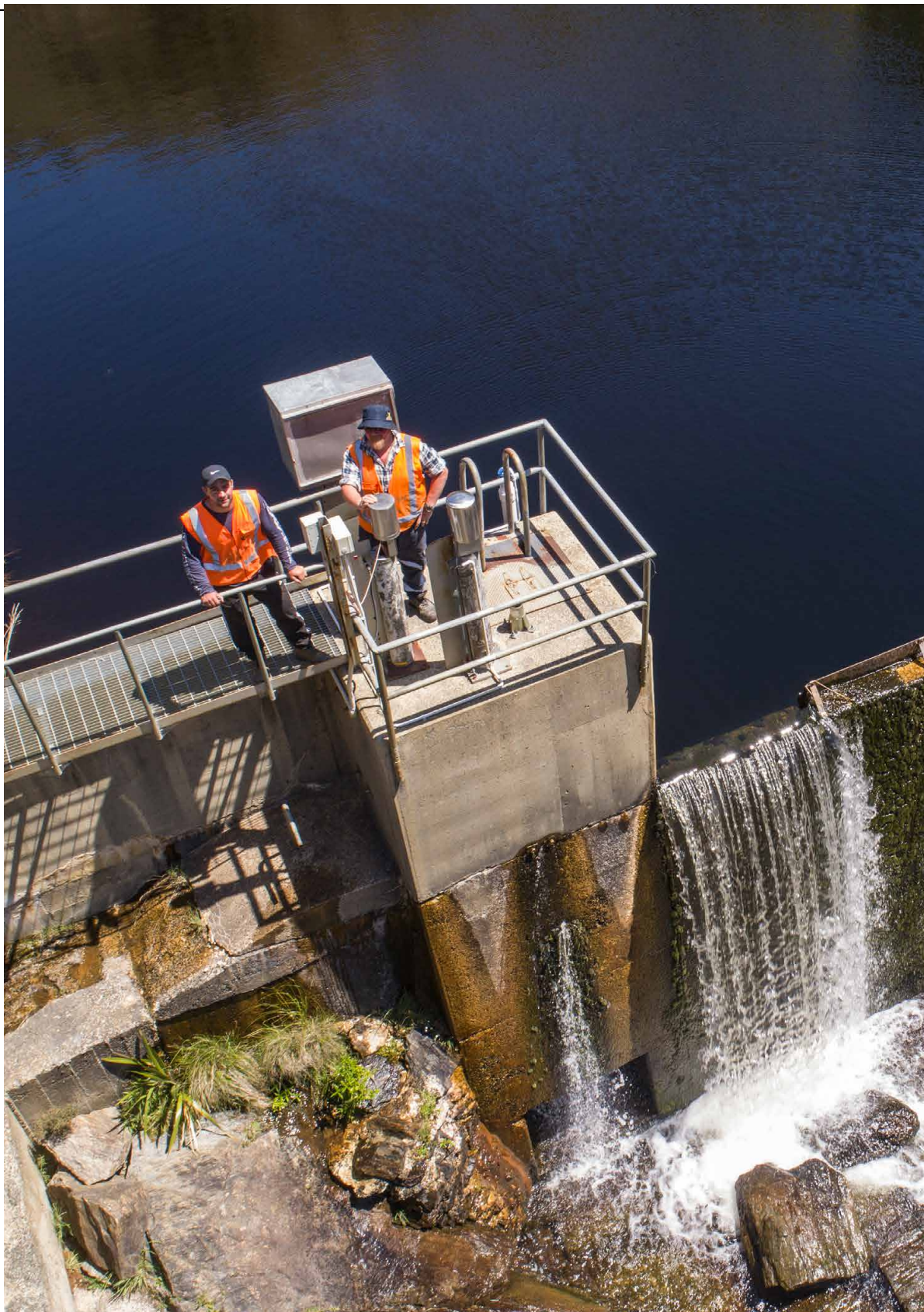
2025



# 3 WATERS INTEGRATED SYSTEM PLAN

WATER FOR GENERATIONS:  
Planning for the next 50 years

HE WAI MŌ TĀTOU, Ā, MŌ  
KĀ URI Ā MURI AKE NEI





The management of drinking water, wastewater, and stormwater services is critically important and has a direct impact on the health, wellness, and quality of life of our community and the surrounding environment.

At Dunedin City Council, we've spent the past five years working alongside Mana Whenua to develop a comprehensive and robust plan to keep our drinking water, wastewater, and stormwater services reliable, safe, and affordable for the next 50 years and beyond.

The Integrated System Planning programme\* (the plan) has been developed using physical investigations, complex modelling of our three waters infrastructure, technical data and input from our key stakeholders, Otago Regional Council and Taumata Arowai.

It outlines:

- what our current three waters infrastructure and services look like,
- the challenges we are facing in the future,
- what we need to achieve to protect and future-proof our assets, and
- the pathway to get there.



\*The Integrated System Planning programme informs the draft DCC Infrastructure Strategy, which in turn informs the draft 9 year plan 2025-2034. Once approved by Council, the 9 year plan 2025-2034 will advance the infrastructure responses and improvements identified in ISP.

## CONTENTS

### **What's happening now?**

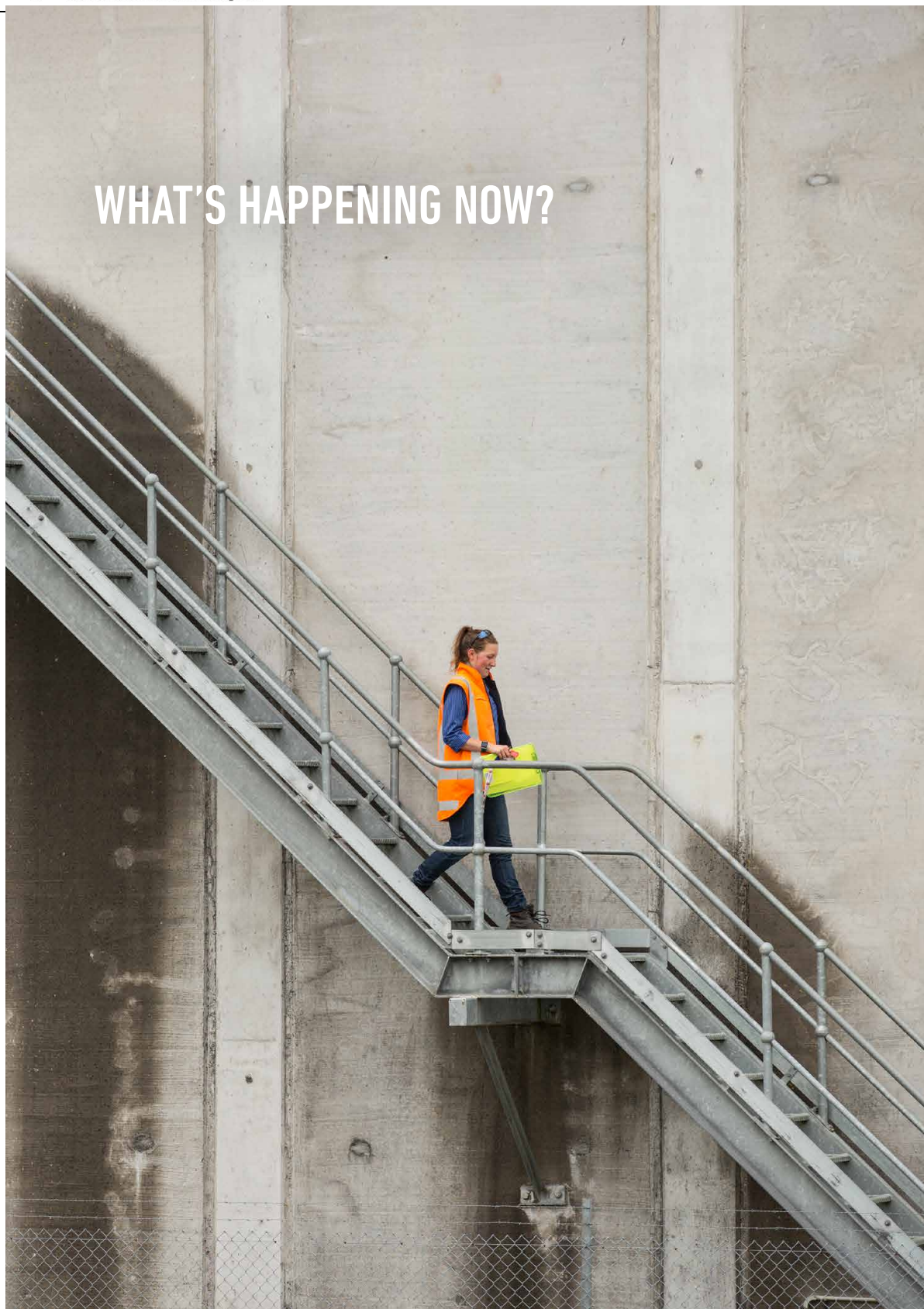
- Planning for the future
- Our changing water use
- We're facing some challenges
- Turning on the tap – water
- Down the drain – wastewater
- From the skies – stormwater

### **What does our future look like?**

- Planning for uncertainty
- What does our core pathway look like?
- The future at a glance – water
- The future at a glance – wastewater
- The future at a glance – stormwater

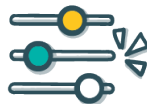
### **Next Steps**





## PLANNING FOR THE FUTURE

The plan addresses challenges like ageing infrastructure, our impacts on the environment, the impacts of climate change and the need to meet new regulations. Its guiding principles are:



### Efficiency

Using water and resources wisely, supporting city growth, and controlling costs for our community.



### Regeneration

Protecting water health, cutting emissions, and improving community well-being.



### Resilience

Preparing for climate change and ensuring our three water systems can recover from emergencies and natural disasters.

Our plan takes a big-picture approach to managing drinking water, wastewater, and stormwater systems, looking at how these services connect and allowing for smart investments that solve many challenges at once. Development of the plan involved four stages:



### Stage 1: Baseline performance

Looking at how we are performing currently and identifying work needed to keep our services running now.



### Stage 2: Objective setting

Identifying what we are aiming to achieve.



### Stage 3: Response development

Developing a series of pathways that could take us from where we are now to where we need to be in the future.



### Stage 4: Adaptive planning

Considering the pathway options and developing a core pathway.

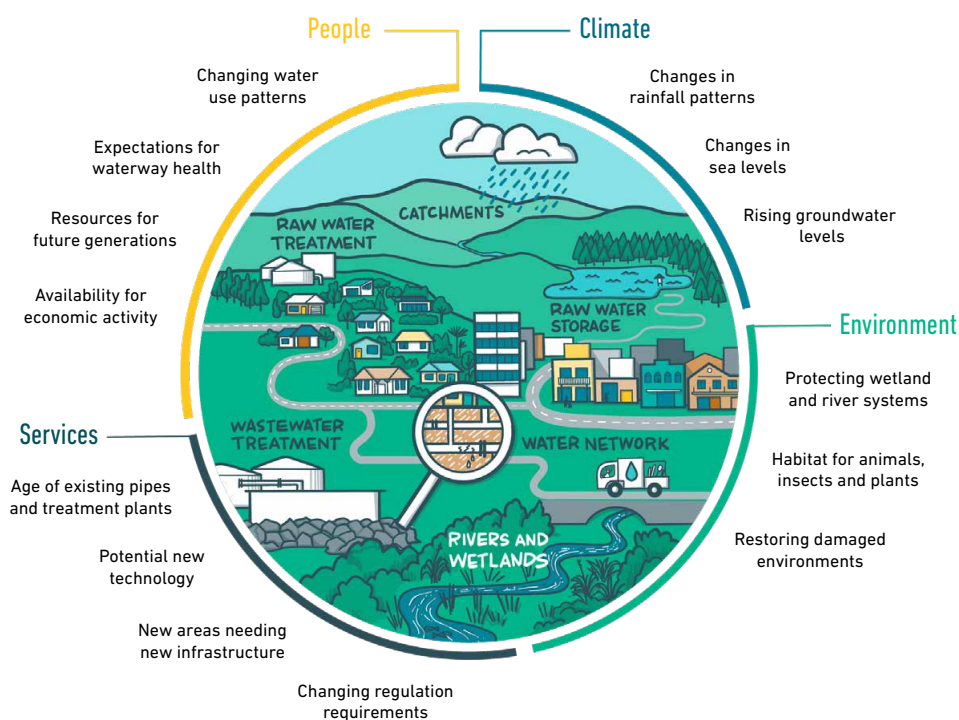


Recognising that the future is full of uncertainties, we have used a planning method called Dynamic Adaptive Planning Pathways (DAPP) to help us create a plan that we can adapt as the future unfolds.

This is a new and innovative approach to water infrastructure planning in New Zealand and incorporates principles from the Treaty of Waitangi into decision-making, ensuring Mana Whenua perspectives are built into future plans.

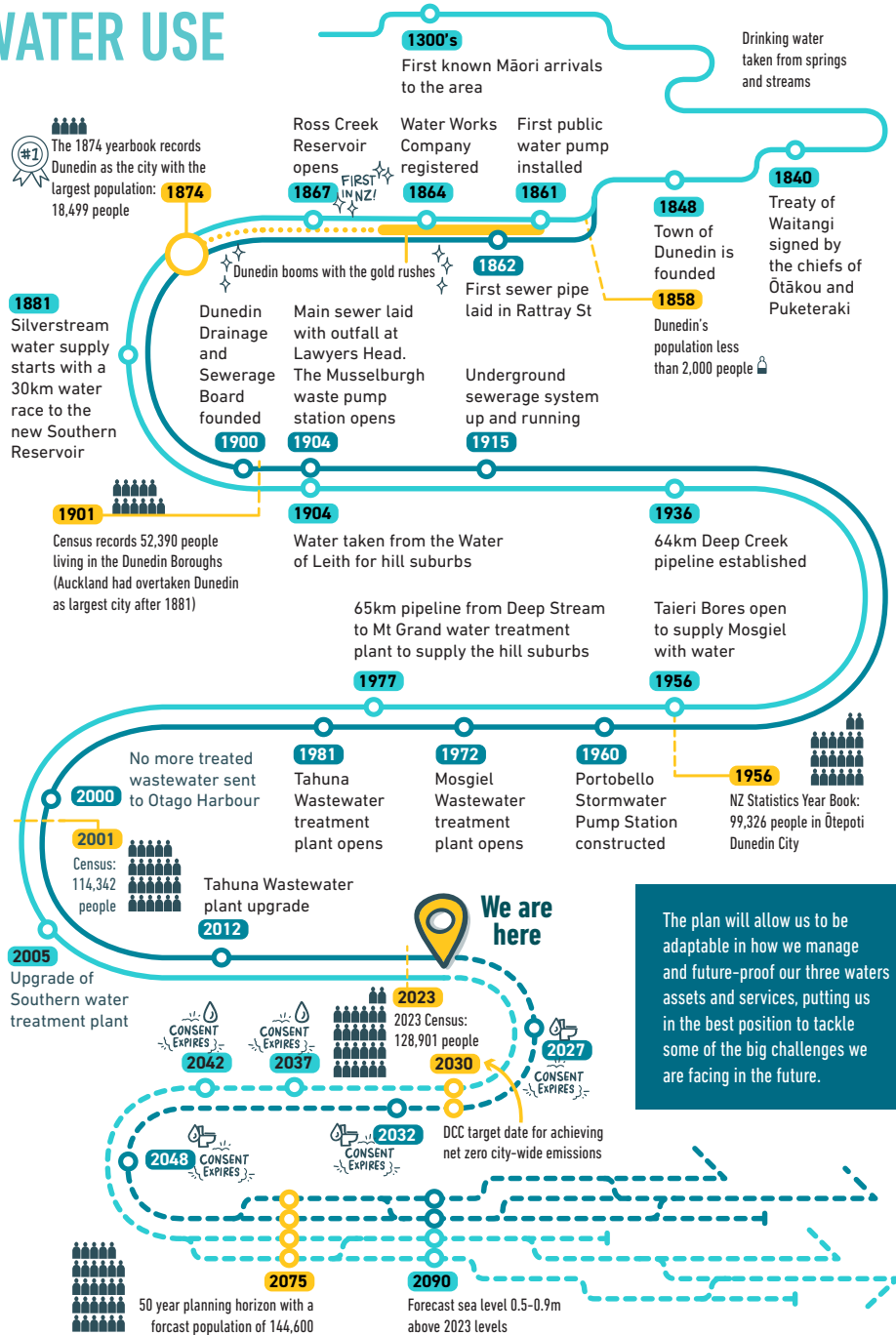
By looking at the drinking water, wastewater and stormwater systems as a whole, the plan ensures that different systems and services work well together and that any changes benefit all three water services.

**The plan considers a range of factors:**



Optimising our drinking water, wastewater and stormwater systems means investing in the right things at the right time while remaining flexible to future uncertainties.

## OUR CHANGING WATER USE





## WE'RE FACING SOME CHALLENGES

Dunedin's water supply has evolved significantly since the city's early settlement. Fast forward, several decades and we are now facing significant challenges to keeping our water services, reliable, safe and affordable.



### **Affordability**

We spend millions of dollars each year keeping our assets (like treatment plants, water pipes, pumps and stormwater drains) and services running. Over time, these costs will increase. This means we need to make sure we only spend money on the right things at the right time.



### **Service levels**

To keep our water services at a high standard, we need to make improvements to areas of flood prevention, stormwater pollution and wet weather wastewater overflows. We also need to increase the resilience of our water supplies, so we have a healthy supply of stored water if there are weather events like droughts.



### **Climate change**

Rising temperatures, changing weather patterns and population growth are leading to an increase in water demand. At the same time, more frequent and intense rainfall events overwhelm stormwater systems, causing flooding, erosion and contamination of water sources. Sea level rise will likely also begin to impact our low-lying infrastructure.



### **Emission targets**

We need to reduce greenhouse gas emissions, created by processes to produce safe drinking water and treat wastewater, and do our part to help Council reach its carbon emission reduction targets.



### **Ageing assets**

Like many councils across the country, much of our key water assets (e.g. pipes, pumps and treatment facilities) are very old. Ageing water pipes are more prone to leaks, while infiltration of groundwater and stormwater into wastewater pipes and manholes is more likely when assets are old. Operating a water system with old assets is inefficient, negatively impacts the environment and makes it harder to meet regulatory requirements.



**DID YOU KNOW?**

Dunedin's water network is made up of 1,450km of pipes.



## Turning on the tap – water

Dunedin's drinking water is sourced from multiple rivers, streams and reservoirs including the Deep Creek, Deep Stream and Silverstream catchments. Water is taken from these sources and treated at our two main water treatment plants, Mount Grand and Southern, before it is supplied to 95% of the approximately 130,000 residents across the city. The network also includes pumps and treated water reservoirs, which provide storage, manage fluctuations in demand and help meet pressure requirements. Rural areas rely on smaller water sources, including those at Waikouaiti, Outram, and Taieri.

**Some of the challenges to our water services and infrastructure include:**

- Currently, Dunedin only has about 14 days of raw water storage. Our models show that, in the future, there may be periods of up to 60 days when we won't be able to take water from our rivers. We don't have enough storage in our system to see us through these dry periods.
- Many of Dunedin's water sources are over-allocated, and all existing water sources will need new consents by the early 2040s. It's unlikely the city will be able to take as much water from these water sources in future as it does today due to changing consent requirements.
- The relatively low volume of storage means that our water supplies are susceptible to disruptive events like pollutants entering water sources (e.g. from catchment fires) and/or other natural disasters (e.g. earthquakes).







### DID YOU KNOW?

Inflow and infiltration (I&I) is where groundwater and stormwater seep into our wastewater system. There can be as much as 10 times more water in the wastewater system when it rains due to I&I.



## Down the drain – wastewater

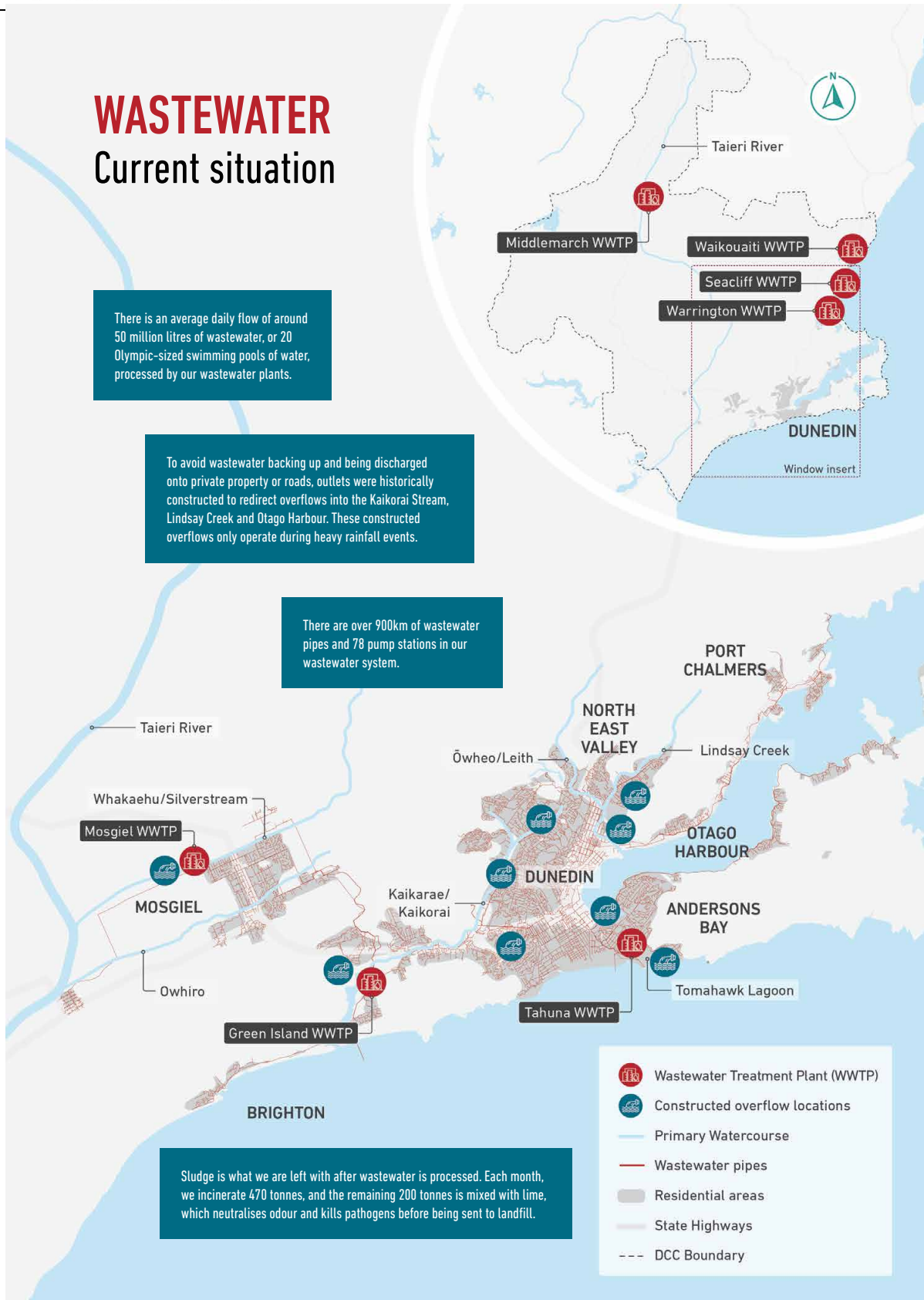
Dunedin's wastewater system serves approximately 130,000 residents through an extensive network of wastewater treatment plants (WWTPs), pump stations, and sewer pipelines. The main treatment facilities include the Tahuna, Green Island, and Mosgiel WWTPs, along with smaller plants in communities such as Waikouaiti, Warrington, Seacliff, and Middlemarch with Tahuna being the largest and most advanced. These plants use primary and secondary treatment processes. The primary treatment process removes large solids and debris from the wastewater while the secondary treatment process further purifies the water. Wastewater sludge, which is what remains after the two treatment processes, is mostly incinerated with some being treated and sent to landfill.

### Some of the challenges we are facing include:

- Our wastewater assets (e.g. pumps, pipes) work well in dry weather; however, during heavy rain, stormwater and groundwater enter the old wastewater pipes (known as inflow and infiltration) and cause the system to overflow. This means raw or partially treated wastewater spills out into nearby areas, which can cause environmental contamination and pose health risks. Excessive stormwater in our wastewater system can also prevent our treatment plants from sufficiently treating the wastewater before it is discharged.
- Wastewater assets were historically designed without consultation with Mana Whenua or alignment with cultural values and protocols.
- As our systems become overwhelmed more frequently due to an increase in heavy rainfall events, it's becoming harder to comply with environmental regulations.
- One of the biggest contributors to carbon emissions produced by the three water systems, is the disposal of wastewater sludges.









### DID YOU KNOW?

Historically, stormwater and wastewater were often piped down the same drainage system. Over time the systems were separated and today, Dunedin has separate wastewater and stormwater systems.



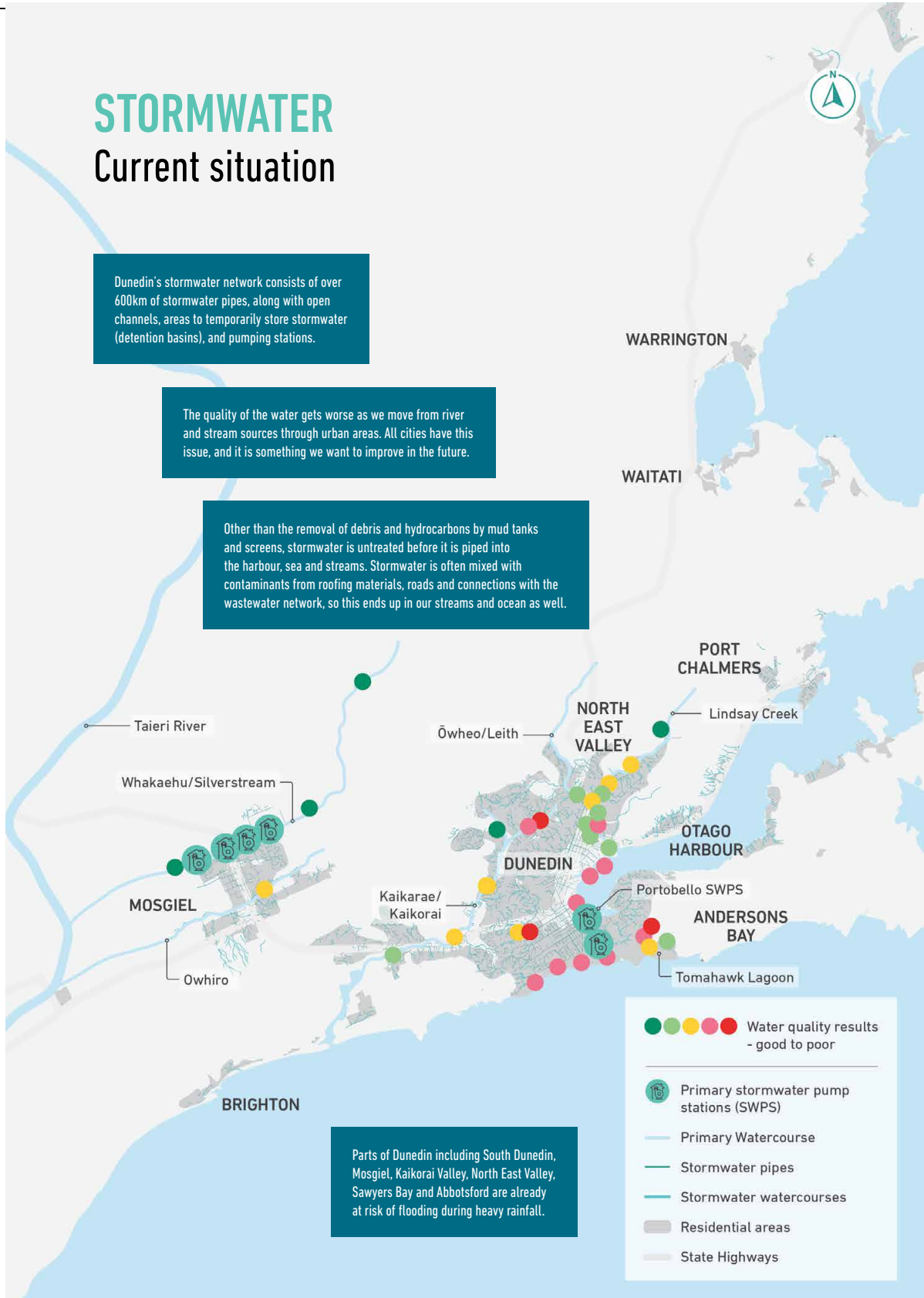
### From the skies – stormwater

Dunedin's stormwater network is a critical part of the city's infrastructure, designed to manage rain runoff (water that isn't absorbed into the earth during rainfall) and reduce the risk of flooding. Unlike wastewater, stormwater is discharged directly into waterways or the ocean with little to no treatment.

#### Some of the challenges we are facing include:

- Ageing infrastructure and rising groundwater mean excess groundwater seeps into stormwater pipes and reduces the system's capacity to manage rainwater.
- Watercourses (such as streams and rivers) provide a significant portion of Dunedin's stormwater drainage but over 70% of these are privately owned and not always well maintained, increasing flood risk.
- Climate change is expected to worsen stormwater challenges by increasing the frequency of intense rainfall events and reducing how much stormwater can be absorbed in soils in low-lying areas due to sea-level rise. A higher intensity of rainfall will also increase the risk of flooding, particularly in South Dunedin, Mosgiel, Kaikorai Valley, North East Valley, Sawyers Bay and Abbotsford.
- Stormwater runoff, particularly from roads, causes pollution of our waterways because it collects contaminants such as oil, heavy metals, sediment and litter, which are then carried into our rivers and ocean with little to no treatment.











## PLANNING FOR UNCERTAINTY

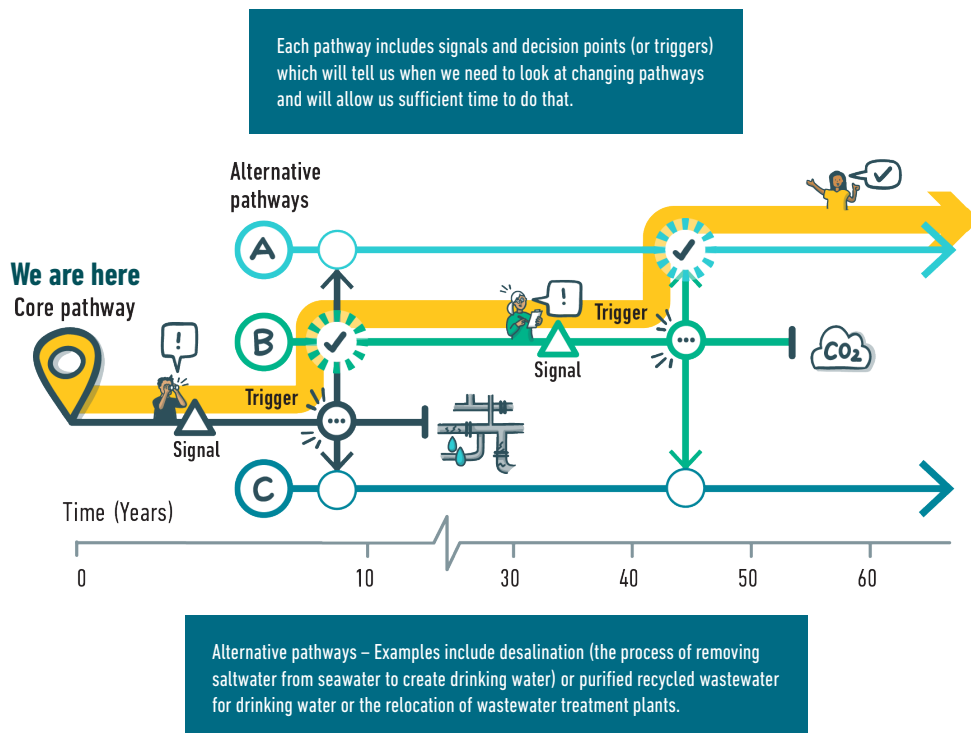
Developing a 50-year plan inevitably means that there will be uncertainties and changes that will arise over time that cannot be planned for now. To manage these uncertainties, the plan uses a planning method called Dynamic Adaptive Planning Pathways (DAPP), a decision-support process which lets us adapt our plans as we go.

Using DAPP, a series of potential pathways are created to respond to unexpected situations or changes which might occur in the future such as changes in technology, regulations or climate.

Using this planning method, we have created different scenarios to assess what the future could look like and have set signals and decision points (triggers), so we know when we need to reconsider the pathway we are on and potentially shift to a different pathway. We will monitor our signals and triggers, so we are aware of what is happening and, if necessary, change pathways in time to avoid bigger problems.

### There are two types of pathways:

- Core pathways – this is the plan we have agreed to follow right now and will continue to follow until there is a change in circumstance, which may require us to take a different approach.
- Alternative pathways – other pathways that we could take depending on what happens in the future, if there is a change in circumstance.



## WHAT DOES OUR CORE PATHWAY LOOK LIKE

The core pathway is what we are on right now and considers what we know and the challenges we are currently facing. On this pathway, we have outlined several key actions for each of our drinking water, wastewater and stormwater services which will help us to ensure they remain safe, reliable and affordable for current and future generations of Dunedinites.



### The future at a glance – water

Our existing water resources are finite and dependent on frequent rainfall. To use them more efficiently, we'll need to develop a water conservation programme to reduce water leakage and wastage. It is also likely we will need to significantly increase the amount of raw water storage we have available to ensure we can continue meeting demand and focus on keeping more water in our rivers to maintain the health of the environment and ecosystem. This means building reservoir storage and looking at alternative sources of water like groundwater (water beneath the earth's surface).

**Key actions to tackle the challenges we are facing when it comes to our water system include:**

**MID-  
2020  
to MID-  
2030's**

- Use metering in our pipe network to help us detect leaks and improve water efficiency,
- Investigate the availability of groundwater sources, and
- Look at how we can increase the amount of untreated water we can store to cover us in dry conditions.

**MID-  
2030's  
to MID-  
2040's**

- Establish new groundwater sources,
- Create storage for 30 to 60 days of untreated water for the district, and
- Consider wider use of metering for both public and private water usage. This will allow us to better manage supply and demand.

**2045  
and  
BEYOND**

- Focus our efforts on maintaining our infrastructure and conserving water.



## The future at a glance – wastewater

Heavy rain impacts our networks and treatment plants and causes overflows into the environment. In the future, we will need to focus on reducing how much wastewater overflows from the network by addressing inflow and infiltration (I&I) – how much stormwater seeps into wastewater pipes through cracks, leaks and improper connections – and increasing the volume of wastewater the network can manage and store.

**Key actions to tackle the challenges we are facing when it comes to our wastewater system include:**

**MID-  
2020  
to MID-  
2030's**

- Improving the wet weather performance of our wastewater network.
- Addressing inflow and infiltration starting with the Kaikorai, Lindsay, and Leith catchments which will:
  - Reduce the volume of untreated water overflowing from our wastewater system into the surrounding environment, and
  - Improve water quality by reducing the amount of wastewater that overflows into these catchments.
- Optimise processes across the network and treatment plants to reduce greenhouse gas emissions, focusing on how we manage biosolids (nutrient-rich organic materials that come from treating wastewater which can be used as a fertilizer and in forestry and soil rehabilitation),
- Reconsent wastewater treatment plant (WWTP) discharge consents at Tahuna and Green Island,
- Decommission the Mosgiel WWTP, and
- Modify existing plants to accommodate increased capacity and culturally appropriate treatment options.

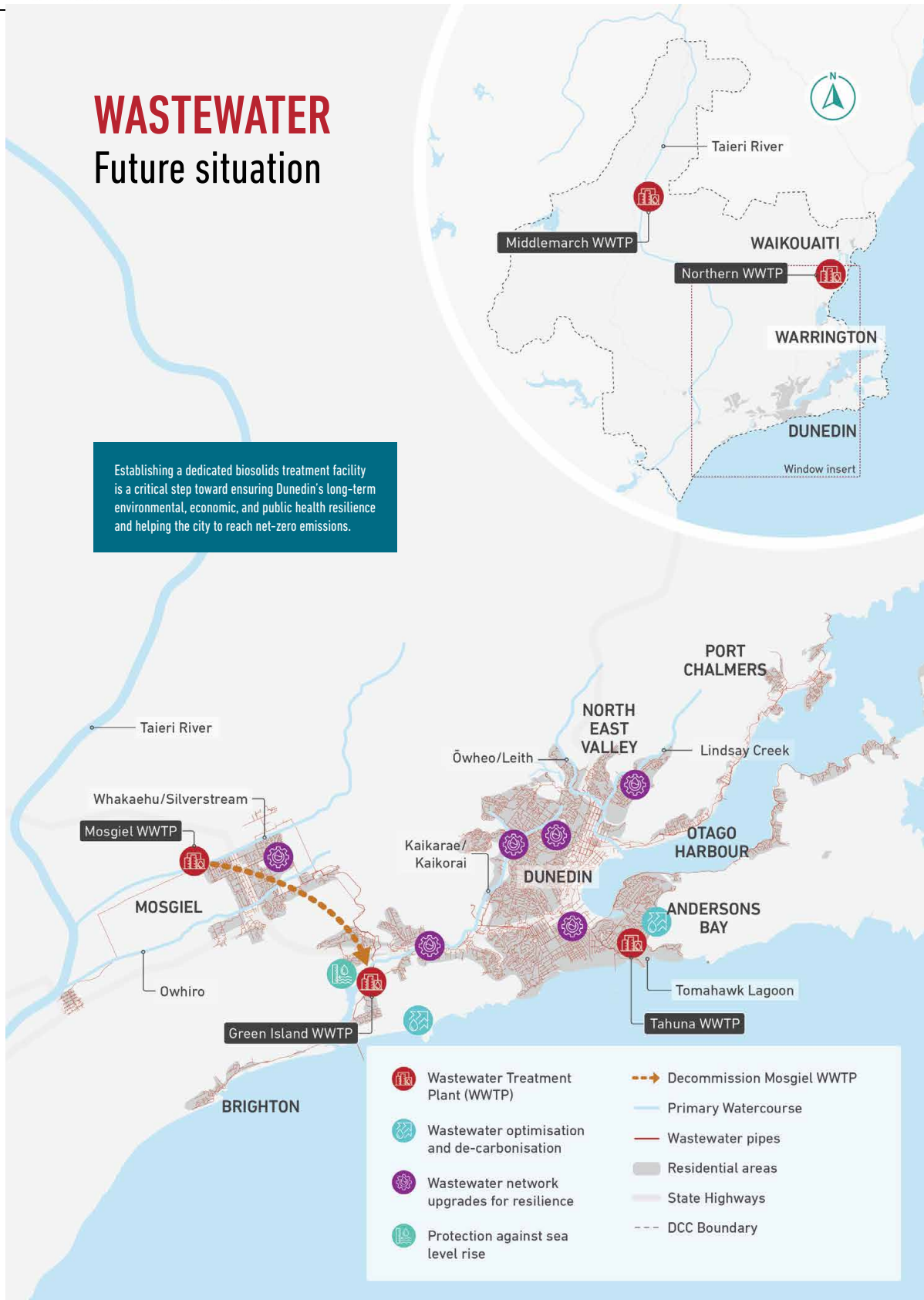
**MID-  
2030's  
to MID-  
2040's**

- Continue to improve water quality in areas where wastewater enters the environment by reducing the volume of untreated water overflowing from our wastewater system, and
- Continue to optimise our networks and plants, system and processes.

**2045  
and  
BEYOND**

- Provide additional protections against sea level rise such as sea walls to protect treatment plants and pump stations in coastal hazard zones, and
- Carry out ongoing upgrades to ensure compliance with evolving standards.





## The future at a glance – stormwater

High rainfall can overwhelm our stormwater network and cause flooding while stormwater runoff can contribute to the poor health of our streams and watercourses in urban areas. In the future, we will need to develop green infrastructure solutions (such as rain gardens and wetlands) that help to reduce flooding and stormwater contamination.

**Key actions to tackle the challenges we are facing when it comes to our stormwater system include:**

**MID-  
2020  
to MID-  
2030's**

- Prioritising green infrastructure solutions to address flooding and improve water quality, aligning with cultural values. These solutions are adaptable to climate change and offer ecological and recreational benefits. Implementation will focus on catchment-based solutions, prioritising catchments draining into Lindsay Creek, Owheo/Leith, Whakaehu/Silverstream, and Otakou/Otago Harbour, and
- Improving the management of overland flow paths (routes taken by water when the man-made drainage network is overloaded) on designated streets to enhance resilience and flood protection.

**MID-  
2030's  
to MID-  
2040's**

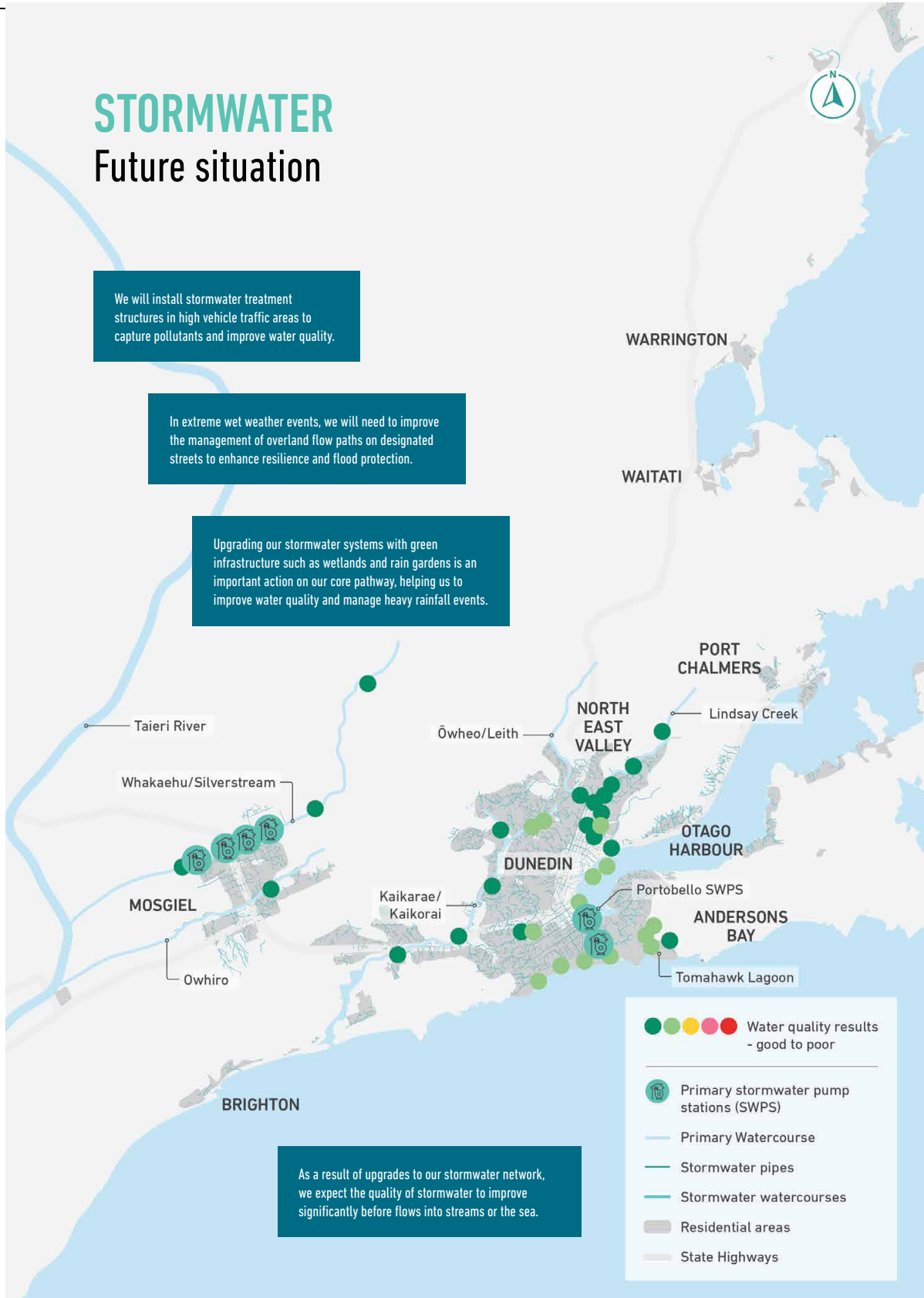
- Prioritising the Kaikarae/Kaikorai and Tomahawk Lagoon catchments for green infrastructure,
- Implementing stormwater treatment structures (such as infiltration basins, bioretention areas, and swales) in high-traffic areas to reduce contamination from roads entering the stormwater system and improve water quality, and
- Making improvements to our stormwater monitoring, for both flood resilience and water quality.

**2045  
and  
BEYOND**

- Transition all catchments to include green infrastructure, addressing climate-driven flood risks by creating more space for water,
- Continue to invest in stormwater infrastructure and increase monitoring, and
- Consider potential retreat from high-risk flood areas in our long-term strategies.











## NEXT STEPS

Providing drinking water, wastewater and stormwater services and systems that are safe, reliable, affordable and align with Mana Whenua cultural values, is critical to the health and well-being of our community.

In Dunedin, our three water services and systems have developed significantly as our population and city have grown, and they have served us well. However, we're facing some major challenges now and in the future which require us to be adaptable and invest in the right things at the right time so that the money we spend in the short-term will help us to achieve our longer-term goals.

Using DAPP, we've created a core pathway which sets our direction for the coming decades, outlining the actions needed to address future challenges and how we should invest to achieve the greatest outcome for our community. We also recognise that the world is changing and that we may need to adapt our plans to respond to challenges and opportunities when they arise which is why, in addition to the core pathway, we have created a series of alternative pathways. These will allow us to change our approach if needed and give us sufficient time to do so.

Our core pathway will be delivered over the next 50 years and includes key actions to future-proof our drinking water, wastewater and stormwater services and systems. The ISP core pathway would continue in future to inform the DCC Infrastructure Strategy, which would inform the regularly updated 10-year plans. Once approved by Council, these 10-year plans advance the infrastructure responses and improvements identified in the ISP core pathway. The dynamic adaptive planning allows DCC to monitor change over time and adapt our 3W planning and service delivery to future challenges.

### Key focuses of our core pathway include:



The provision of water efficiency and conservation measures, alternative water supplies and untreated water storage, in addition to ongoing pipe replacement.



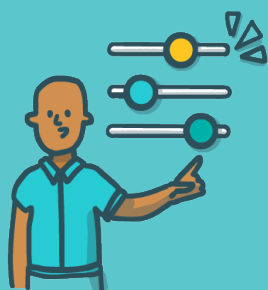
Reducing wastewater overflows into the surrounding environment from the network by addressing inflow and infiltration.



The development of catchment-based solutions to reduce flooding impacts and improve the quality of our waterways.

These actions, along with continuous monitoring of our services and systems, will ensure we are providing the best value to our ratepayers and ensuring these vital systems are future-proofed for current and future generations.





For more information, visit  
[dunedin.govt.nz/isp](https://dunedin.govt.nz/isp)  
or scan the QR code below.





22/05/2025

Dave Ward  
50 The Octagon  
Dunedin 9054  
New Zealand

Tēna koe Dave,

This letter provides comment on the meeting held at Aukaha (1997) Ltd. on the 13th of May 2025 between representatives of Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou (Ōtākou), Aukaha and the DCC, providing a valuable platform for discussion between mana whenua and council. We wish to reiterate and elaborate on some key principles that Ōtākou believes are foundational to successfully navigating and resolving the critical issues facing our community, particularly concerning infrastructure and service provision.

Ōtākou holds the firm view that the actual delivery services model is of lesser importance than the **values and principles underpinning the model**. Our partnership, grounded in the spirit of Te Tiriti o Waitangi, necessitates a relationship built on mutual respect and understanding. To this end, **transparent and early communication** with Ōtākou is paramount, especially around decisions affecting their lands and waters.

Strengthening the **mana-to-mana level relationship** between council and rūnanga is essential to honouring this Tiriti-based partnership. Such a relationship will facilitate open dialogue, ensuring that their unique perspectives and concerns, such as those regarding the Ōtākou Māori Reserve and its purpose in sustaining identity and *hapūtanga*, are fully understood and addressed without unintended negative consequences.

A prime example of this principled approach is the protection of the **mauri of the water**, which is crucially important from a mana whenua perspective. This concerns the quality and quantity of water taken, diverted, and/or discharged. While there are options that mana whenua can accept (such as the mixing of water bodies as happens between Mount Grand and Deep Creek), there are also other options that Ōtākou will not accept (such as disposal of treated wastewater to water, irrespective of the level of treatment). Open lines of communication, established through our mana-to-mana relationship, are vital to ensure no assumptions are made about the Ōtākou position on these sorts of decisions.

We acknowledge the Dunedin City Council's (DCC) commitment to meaningful mana whenua engagement with recent three waters and climate change resilience projects, such as the Integrated System Planning, the South Dunedin Futures Programme, and several smaller scale projects, via Aukaha Ltd. This commitment provides a positive foundation upon which we can build.

By upholding these foundational principles of engagement, partnership, and communication, we believe we can collectively find solutions that ensure equitable services for Ōtākou, support the growth of their community and the retention of their identity, and uphold our Treaty rights, without the detrimental effects of increased rates or the loss of multi-owned Māori land. We look forward to continuing these vital discussions.

Kā mihi,



Alex Gorrie  
Kaipūkaha

Aukaha (1997) Limited  
Level 2, 266 Hanover Street, Dunedin Central, Dunedin, 9016, New Zealand  
03 477 0071 | [ced@aukaha.co.nz](mailto:ced@aukaha.co.nz) | [www.aukaha.co.nz](http://www.aukaha.co.nz)



## Kāti Huirapa Runaka ki Puketeraki

19-May-25

Tumu Whakarae / Chief Executive Officer  
Dunedin City Council

Tēnā koe Sandy,

The meeting held at Aukaha on the 13/05/2025 provided a good platform for discussion between mana whenua and council. Here are some of the key points summarised as feedback.

Kāti Huirapa Rūnaka ki Puketeraki (Kāti Huirapa) hold the view that the actual delivery services model is of secondary importance to the values and principles underpinning the model. Transparent and early communication with Kāti Huirapa around decisions affecting water and strengthening of the mana-to-mana level relationship between council and rūnaka both help to honour the Tiriti based partnership. It would be beneficial for Kāti Huirapa to see the structure of the model, and it was discussed at the meeting that this would be more likely to be available under a council delivery model.

Protecting the mauri of the water is crucially important from a mana whenua perspective. This concerns both the quality and quantity of water that is either taken, diverted, and / or discharged. From a mana whenua perspective, the needs of the community must be balanced with protecting the mauri of wai māori. There are options which mana whenua can accept, despite not being preferential (such as the mixing of water bodies as happens between Mount Grand and Deep Creek), and there are other options which will mana whenua will not accept (such as disposal of treated wastewater to water, irrespective of the level of treatment). Open lines of communication help ensure no assumptions are made about the Kāti Huirapa position on these sorts of decisions.

Dunedin City Council (DCC) have shown a commitment to meaningful mana whenua engagement with recent three waters and climate change resilience projects such as the Integrated System Planning, the Northern Schemes wastewater system planning, the South Dunedin Futures Programme, and several smaller scale projects as part of their three waters works programme.

We are very conscious of the difficulties in regard to replacement infrastructure for sewerage treatment for our coastal communities as well as the increasing pressure on the Waikouaiti River and the impact that has on the health and mauri of this river and its ability to sustain life in our community. Kāti Huirapa has the view that the model chosen needs to be responsive to the needs of communities and the shortcomings of the current infrastructure.

Kā mihi



Suzanne Ellison MNZM  
Rūnaka Manager

Puketeraki Marae: 520 Apes Road, Puketeraki. Office: 121 Grimness Street C/O- Post Office, Karitane, 9440,

Phone (03) 465 7300, Email: [manager@puketeraki.nz](mailto:manager@puketeraki.nz)

## **TRANSPORT ACTIVITY REPORT FOR THE PERIOD ENDING 30 APRIL 2025**

Department: Transport

### **EXECUTIVE SUMMARY**

- 1 The purpose of this report is to provide an update on Transport activities for the period ending 30 April 2025.

### **RECOMMENDATIONS**

That the Committee:

- a) **Notes** the Transport activity report for the period ending 30 April 2025.

### **BACKGROUND**

- 2 The Transport activity report covers planning, construction, maintenance, and upgrading of Dunedin's roads and footpaths.
- 3 The Transport activity includes:
  - Maintenance of Transport corridors (footpaths, roads, cycleways), streetlights and traffic signals.
  - Renewals of footpaths, roads, bridges, seawalls, and traffic signals.
  - Road safety education.
  - Planning for major capital projects.
  - Regulation (not enforcement) of parking, and speed limits.
  - Asset Management of transport related assets.
  - Managing and obtaining co-funding from NZTA Waka Kotahi.

### **DISCUSSION**

#### **Customer service**

- 4 The current target Level of Service measure for responding to service requests within 5 days is 90%. Response times are currently sitting at 93% for the year to April 2025. This is the same as the previously reported period and continues to be an improvement on last year.

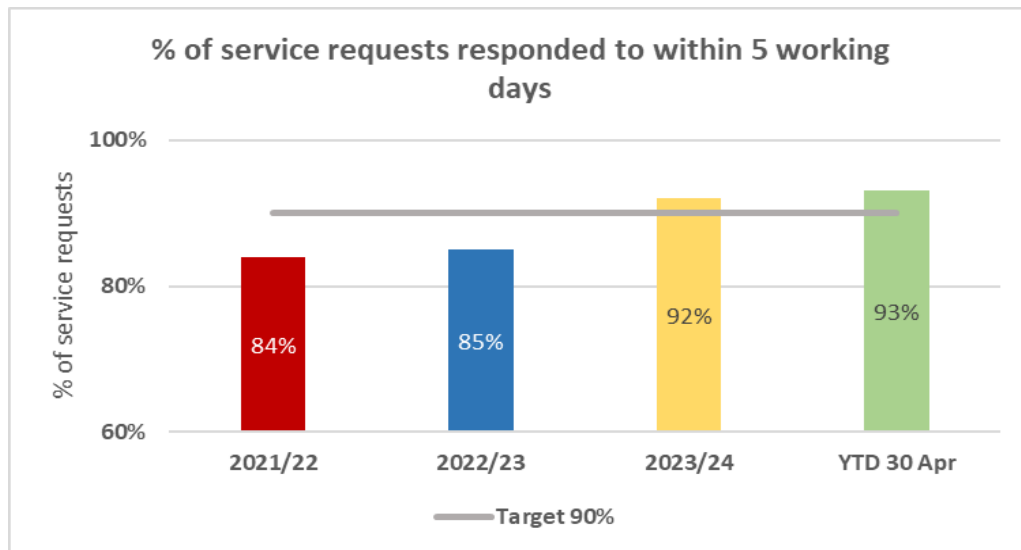


Figure 1: Percentage of service requests responded to within 5 working days

### Renewals programme

- 5 The majority of the renewals programme described below is carried out in the summer months.
- 6 1,201m of kerb and channel renewals were completed in the January to April 2025 reporting period. 80% of Kerb and Channel renewals were completed at the end of April 2025.
- 7 10,217m<sup>2</sup> of footpath resurfacing was completed in the January to April 2025 reporting period. 80% of Footpath resurfacing was completed at the end of April 2025.
- 8 107,079m<sup>2</sup> of chipseal and 47,485m<sup>2</sup> of asphalt reseals in the January and April 2025 reporting period. 99% of reseals completed at the end of April 2025.
- 9 At the period ending 30<sup>th</sup> April 2025, 50% retaining walls completed.
- 10 No rehabs were completed this reporting period.

### Maintenance programme

- 11 The winter maintenance programme has started. Crews are now working nightshift to manage winter conditions ahead of peak travelling times across the city. Further details on the winter maintenance regime can be found at:

[Winter travel - Dunedin City Council](#)

- 12 The maintenance team responded to another weather event (wind) on 1<sup>st</sup> June 2025, with over 20 calls outs associated with trees blocking the transport corridor. This was cleared up within 48 hours.

### Emergency work update

- 13 The response to the October rain event 2024 is ongoing.
- 14 In April 2025, the application for \$7.82M of co-funding was approved by NZTA Waka Kotahi.

- 15 Design and implementation for large or complex sites is ongoing with \$3.94m additional capital budget approved for FY 2025/26. Staff are currently working through the procurement process for the remaining works.

#### **Caversham Tunnel update**

- 16 Staff are working with the legal team to identify all relevant agreements, legal and financial obligations to ensure we can go into discussions with providers with a full understanding of potential costs to DCC (if any) and timeframes. It is expected a full update report will be presented to Council once these legal investigations have been completed.

#### **Shaping Future Dunedin Transport**

- 17 Updates on Albany Street, Mosgiel Park and Ride and the Harbour Arterial are detailed in the forward work programme. Timelines for delivery of these projects can be found in the Transport Major Projects Gantt Chart (Attachment A).
- 18 NZTA Waka Kotahi will be reporting the outcome of their SH88 consultation on 26<sup>th</sup> August 2025 for Council consideration.

#### **Tunnels Trail**

- 19 Construction starts on the first section of the Tunnels Trail this month. Construction is expected to be complete by November 2025. Whilst delivering the physical work staff will also consider what the next steps will be following construction completion to establish how far the project can be completed within the remaining budget. Timelines for delivery of this project can be found in the Transport Major Projects Gantt Chart (Attachment A).

#### **Cycle counts**

- 20 Transport staff have been working closely with BIS staff and our cycle count provider to develop a dashboard embedded in DCC's website which can be found at the following link.

[Cycle Counter Dashboard - Power BI](#)

#### **OPTIONS**

- 21 As this is an update report there are no options.

#### **NEXT STEPS**

- 22 Staff continue with renewals, using the winter months to programme, plan and procure renewals for FY 25/26.
- 23 The procurement process for the Portobello boardwalk is expected to commence July 2025. Once staff have established a schedule for the build over the next two years, they will develop a Gantt chart which will be added to the next Transport Activity report.
- 24 Staff will move into the procurement and construction phase of the Shaping Future Dunedin Transport projects.

- 25 Staff will continue to manage the construction of the first section of the Tunnels Trail.
- 26 Finalised design and procurement for the remaining sections of the Peninsula connection project will commence in July.

### Signatories

Author:	Ashleigh Jarvis - Business Performance Co-ordinator Simon Smith - Asset and Funding Manager
Authoriser:	Jeanine Benson - Group Manager Transport Scott MacLean - General Manager, Climate and City Growth

### Attachments

	Title	Page
<a href="#">Download</a>	Transport Major Projects Gantt Chart 2025	103



## SUMMARY OF CONSIDERATIONS

### ***Fit with purpose of Local Government***

This report promotes the social, economic and environmental wellbeing of communities in the present and for the future.

### ***Fit with strategic framework***

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

The Transport activity supports the outcomes of a number of strategies.

### ***Māori Impact Statement***

Mana whenua will continue to be involved in various Transport projects.

### ***Sustainability***

The Transport activity is included in the 9 Year Plan.

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

This is considered low in terms of the Significance and Engagement Policy.

### ***Financial considerations***

The updates reported are within existing operating and capital budgets.

### ***Significance***

The report is considered low in terms of the Significance and Engagement Policy.

### ***Engagement – external***

As this is an update report no external engagement has been undertaken.

### ***Engagement - internal***

As this is an update report, no internal engagement has been undertaken.

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

There are no identified risks.

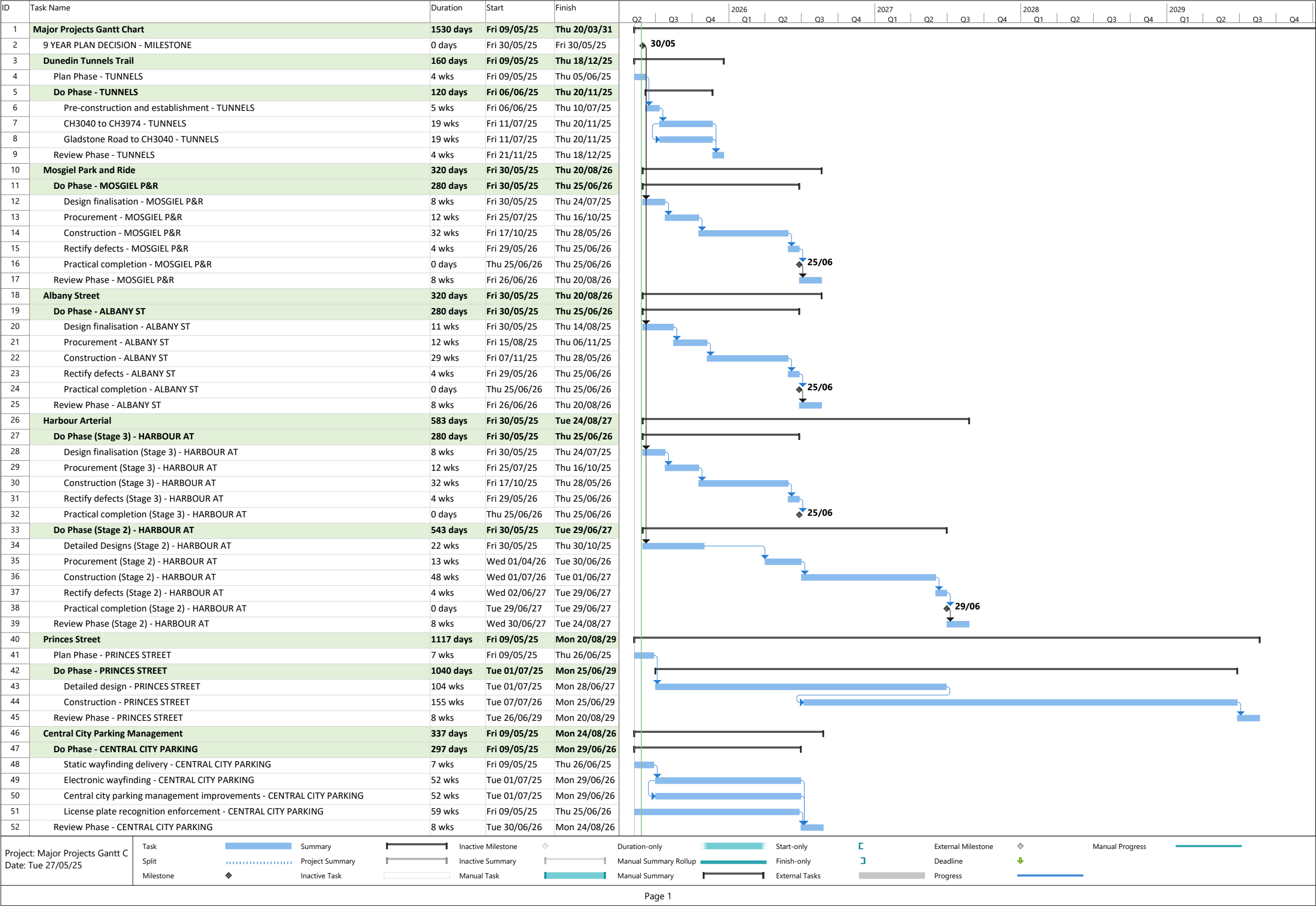
### ***Conflict of Interest***

There are no known conflicts of interest.

### ***Community Boards***

Any specific issues are discussed with the appropriate Community Board.







## NAMING OF THREE PUBLIC ROADS AND THREE PRIVATE WAYS IN WAKARI

Department: Transport

### EXECUTIVE SUMMARY

- 1 This report seeks the approval of six road names, for three public roads and three private ways in Wakari, Dunedin.
- 2 The new public road names as proposed by the developer for the subdivision at 195 Wakari Road are:
  - a) **'Flagstaff Drive'** or **'Sevilla Drive'** as the alternative name. Both names comply with the Road Naming Policy, however the name 'Flagstaff' has some similarities with existing roads around Dunedin,
  - b) **'Neylon Street'** which complies with the Road Naming Policy and
  - c) **'Daniel Terrace'** or **'Daniels Terrace'** as the alternative name. Both names comply with the Road Naming Policy.
- 3 The new private way names as proposed by the developer are:
  - a) **'Liscannor Lane'**, which complies with the Road Naming Policy,
  - b) **'Basil Lane'**, which complies with the Road Naming Policy and
  - c) **'Honora Lane'**, which complies with the Road Naming Policy.

### RECOMMENDATIONS

That the Committee:

- a) **Approves** the naming of the public roads located at 195 Wakari Road as:
  - i) **'Flagstaff Drive'** or **'Sevilla Drive'**, and
  - ii) **'Neylon Street'**, and
  - iii) **'Daniel Terrace'** or **'Daniels Terrace'**.
- b) **Approves** the naming of the private ways located at 195 Wakari Road as:
  - i) **'Liscannor Lane'**, and
  - ii) **'Basil Lane'**, and
  - iii) **'Honora Lane'**.

## BACKGROUND

- 4 The DCC Road Naming Policy provides the framework for timely and consistent naming of roads that reflect the identity of the local community. For reference, the DCC Road Naming Policy and Procedure can be accessed on the DCC website at [www.dunedin.govt.nz/road-naming](http://www.dunedin.govt.nz/road-naming)
- 5 A 'legal road' is any road legally vested in the council for the purpose of a road.
- 6 A 'private way' is a privately owned driveway, lane, or access way which serves as access from private properties to a public road.
- 7 The subdivision located at 195 Wakari Road is located outside of a Community Board area.
- 8 Staff have confirmed that the proposed names are appropriate and comply with the Road Naming Policy.

## DISCUSSION

- 9 The table presented below provides the road names proposed for this subdivision.
- 10 Additional details including maps of the new roads and a full assessment for the proposed road names and private ways are provided in Attachments A and B. Attachment C provides further commentary, as supplied by the developer with additional background information. Developers also consulted with staff at Toitū Otago Settlers Museum on the appropriateness of the names proposed.
- 11 The Road Naming Policy places less weight on the appropriateness criteria with respect to private ways.

### Summary of proposed road names

- 12 None of the proposed names for the development at 195 Wakari Road are selected from the road naming register.

SUB-2023-142 195 Wakari Road			
PUBLIC ROADS			
Location of road	Proposed road name	Alternative road name	Recommended road name
Main thoroughfare from Wakari Road	Flagstaff Drive	Sevilla Drive	'Flagstaff Drive'
Public access off Wakari Road, via Flagstaff Drive	Neylon Street	Not presented	'Neylon Street'
Public access off Wakari Road, via Flagstaff Drive	Daniel Terrace	Daniels Terrace	'Daniel Terrace'

PRIVATE WAYS			
Private access off Wakari Road, via Flagstaff Drive	Liscannor Lane	Not presented	<b>‘Liscannor Lane’</b>
Private access off Wakari Road, via Flagstaff Drive	Basil Lane	Not presented	<b>‘Basil Lane’</b>
Private access off Wakari Road, via Flagstaff Drive	Honora Lane	Not presented	<b>‘Honora Lane’</b>

- 13 The names proposed for both the public roads and private ways all follow a familial theme, referencing family members of the developers. The family has lived in the community for more than 150 years and was involved in the design, funding and construction of many of the historical stone walls on the lower slopes of Flagstaff.

#### **New Public Roads, 195 Wakari Road**

##### *Flagstaff Drive*

- 14 The developer has proposed **‘Flagstaff Drive’** as the preferred option name for the public road accessed from Wakari Road. As an alternative name, they have proposed **‘Sevilla Drive’**.
- 15 The preferred name **‘Flagstaff Drive’** is compliant with the DCC Road Naming policy, despite having naming similarities with pre-existing roads around Dunedin. The existing similar names are:
- a. *Flag Swamp Road*. This road shares only one syllable and has a different suffix. It is also a road near Waikouaiti - a significant distance from this site which is unlikely to cause confusion.
  - b. *Flagstaff-Whare Flat Road*. This road is distinguishable from the proposed name as it is a long, multi-word name and has a different suffix, which is unlikely to cause confusion.
- 16 One of the reasons naming similarities are usually avoided is to minimise confusion for emergency services. Staff have consulted with New Zealand Police and Hato Hone St John regarding the naming similarities and have confirmed that the proposed name is unlikely to cause confusion.
- 17 The name Flagstaff refers to a significant local landmark and is part of a wider naming theme proposed for the development at 195 Wakari Road. Staff are satisfied that the name is appropriate for the area.
- 18 Staff requested the developer propose an alternative name due to the similarities with existing road names, but the developer advised that they prefer **‘Flagstaff Drive’**.
- 19 The alternate name **‘Sevilla Drive’** is compliant with the DCC Road Naming policy and holds historical significance as it references a ship carrying settlers which arrived in Dunedin in 1862. Mary Neylon was a passenger on this ship and a public road in the development is also proposed to be named after her family.

*Neylon Street*

- 20 The developer has proposed '**Neylon Street**' as the name for a public road accessed from Wakari Road, via the proposed Flagstaff Drive. No alternative name has been proposed for this road and the name complies with the DCC Road Naming policy.
- 21 The name Neylon has local significance, as it refers to the Neylon sisters and cousin who arrived in Dunedin in 1862. Mary Neylon is the great-grandmother of the developers, and the proposed road name is part of a wider proposed naming theme for the development.

*Daniel Terrace*

- 22 The developer has proposed '**Daniel Terrace**' as the preferred option as a potential name for a public road accessed from Wakari Road, via the proposed Flagstaff Drive. As an alternative name, they have proposed '**Daniels Terrace**'.
- 23 The preferred name '**Daniel Terrace**' is compliant with the DCC Road Naming Policy, despite perception that use of a common name may be undesirable.
- 24 The proposed names are of local significance, as both names refer to Daniel Bretherton, a WW1 veteran and owner of the historical local general store. The proposed names also fit with the wider proposed naming theme for the development.

**New Private Ways, 195 Wakari Road***Liscannor Lane*

- 25 The developer has proposed '**Liscannor Lane**' as the preferred option as a potential name a private way accessed from Wakari Road, via the proposed Flagstaff Drive. No alternative name has been proposed for this private way, and the preferred name complies with the DCC Road Naming Policy.
- 26 Liscannor refers to a village in Ireland, the hometown of the settlers also named as part of this development (Mary Neylon and Daniel Bretherton). The name '**Liscannor Lane**' is suitable and continues with the proposed naming theme for the development.

*Basil Lane*

- 27 The developer has proposed '**Basil Lane**' as the preferred option as a potential name a private way accessed from Wakari Road, via the proposed Flagstaff Drive. No alternative name has been proposed for this private way, and the preferred name complies with the DCC Road Naming Policy.
- 28 The proposed name is of historical significance, as it refers to Basil Bretherton, a war veteran, decorated RAF pilot and local businessman. The proposed name fits with the wider proposed naming theme for the development.

*Honora Lane*

- 29 The developer has proposed '**Honora Lane**' as the preferred name for a private way accessed from Wakari Road, via the proposed Flagstaff Drive. No alternative name has been proposed for this private way, and the preferred name complies with the DCC Road Naming Policy.



- 30 The proposed name is of historical and local significance, as it refers to Honora Sullivan, who was lived in the Wakari area, and was the first Dux of Wakari School. The proposed name fits with the wider proposed naming theme for the development.

## **OPTIONS**

### **Option One – Recommended Option**

- 31 The Committee supports some or all of the proposed names for the subdivision at 195 Wakari Road.
- 32 Public roads to be named as **‘Flagstaff Drive’** or **‘Sevilla Drive’**, **‘Neylon Street’** and **‘Daniel Terrace’** or **‘Daniels Terrace’**.
- 33 Private ways to be named as **‘Liscannor Lane’**, **‘Basil Lane’** and **‘Honora Lane’**.

#### *Impact assessment*

- 34 There are no impacts identified with this option.

#### *Debt*

- No debt funding is required for this option.

#### *Rates*

- There are no impacts on rates.

#### *Zero carbon*

- There will be no changes to either the city-wide or DCC’s emissions profile.

#### *Advantages*

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

#### *Disadvantages*

- There are no disadvantages to this option

### **Option Two – Status Quo**

- 35 The Committee does not support any option proposed for the development at 195 Wakari Road.

#### *Impact assessment*

- 36 There are no impacts identified with this option.

#### *Debt*

- No debt funding is required for this option.

#### *Rates*

- There are no impacts on rates.

### *Zero carbon*

- There will be no changes to either the city-wide or DCC's emissions profile.

### *Advantages*

- There are no advantages identified with this option.

### *Disadvantages*

- The roads will not have names until new options are presented. This may inconvenience new or potential new property owners within the subdivision.

## **NEXT STEPS**

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

## **Signatories**

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

## **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">↓A</a>	Road Naming Plan and Maps	113
<a href="#">↓B</a>	Flagstaff - Proposed Road Names Detailed Assessment	115
<a href="#">↓C</a>	Background & History	123

## SUMMARY OF CONSIDERATIONS

### ***Fit with purpose of Local Government***

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

### ***Fit with strategic framework***

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

This is an administrative function.

### ***Māori Impact Statement***

There are no known impacts for Māori

### ***Sustainability***

There are no implications for the 1 year plan.

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

There are no implications for the 1 year plan.

### ***Financial considerations***

There are no financial implications.

### ***Significance***

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

### ***Engagement – external***

Staff have consulted with Emergency Services (Police and Hato Hone St John) on the naming similarities between 'Flagstaff Drive' and 'Flagstaff-Whare Flat Road' and confirmed that the name is sufficiently different to the existing names when responding to emergency situations.

### ***Engagement - internal***

There has been engagement within the Transport Group and Business Information Services, and the developer has consulted with Toitū Otago Settlers Museum on the proposed names.

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

There are no identified risks.

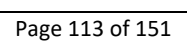
**SUMMARY OF CONSIDERATIONS**

***Conflict of Interest***

There are no known conflict of interests.

***Community Boards***

There are no implications for Community boards.





**Dunedin City Council proposed road name assessment**  
**Assessment for roadways at 195 Wakari Road**

Proposed road name	Flagstaff Drive (Preferred option for Road 1)	
Description	Flagstaff hill is local landmark of importance. Intersects with Wakari Road and will be vested	
Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city	Yes	Similarity with Flagstaff-Whare Flat Road, and to a lesser extent Flag Swamp Road, staff considers name distinct enough.
Roads are to have only one name	Yes	'Flagstaff' complies. The road has no other name
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person	Yes	Not offensive, well-known placename so will be easily interpreted and has easy spelling. Has geographical significance, also of historical importance to developers' family. Part of wider proposed naming theme for the development.
Roads should not be named after any commercial organisation or any living or recently deceased person	Yes	'Flagstaff' complies.
Road names must not be anagrams, amalgamations or derivatives of people's names	Yes	'Flagstaff' is not an anagram or amalgamation or derivative of people's names
Names should be 15 characters or less including spaces but excluding suffix	Yes	'Flagstaff' is 9 characters excluding the suffix
Short names should be proposed for short streets for mapping purposes	N/A	Not considered a short road.
Road name suffix	Yes	Applicant proposes 'Drive' as the potential suffix  The Road Naming Policy defines 'Drive' as <i>"An especially scenic road or street. A main connecting route in a subdivision or suburb."</i>  Staff consider 'Drive' to be an appropriate suffix for the road
Community Board	N/A	No community board for this area.
Consultation	Yes	Consultation undertaken with support of DCC Archives and Toitu.
Overall assessment	'Flagstaff Drive' does comply with the Road Naming Policy	

Proposed road name	Sevilla Drive (Alternative option for Road 1)	
Description	Named after the ship 'Sevilla' which arrived to Dunedin from County Clare, Ireland, carrying the Neylon sisters and cousin who arrived in Dunedin in 1862.	
Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city	Yes	No similarity found within Dunedin
Roads are to have only one name	Yes	'Sevilla' complies. The road has no other name
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person	Yes	Non-offensive name. Has geographical significance, also of historical importance to developers' family, as the ship carried the ancestors who are also namesakes as part of the proposed road naming plan. Part of wider proposed naming theme for the development.
Roads should not be named after any commercial organisation or any living or recently deceased person	Yes	'Sevilla' complies.
Road names must not be anagrams, amalgamations or derivatives of people's names	Yes	'Sevilla' is not an anagram or amalgamation or derivative of people's names
Names should be 15 characters or less including spaces but excluding suffix	Yes	'Sevilla' is 7 characters excluding the suffix
Short names should be proposed for short streets for mapping purposes	N/A	Not considered a short road.
Road name suffix	Yes	Applicant proposes 'Drive' as the potential suffix  The Road Naming Policy defines 'Drive' as <i>"An especially scenic road or street. A main connecting route in a subdivision or suburb."</i>  Staff consider 'Drive' to be an appropriate suffix for the road
Community Board	N/A	No community board for this area.
Consultation	Yes	Consultation undertaken with support of DCC Archives and Toitu.
Overall assessment	'Sevilla Drive' does comply with the Road Naming Policy	



Proposed road name	Neylon Street (Preferred option for Road 2)	
Description	Named after the Neylon sisters and cousin who arrived in Dunedin in 1862, Mary Neylon is the great-great grandmother of developers. Will be vested.	
Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city	Yes	No similarity found within Dunedin.
Roads are to have only one name	Yes	'Neylon' complies. The road has no other name
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person	Yes	Not offensive, may be misspelled but not major issue. Named after historical persons relevant to the area. Part of wider proposed naming theme for the development.
Roads should not be named after any commercial organisation or any living or recently deceased person	Yes	Not named after recently deceased persons, also no longer family name.
Road names must not be anagrams, amalgamations or derivatives of people's names	Yes	'Neylon' is not an anagram or amalgamation or derivative of people's names
Names should be 15 characters or less including spaces but excluding suffix	Yes	'Neylon' is 6 characters excluding the suffix
Short names should be proposed for short streets for mapping purposes	N/A	Not considered a short road.
Road name suffix	Yes	Applicant proposes 'Street' as the potential suffix  The Road Naming Policy defines 'Street' as <i>"Township carriageway that has buildings usually on both sides."</i>  Staff consider 'Street' to be an appropriate suffix for the road
Community Board	N/A	No community board for this area.
Consultation	Yes	Consultation undertaken with support of DCC Archives and Toitu.
Overall assessment	<b>'Neylon Street' does comply with the Road Naming Policy</b>	

Proposed road name	Daniel Terrace (Preferred option for Road 3)	
Description	Named after Daniel Bretherton (great grandfather of developers). WW1 veteran and owner of historical local general store. Will be vested and one of the main roads in the development.	
Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city	Yes	No similarity found within Dunedin.
Roads are to have only one name	Yes	'Daniel' complies. The road has no other name
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person	Yes	Has local historical importance. While the name 'Daniel' is a common first name, in this case the name has historical significance and fits within the wider theme of names within the development.
Roads should not be named after any commercial organisation or any living or recently deceased person	Yes	Not named after commercial organisation, no Daniels found on development team. Not recently deceased.
Road names must not be anagrams, amalgamations or derivatives of people's names	Yes	'Daniel' is a name and not an anagram or amalgamation or derivative of people's names
Names should be 15 characters or less including spaces but excluding suffix	Yes	'Daniel' is 6 characters excluding the suffix
Short names should be proposed for short streets for mapping purposes	N/A	Not considered a short road.
Road name suffix	Yes	Applicant proposes 'Terrace' as the potential suffix  The Road Naming Policy defines 'Terrace' as "A roadway usually with houses on either side raised above the road level."  Staff consider 'Terrace' to be an appropriate suffix for the road. Developers also provided that roadway would be raised.
Community Board	N/A	No community board for this area.
Consultation	Yes	Consultation undertaken with support of DCC Archives and Toitu.
Overall assessment	'Daniel Terrace' does comply with the Road Naming Policy	

Proposed road name	Daniels Terrace (Alternative option for Road 3)	
Description	Named after Daniel Bretherton (great grandfather of developers). WW1 veteran and owner of historical local general store. Will be vested and one of the main roads in the development.	
Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city	Yes	No similarity found within Dunedin.
Roads are to have only one name	Yes	'Daniels 'complies. The road has no other name
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person	Yes	Has local historical importance. While the name 'Daniel' is a common first name, in this case the name has historical significance and fits within the wider theme of names within the development.
Roads should not be named after any commercial organisation or any living or recently deceased person	Yes	Not named after commercial organisation, no Daniels found on development team. Not recently deceased.
Road names must not be anagrams, amalgamations or derivatives of people's names	Yes	'Daniels' refers to a name and not an anagram or amalgamation or derivative of people's names
Names should be 15 characters or less including spaces but excluding suffix	Yes	'Daniels' is 7 characters excluding the suffix
Short names should be proposed for short streets for mapping purposes	N/A	Not considered a short road.
Road name suffix	Yes	Applicant proposes 'Terrace' as the potential suffix  The Road Naming Policy defines 'Terrace' as "A roadway usually with houses on either side raised above the road level."  Staff consider 'Terrace' to be an appropriate suffix for the road. Developers also provided that roadway would be raised.
Community Board	N/A	No community board for this area.
Consultation	Yes	Consultation undertaken with support of DCC Archives and Toitu.
Overall assessment	<b>'Daniels Terrace' does comply with the Road Naming Policy</b>	

Proposed road name	Liscannor Lane (Preferred option for Access Lot 201)	
Description	Liscannor is a village in County Clare, Ireland. It is the hometown of the developers great-great-great grandfather Neylon. Private Lane.	
Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city	Yes	No similarity found within Dunedin.
Roads are to have only one name	Yes	'Liscannor' complies. The road has no other name
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person	Yes	Easily spelt and interpreted. There is a local historical link to Liscannor. Named in accordance with wider proposed naming theme for the development
Roads should not be named after any commercial organisation or any living or recently deceased person	Yes	Not named after commercial organisation or persons.
Road names must not be anagrams, amalgamations or derivatives of people's names	Yes	'Liscannor' is not an anagram or amalgamation or derivative of people's names
Names should be 15 characters or less including spaces but excluding suffix	Yes	'Liscannor' is 9 characters excluding the suffix
Short names should be proposed for short streets for mapping purposes	Yes	9 characters is long for this short road, staff consider this acceptable.
Road name suffix	Yes	Applicant proposes 'Lane' as the potential suffix  The Road Naming Policy defines 'Lane' as " <i>A narrow way, path country road or street. A narrow passage between hedges or buildings. Also used for service lanes.</i> "  Staff consider 'Lane' to be an appropriate suffix for the road
Community Board	N/A	No community board for this area.
Consultation	Yes	Consultation undertaken with support of DCC Archives and Toitu.
Overall assessment	'Liscannor Lane' does comply with the Road Naming Policy	

Proposed road name	Basil Lane (Preferred option for Access Lot 202)	
Description	Named after Basil Bretherton (great grandfather of developers) war veteran and decorated RAF pilot. Developed and ran local business. Private lane.	
Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city	Yes	No similarity found within Dunedin.
Roads are to have only one name	Yes	'Basil' complies. The road has no other name
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person	Yes	Easily spelt and interpreted, not offensive. Prominent local figure. Named in accordance with wider proposed naming theme for the development
Roads should not be named after any commercial organisation or any living or recently deceased person	Yes	Basil Bretherton died 1989, not considered recently deceased.
Road names must not be anagrams, amalgamations or derivatives of people's names	Yes	'Basil' is not an anagram or amalgamation or derivative of people's names
Names should be 15 characters or less including spaces but excluding suffix	Yes	'Basil' is 5 characters excluding the suffix
Short names should be proposed for short streets for mapping purposes	Yes	Sufficiently short name.
Road name suffix	Yes	Applicant proposes 'Lane' as the potential suffix  The Road Naming Policy defines 'Lane' as "A narrow way, path country road or street. A narrow passage between hedges or buildings. Also used for service lanes."  Staff consider 'Lane' to be an appropriate suffix for the road
Community Board	N/A	No community board for this area.
Consultation	Yes	Consultation undertaken with support of DCC Archives and Toitu.
Overall assessment	<b>'Basil Lane' does comply with the Road Naming Policy</b>	

Proposed road name	Honora Lane (Preferred option for Access Lot 203)	
Description	Honora Sullivan is the great grandmother of the developers who lived in the Wakari road area. She was the first Dux of Wakari School.	
Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city	Yes	No similarity found within Dunedin.
Roads are to have only one name	Yes	'Honora' complies. The road has no other name
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person	Yes	Deemed to have easy spelling and interpretation. Not offensive. Name has cultural importance to the developer's family. It is also a small private lane. Named in accordance with wider proposed naming theme for the development
Roads should not be named after any commercial organisation or any living or recently deceased person	Yes	'Honora' is not named after any commercial organisation or living person. Honora Sullivan died 1980.
Road names must not be anagrams, amalgamations or derivatives of people's names	Yes	'Honora' is not an anagram or amalgamation or derivative of people's names
Names should be 15 characters or less including spaces but excluding suffix	Yes	'Honora' is 6 characters excluding the suffix
Short names should be proposed for short streets for mapping purposes	Yes	Sufficiently short name.
Road name suffix	Yes	Applicant proposes 'Lane' as the potential suffix  The Road Naming Policy defines 'Lane' as " <i>A narrow way, path country road or street. A narrow passage between hedges or buildings. Also used for service lanes.</i> "  Staff consider 'Lane' to be an appropriate suffix for the road
Community Board	N/A	No community board for this area.
Consultation	Yes	Consultation undertaken with support of DCC Archives and Toitu.
Overall assessment	'Honora' does comply with the Road Naming Policy	



## Road Naming Proposal

April 2025

Road	Type	Reason	Proposed Name	Background
Road 1	Drive	This road is the main circulation within the development. It is a connecting road in that it intersects with Wakari Road and will run through the development and into adjoining land holdings (already zoned) in time.	<b>Flagstaff Drive</b>	<p>Our family has lived for over six generations in the Wakari / Helensburgh area and Flagstaff has been a constant landmark in all of our lives.</p> <p>Our family has been a part of the local community for over 150 years, attended schools and churches, been members of many clubs and sports teams, built houses, started businesses and raised our families. We grew up in the surrounding suburbs, we have walked the Pineapple Track countless times, explored Flagstaff's bushy slopes from Three Mile Hill to Pigeon Flat and over the back to swampy Summit and Whare Flat and played in the many creeks running down its flanks.</p> <p>Our ancestor Richard Neylon, an immigrant stonemason and businessman, was instrumental in the design, funding and construction of many of the historical stone walls on the lower slopes of Flagstaff. There are some remnant stone walls on our site of the same era that we intend to incorporate into the development to acknowledge and celebrate this longstanding link to our people and our place.</p> <p>Flagstaff is a touchstone for our family, our maunga and our turangawaewae. It has tremendous significance to us all.</p>
Road 2	Street		<b>Neylon Street</b>	<p>Neylon was the maiden name of our great-great grandmother Mary (1847-1939) who along with her older sister Margaret and cousin Kate Neylon arrived in Dunedin from County Clare (via Clyde, Glasgow) on the ship "Sevilla" in 1862. <a href="#">Papers Past   Newspapers   Otago Daily Times   24 October 1862   Shipping Intelligence.</a></p>



				<p>The sisters arrived in the first large group of single young women, recruited as assisted passengers in a scheme designed to help balance the large population of men in Otago at the time. After initially working as domestic servants on the Taieri, the sisters' earnings and subsequent successful marriages enabled their parents, Richard &amp; Mary Neylon and family of six siblings to join them from Ireland on the ship <i>Silistria</i> in 1867.</p> <p>The family went on to own several properties in and around Shetland Street, Helensburgh Road, Rockside Road &amp; Wakari Road and raised large families in the area.</p> <p>Mary, known as 'Mom' Sullivan (after her marriage to Martin Sullivan) was a hard-working mid-wife, and was widowed at 36 years of age with seven children. She eventually went on to buy and operate licensed hotels in Roxburgh and the Hakataramea prior to returning to Dunedin in the latter years of her life.</p>
Road 3	Terrace	This road bisects the wider development and sits proud and slight raised within the general sloping contour of the land.	<b>Daniel Terrace</b>	<p>Daniel Bretherton (1892-1863) is our great grandfather.</p> <p>He was a WW1 veteran and an orchardist in Lowburn, Central Otago for many years through the 1920s and 30s. Widower Daniel came to Dunedin during WW2 at a time when both of his sons (Basil &amp; Harrington) were serving overseas.</p> <p>He bought a general store business on the corner of Helensburgh and Taieri Roads so his sons would have work to come back to after the war. This was the start of almost 40 years of the Bretherton family operating businesses at this location, and for many years it was known as Bretherton's Corner.</p>

Access Lot 201	Lane (Private)	A private way that will serve up to five lots	<b>Liscannor Lane</b>	<p>Liscannor is the Irish coastal village in County Clare where the Neylon family originated.</p> <p>Liscannor is world famous for the Cliffs of Moher and Liscannor sandstone.</p> <p>Our great-great-great grandfather Richard Neylon was a skilled and accomplished master stone mason who brought his skills to Dunedin in 1867. Richard was instrumental in the fund-raising, engineering and construction of the roads &amp; stone walls on the lower slopes of Flagstaff around Halfway Bush, Wakari and Three Mile Hill.</p>
Access Lot 202	Lane (Private)	A private way that will serve up to five lots	<b>Basil Lane</b>	<p>Our grandfather, Basil John Francis Bretherton (1920-1989) married Margaret (Peggy) Irwin a local girl who grew up in Taieri Road.</p> <p>Basil was a decorated RAF pilot and recipient of the Distinguished Flying Cross (DFC). He further developed Bretherton's Corner with the retail premises that still operate there to this day and ran the grocery store on this corner for many years post WW2 until his retirement in the 1970s.</p> <p>Basil was well known in the local community and a parishioner of St Marys Catholic Church for many decades.</p>
Access Lot 203	Lane (Private)	A private way that will serve up to five lots	<b>Honora Lane</b>	<p>Our great grandmother Honora Sullivan (1884-1980) was the daughter of Mary Neylon.</p> <p>Honora attended Wakari School and was the first dux of the school in 1896. Honora raised her family of five (including our grandmother</p>

				<p>Peggy, who would marry Basil – as above) in the area living for many years in the family home in Taieri Road.</p> <p>We all knew her as granny, and she died at the ripe old age of 96 in 1980.</p>
--	--	--	--	--



*Our grandmother Peggy (left), two of her brothers Bob & Jock and two friends underneath the trig station on top of Flagstaff in the 1930s.*



*Our Grandmother Peggy & two friends on Flagstaff in the 1930s.*



*Mary 'Mom' Sullivan (nee Neylon) around 1894.*



*Sullivan family around 1890. 'Mom' at right and Honora in centre.*



*Honora in the early 1900's*



*Honora (second row, third from right) as a pupil at Wakari School. She was dux of the school in 1896.*

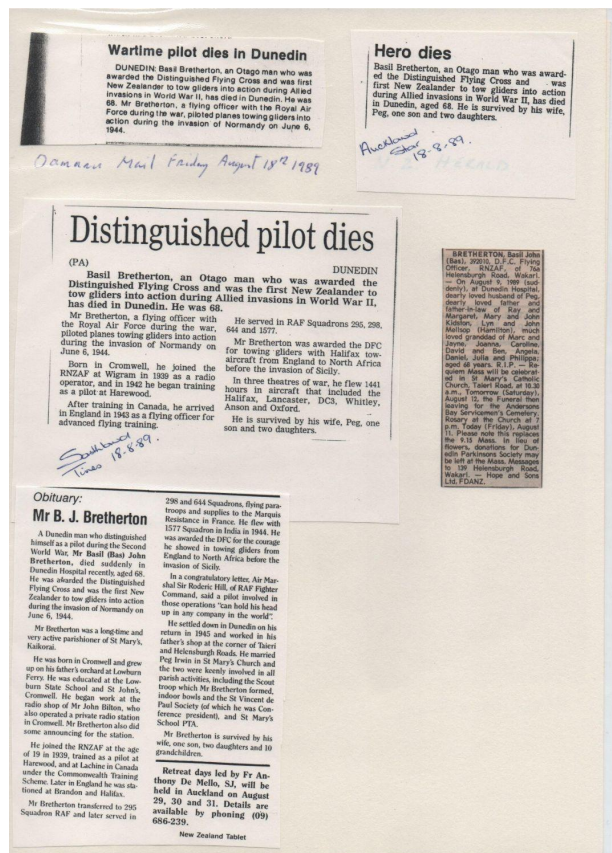




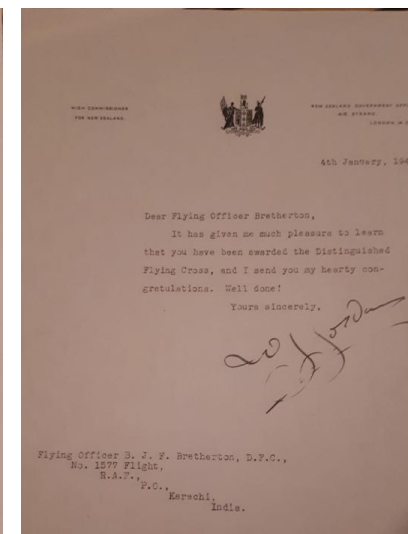
*Wedding photo of Daniel Bretherton & wife Catherine during WW1.*



*Photo of Basil Bretherton in RAF uniform WW2*



Basil Bretherton, obituaries 1989



Basil Bretherton, DFC





## **NAMING OF ONE PRIVATE WAY IN TOMAHAWK**

Department: Transport

### **EXECUTIVE SUMMARY**

- 1 This report seeks for the naming of one private right of way in Tomahawk, Dunedin.
- 2 The new road name proposed for the private way at 155 Tomahawk Road is '**Dunford Lane**'.
- 3 This option complies with the DCC Road Naming Policy and was approved as part of the Road Name Register by the Infrastructure Services Committee on 12 July 2016.

### **RECOMMENDATIONS**

That the Committee:

- a) **Approves** the naming of the new private way at 155 Tomahawk Road as '**Dunford Lane**'.

### **BACKGROUND**

- 4 The DCC Road Naming Policy provides the framework for timely and consistent naming of roads that reflect the identity of the local community. For reference, the DCC Road Naming Policy and Procedure can be accessed on the DCC website at [www.dunedin.govt.nz/road-naming](http://www.dunedin.govt.nz/road-naming)
- 5 A 'legal road' is any road legally vested in the council for the purpose of a road.
- 6 A 'private way' is a privately owned driveway, lane, or access way which serves as access from private properties to a public road.
- 7 DCC has a selection of pre-approved names published on the [DCC Road Name Register](#).

### **DISCUSSION**

- 8 The table presented below provides the road name proposed for this subdivision. A map of the new private way is provided in Attachment A.
- 9 A full assessment of the road name has not been undertaken as the name selected is pre-approved and from the DCC Road Name Register, as approved in 2016.

- 10 It should be noted that the Road Naming Policy places less weight on the appropriateness criteria with respect to private ways.

SUB-2021-118 155 Tomahawk Road		
Location of road	Proposed road name	Recommended road name
New private way access at 155 Tomahawk Road, Andersons Bay	Dunford Lane	'Dunford Lane' As selected from the Road Name Register

- 11 The developers for 155 Tomahawk Road have selected the name '**Dunford**' from the road name register, in reference to the Dunford family of Andersons Bay.
- 12 The Dunford Family of Andersons Bay lost three sons during World War I. Patrick (Ypres, 1917), James (Egypt, 1918) and Thomas (Dunedin, 1918 of wounds sustained at Messines 1917).
- 13 Staff consider the suffix 'Lane' to be appropriate for this private way.

## OPTIONS

### Option One – Recommended Option

- 14 Approve the proposed name of '**Dunford Lane**' for the Private Way located at 155 Tomahawk Road.

#### Impact assessment

- 15 There are no impacts identified with this option.

#### Debt

- No debt funding is required for this option.

#### Rates

- There is no impact on rates.

#### Zero carbon

- There will be no changes to either the city-wide or DCC's emissions profile.

#### Advantages

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

#### Disadvantages

- There are no disadvantages identified with this option.

## Option Two – Status Quo

- 16 Reject the proposed name of **‘Dunford Lane’** for the Private Way located at 155 Tomahawk Road.

### Impact assessment

- 17 There are no impacts identified with this option.

### Debt

- No debt funding is required for this option.

### Rates

- There are no impacts on rates.

### Zero carbon

- There will be no changes to either the city-wide or DCC’s emissions profile.

### Advantages

- There are no advantages identified with this option.

### Disadvantages

- The road will not have a name until new options are presented. This may inconvenience new or potential new property owners within the subdivision.

## NEXT STEPS

- 18 Staff will process the required documentation and advise the developer and Land Information New Zealand of the new road name.
- 19 Staff will update the Road Name Register, noting the name **‘Dunford’** as assigned.

## Signatories

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

## Attachments

	<b>Title</b>	<b>Page</b>
<a href="#"></a>	Site Map - 155 Tomahawk Road	139

**SUMMARY OF CONSIDERATIONS**
***Fit with purpose of Local Government***

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

***Fit with strategic framework***

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

This is an administrative function.

***Māori Impact Statement***

There are no known identified impacts for Māori.

***Sustainability***

There are no implications for sustainability.

***Zero carbon***

There are no changes to Dunedin's emissions profile.

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

There are no implications for the 1-year plan.

***Financial considerations***

There are no financial implications

***Significance***

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

***Engagement – external***

There has been engagement with the developers.

***Engagement - internal***

There has been engagement within the Transport Group, Māori partnerships, Business Information Services and Elected Officials through the process of adding names to the road name register.

**SUMMARY OF CONSIDERATIONS**

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

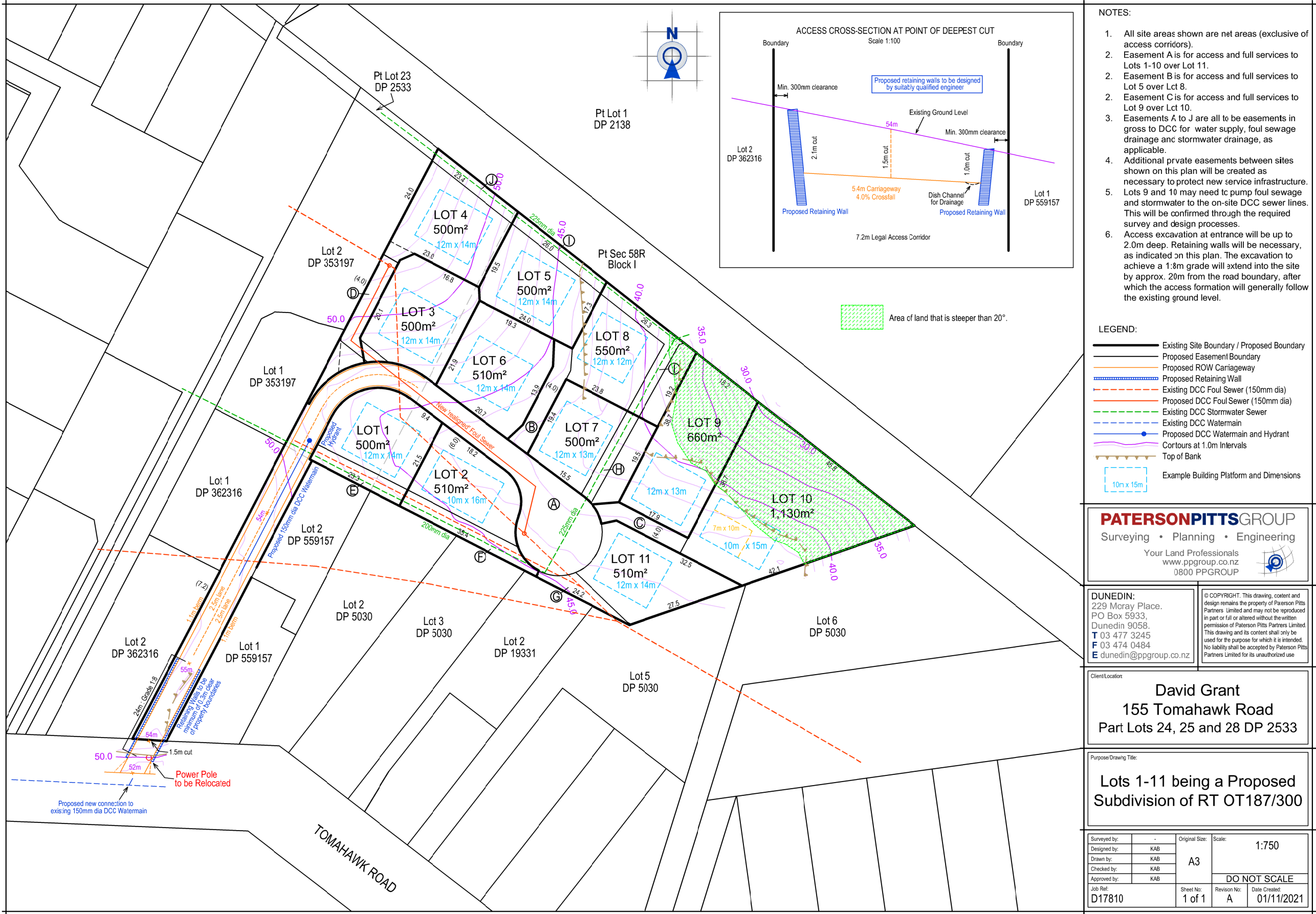
There are no known risks.

***Conflict of Interest***

There are no known conflicts of interest.

***Community Boards***

155 Tomahawk Road does not fall in an area with a Community Board.







## **NAMING OF ONE PRIVATE WAY IN LONG BEACH**

Department: Transport

### **EXECUTIVE SUMMARY**

- 1 This report seeks support for the naming of one private right of way in Long Beach.
- 2 The new road name (for the private way) as proposed by the developer is:
  - **‘Knowles Lane’** as the preferred name for the subdivision located at 25 Driver Street, Long Beach
  - This option complies with the DCC Road Naming Policy.

### **RECOMMENDATIONS**

That the Committee:

- a) **Supports** the naming of the private way located at 25 Driver Street as **‘Knowles Lane’**.

### **BACKGROUND**

- 3 The DCC Road Naming Policy provides the framework for timely and consistent naming of roads that reflect the identity of the local community. For reference, the DCC Road Naming Policy and Procedure can be accessed on the DCC website at [www.dunedin.govt.nz/road-naming](http://www.dunedin.govt.nz/road-naming)
- 4 A ‘legal road’ is any road legally vested in the council for the purpose of a road.
- 5 A ‘private way’ is a privately owned driveway, lane, or access way which serves as access from private properties to a public road.
- 6 The subdivision is located at 25 Driver Street and is within the West Harbour Community Board area. The proposed name was presented to the Community Board at their meeting on the 5 February 2025. The Board moved that they:
  - a) **Support** the naming of the private way located at 25 Driver Street as **‘Knowles Lane’**

- 7 Staff presented a report to the Infrastructure Services Committee on February 18, 2025, with the developer's preferred name of '**Settlers Lane**' and the alternative name '**Knowles Lane**'. The resolution from the meeting is as follows:

*Moved (Cr Christine Garey/Cr Mandy Mayhem):*

*That the Committee:*

a) **Rejects** the suggested names and recommends staff consult with the developer regarding using the full name of Molly Knowles Lane.

*Motion carried (ISC/2025/006)*

- 8 Staff consulted with the developer and their preference is for staff to resubmit '**Knowles Lane**'. The road to be named is short and they consider a longer road name is appropriate for personal and cartography reasons.
- 9 Staff recommend the road be named '**Knowles Lane**' as it complies with the Road Naming Policy.

## DISCUSSION

- 10 The table presented below provides the road name proposed for this subdivision. Additional details including a full assessment for the proposed road name and a map of the new private way are provided in Attachments A, and B.
- 11 It should be noted that the Road Naming Policy places less weight on the appropriateness criteria with respect to private ways.
- 12 Summary of proposed road names:

SUB-2023-111 25 Driver Street, Long Beach			
Location of road	Proposed road name	Alternative road name	Recommended road name
Private way off Driver Street	Knowles Lane	Not provided	' <b>Knowles Lane</b> ' fully complies with the Road Naming Policy.

- 13 The developer has again proposed '**Knowles Lane**' following direction from the February 2025 Infrastructure Services Committee that staff liaise with the developer on the potential to use the longer name '**Molly Knowles Lane**' for the road. The developer believes that the shorter name is more appropriate for the length of the street. Email correspondence with the Chair of the West Harbour Community Board in March 2025 confirms that '**Knowles Lane**' is an acceptable name.
- 14 The developer has proposed this name in reference to Elizabeth (Molly) Knowles (nee: Welsh), who was the first resident to construct a crib along Beach Street pre-1925.

- 15 Selection of a Road Name, under the Policy, notes the appropriateness of the name must be considered. The name, **‘Knowles Lane’**, allows for recognition of longstanding whānau of the area, without diminishing the mana of takata whenua. This approach has been supported by the Dunedin City Council Māori Partnerships team.

## **OPTIONS**

### **Option One – Recommended Option**

- 16 The Committee supports the preferred name proposed as **‘Knowles Lane’** for the new private way.

#### *Impact assessment*

- 17 There are no impacts identified with this option.

#### *Debt*

- No debt funding is required for this option.

#### *Rates*

- There are no impacts on rates.

#### *Zero carbon*

- There will be no changes to either the city-wide or DCC’s emissions profile.

#### *Advantages*

- The road will be named, and sections of landowners gain a street address allowing them to progress with building and access to services.
- The use of potentially offensive terminology is avoided.

#### *Disadvantages*

- There are no disadvantages identified with this option.

### **Option Two – Status Quo**

- 18 The Committee does not support the proposed name as **‘Knowles Lane’** for the new private way.

#### *Impact assessment*

- 19 There are no impacts identified with this option.

#### *Debt*

- No debt funding is required for this option.

#### *Rates*

- There are no impacts on rates.

#### *Zero carbon*

- There will be no changes to either the city-wide or DCC's emissions profile.

#### *Advantages*

- There are no advantages identified with this option.

#### *Disadvantages*

- The road will not have a name until new options are presented. This may inconvenience new or potential new property owners within the subdivision.
- The developer may propose a new name that could be less appropriate for the area.
- More staff time would be required to assess road name options.

### **NEXT STEPS**

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

### **Signatories**

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

### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">↓A</a>	Attachment A - Proposed road name assessment 'Knowles Lane'	147
<a href="#">↓B</a>	Attachment B - SUB-2023-111 - site plan	148

**SUMMARY OF CONSIDERATIONS**
***Fit with purpose of Local Government***

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

***Fit with strategic framework***

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

This is an administrative function.

***Māori Impact Statement***

The name, 'Knowles Lane', allows for recognition of longstanding whānau of the area, without diminishing the mana of takata whenua. This approach has been supported by the Dunedin City Council Māori Partnerships team.

***Sustainability***

There are no implications for sustainability.

***Zero carbon***

There are no changes to Dunedin's emissions profile.

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

There are no implications.

***Financial considerations***

There are no financial implications.

***Significance***

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

***Engagement – external***

There has been engagement with the developers.

## SUMMARY OF CONSIDERATIONS

### ***Engagement - internal***

There has been engagement within the Transport Group, Māori partnerships and Business Information Services.

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

There are no known risks.

### ***Conflict of Interest***

There are no known conflicts of interest.

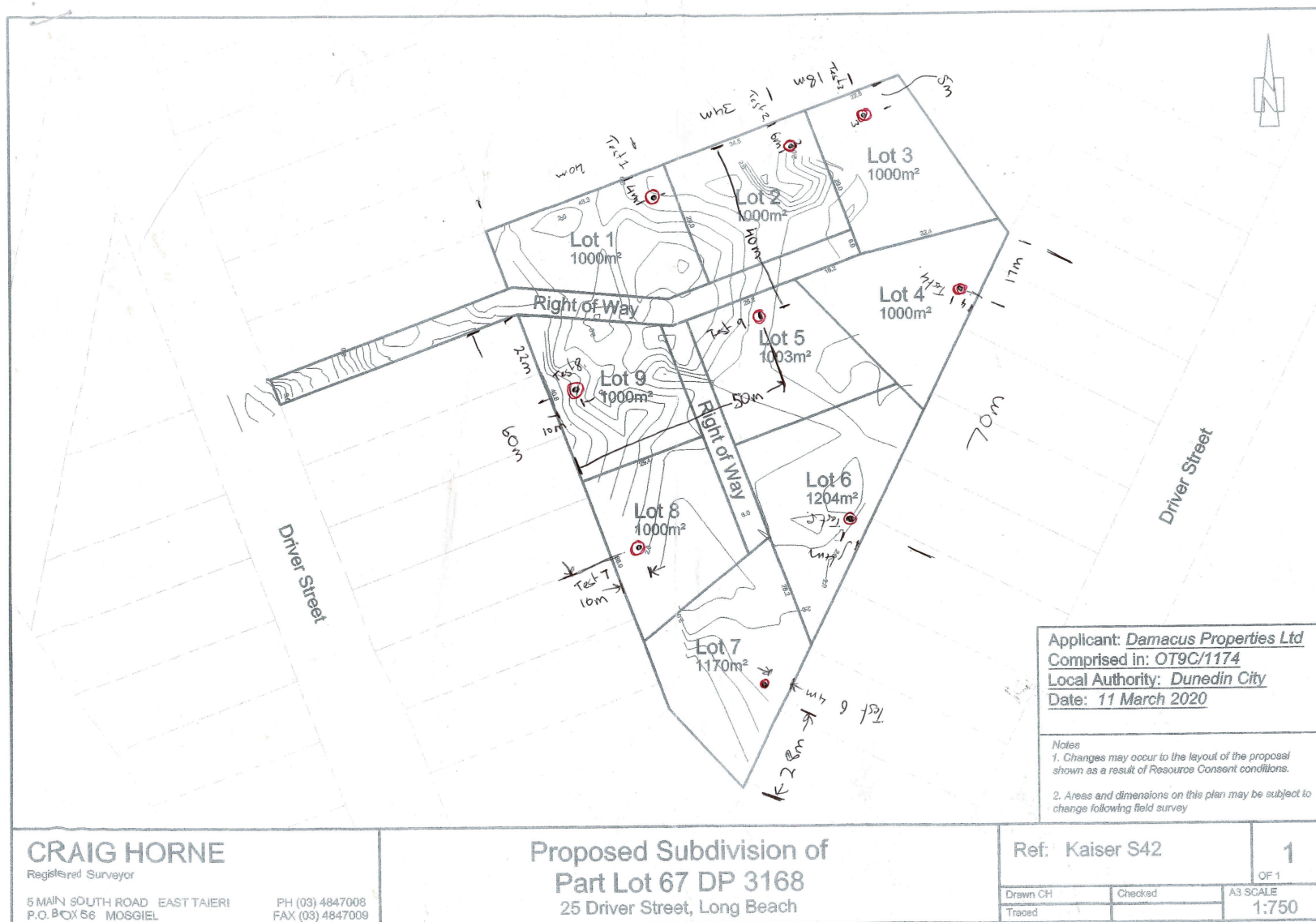
### ***Community Boards***

The site is situated within the West Harbour Community Board. Support from the Community Board was sought at their meeting of 5 February 2025. At the meeting, the Community Board moved: That the Board:

- a) **Supports** the naming of the private way located at 25 Driver Street as '**Knowles Lane**'.

**Dunedin City Council proposed road name assessment**
**Assessment for a Private Way at 25 Driver Street, Long Beach**

Proposed road name	'Knowles Lane' (Alternate option)	
Description	'The developer has proposed this name "as the first European immigrant to construct a 'crib' in the area in 1922."	
Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city	Yes	'Knowles' is not the same as, or similar to any other road names in Dunedin
Roads are to have only one name	Yes	'Knowles' complies. The road has no other name
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person	Yes	"Knowles" refers to one of the earliest European residents in the area to construct a 'crib' dwelling.
Roads should not be named after any commercial organisation or any living or recently deceased person	Yes	'Knowles' is not named after any commercial organisation or any living or recently deceased person as Elisabeth Knowles is long deceased.
Road names must not be anagrams, amalgamations or derivatives of people's names	Yes	'Knowles' are not an anagram or amalgamation or derivative of people's names
Names should be 15 characters or less including spaces but excluding suffix	Yes	'Knowles' are 7 characters excluding the suffix
Short names should be proposed for short streets for mapping purposes	N/A	N/A
Road name suffix	Yes	Applicant proposes 'Lane' as the potential suffix  The Road Naming Policy defines 'Lane' as a narrow way. Path, country road or street. A narrow passage between hedges or buildings. Also used for service lanes.  Staff considers 'Lane' to be an appropriate suffix for the road.
Community Board	Yes	The development within the West Harbour Community Board area and the Board has expressed their support.
Consultation	Yes	Applicant has advised that the naming of this road will not affect residents nearby
Overall assessment	'Knowles Lane' complies with the Road Naming Policy	





## **NOTICE OF MOTION - IN-HOUSE DELIVERY**

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### **EXECUTIVE SUMMARY**

- 1 In accordance with Standing Order 26.1, the following Notice of Motion was received from Cr Jim O'Malley at least five working days before the meeting, for inclusion on the agenda for the meeting being held on Tuesday, 10 June 2025.

### **RECOMMENDATIONS**

That the Committee:

- a) **Receives** the Notice of Motion.

### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">⬇️</a>	Cr Jim O'Malley Notice of Motion	150

Notice of Motion as per Standing Orders 26.1, to be considered at the Infrastructure Services Committee Meeting scheduled for 10 June 2025.

That the Committee:

**Requests** a report on the feasibility of in-house delivery of certain services including but not limited to green spaces and roading related infrastructure provision; and

**Requests** an additional report on the implications of issuing contracts to members of the rural communities and the mechanism by which they would be issued.



Cr Jim O'Malley

## RESOLUTION TO EXCLUDE THE PUBLIC

That the Committee:

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

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	Reason for Confidentiality
C1 Confirmation of the Confidential Minutes of Infrastructure Services Committee meeting - 19 March 2025 - Public Excluded	<p>S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege.</p> <p>S7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</p> <p>S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>		

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