Notice of Meeting:

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

Date:	**Thursday 29 October 2026**
Time:	**9:00 a.m.**
Venue:	**Council Chamber, Dunedin Public Art Gallery, the Octagon, Dunedin**
YouTube Links:	**Thursday, 29 October 2026 https://youtube.com/live/uO5gbPreDX4** **Friday, 30 October 2026 https://youtube.com/live/8HaaE61-L-U**

Richard Briggs
Chief Executive Officer

Council

PUBLIC AGENDA

MEMBERSHIP

Mayor	Mayor Sophie Barker	
Deputy Mayor	Cr Cherry Lucas	
Members	Cr John Chambers	Cr Jo Galer
	Cr Christine Garey	Cr Doug Hall
	Cr Marie Laufiso	Cr Russell Lund
	Cr Mandy Mayhem	Cr Benedict Ong
	Cr Andrew Simms	Cr Mickey Treadwell
	Cr Lee Vandervis	Cr Steve Walker
	Cr Brent Weatherall	
Senior Officer	Richard Briggs, Chief Executive	
Governance Support Officer	Rebecca Murray	

Rebecca Murray
Governance Support Officer

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

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

ITEM TABLE OF CONTENTS **PAGE**

1	Opening	4
2	Public Forum	4
3	Apologies	4
4	Confirmation of Agenda	4
5	Declaration of Interest	5
6	Confirmation of Minutes	15
	6.1 Ordinary Council meeting - 24 September 2026	16

REPORTS

7	Dunedin City Council Annual Report for the year ended 30 June 2026	26
8	Financial Report - Period ended 31 August 2026	30
9	Hearings Committee Recommendations on Review of Keeping of Animals Bylaw	55
10	Proposed Event Road Closures	87
11	Ōtepoti Performing Arts Action Plan	98
12	Notice of Motion - Electoral System Poll	128
13	Hearings Committee Recommendations on Proposed Parking Changes - September 2026	131
14	Edgar Centre Options Report	193
15	2026 Annual Reports for the Dunedin City Holdings Group	203
16	Community Ranger Options Report - 10 year plan 2027-37	205
17	Prioritisation and Funding of Seal Extensions Options Report - 10 year plan 2027-37	216
18	Caversham Tunnel Access for Dunedin Tunnels Trail Options Report - 10 year plan 2027-37	226

RESOLUTION TO EXCLUDE THE PUBLIC 236

1 OPENING

Bishop Michael Dooley (Catholic Bishop of Dunedin) will open the meeting with a prayer.

2 PUBLIC FORUM

At the close of the agenda no requests for public forum had been received.

Public Forum registrations close at 9.00am on Wednesday 28 October. Members of the public wishing to speak at the Council meeting please contact the Governance Support Team at governance.support@dcc.govt.nz or alternatively phone 03 477 4000.

3 APOLOGIES

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

4 CONFIRMATION OF AGENDA

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

DECLARATION OF INTEREST

EXECUTIVE SUMMARY

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

2. Elected members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.
3. Staff members are reminded to update their register of interests as soon as practicable.

RECOMMENDATIONS

That the Council:

a) **Notes/Amends** if necessary the Elected Members' Interest Register attached as Attachment A; and

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

c) **Notes** the proposed management plan for the Executive Leadership Teams' Interests.

Attachments

	Title	Page
⇩A	Elected Members Interest Register	6
⇩B	Executive Leadership Team Interest Register	14

Council Interest Register 14 September 2026				
Name	**Responsibility (i.e. Chairperson etc)**	**Declaration of Interests**	**Nature of Potential Interest**	**Member's Proposed Management Plan**
Mayor Sophie Barker	Shareholder	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property Owner - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Beneficiary	Sans Peur Trust (Larnach Castle)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Mentor	Business Mentors NZ	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Vegetable Growers Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Alexander McMillan Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Patron	New Zealand International Science Festival	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Patron	Dunedin Horticultural Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Family Member	Family Member employed at Wilkinson Rogers	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.
	Chairperson	Dunedin Heritage Fund (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Grow Dunedin Partnership (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Heritage Avisory Group (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) (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-Chair	Ōtepoti Dunedin Destination Management Plan Advisory Panel (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	Dunedin Chinese Garden Advisory Group (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr John Chambers	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Rental Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtākou Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Opera Otago	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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	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	Waikouaiti Coast Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Jo Galer	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Southern Heritage Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various International Managed Funds	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various individual shares	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-Lead	Heritage Portfolio (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.
	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	Theomin Gallery Management Committee (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.
	Daughter employee	Halo Project	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	Performing Arts Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Sophia Charter (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	St Paul's Cathedral Foundation (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Theomin Gallery Management Committee (Olveston) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Doug Hall	Trustee	Cronus Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Clickfix Ltd	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.
	Shareholder	Various NZ,US shares and Crypto	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	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	West Harbour Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Marie Laufiso	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Trustee	Moray Place Community Building Trust - which owns 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.
	Member	Women of Ōtepoti Recognition Initiative	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Corso Ōtepoti Dunedin Trust	Potential grants recipient	Withdraw from discussion and leave the table. If in public excluded leave the room. Seek advice prior to the meeting.
	Dunedin Branch Treasurer	P.A.C.I.F.I.C.A Inc	Potential grants recipient	Withdraw from discussion and leave the table. If in public excluded leave the room. Seek advice prior to the meeting.
	Expert Panel Member	Health Coalition Aotearoa Public Health Infrastructure Committee	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.
	Trustee/Secretary	Refugee Support Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Abrahamic Interfaith Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Saddle Hill Community Board (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	Puketai Residential Centre Liaison Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Cherry Lucas	Trustee	Otago Farmers Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Partner	Southway Enterprises	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Henderson Lucas Family Trust - Residential Dunedin Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Institute of Chartered Accountants	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Shanghai Association (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) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tūhura Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtepoti Dunedin Destination Management Plan Advisory Panel (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Airport Trust (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.
	Deputy Lead	Infrastructure Portfolio (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Poāri a Pukekura (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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Russell Lund	Shareholder	Loan & Mercantile Trust includes:	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Produce Place Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Dunedin Grain Store Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Loan & Mercantile 2000 Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Lund South Trust includes:	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Lund South Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Lund Dunedin Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Resource Values Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Sherwood Manor Properties Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Lund Central Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Lund South Administration Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Construction Operatives Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Lund South Properties Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	RV Lund Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	BDCRS Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Lund Frankton Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	President	Ariki Amateur Athletic & Harrier Club	Ariki is a member of Athletics Otago which receives grant funding from DCC.	Withdraw from discussion and leave the table. If in public excluded leave the room. Seek advice prior to the meeting.
	Co-Lead	Heritage Portfolio (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Heritage Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Theatre Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr 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	Keep Ōtepoti Dunedin Beautiful	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	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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	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	Waitati Music Festival Committee	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	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 Gasworks Museum Trust (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	Performing Arts Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Creative New Zealand Grants Advisory Panel (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin Bay Watch	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Benedict Ong	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Listed Stocks	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Prospective purchaser of a Council-owned property	Submitted a bid for the purchase of 231 Stuart Street, a Council-owned property	Financial interest identified	Must not participate in any consideration, discussion or decision-making relating to proposals received through the Request for Proposal process for 231 Stuart Street. If the matter is considered in public excluded session, must leave the meeting room for the duration of the item.
	Director/Shareholder	Benedict Ong Social Enterprise Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Andrew Simms	Director	Landseer Motor Investments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Landseer Motor Investments Auckland Limited t/a Andrew Simms - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Stephen Duff Motors Limited t/a Andrew Simms Dunedin - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Three Diamond Automotive t/a Ralliart NZ - Race car preparation	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Cambridge Finance Limited - Financial Services	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	The Landseer Group Limited - Investments	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Otago Motorhome Centre Limited - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Landseer Motor Investments Henderson Limited - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Landseer Motor Investments Moorhouse Limited - Motor vehicle retail	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
	Director	Minaret Property Investments Limited - Property Investment	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	The Newfoundland Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	The Moturata Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Trails Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Cricket Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel AFC	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	Commercial Property. Andersons Bay Road, Dunedin	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	Heritage Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tūhura Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Airport Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Mickey Treadwell	Director	Atawhai Interactive Tapui Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Green Party of Aotearoa	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	Ice Sports Dunedin Incorporated (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtepoti Dunedin Live Music Advisory Panel (Council Appointment)	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	Otago Peninsula 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 and Lifestyle Farm Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Various publicly 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	Dunedin Heritage Fund (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
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	New Zealand Labour Party	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.
	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.
	Justice of the Peace		No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Predator Free Dunedin	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	Dunedin Heritage Fund (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Art Gallery Acquisitions Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Masters Games Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtepoti Dunedin Live Music Advisory Panel	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Predator Free Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Brent Weatherall	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	Dunedin Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Lead	Infrastructure Portfolio (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.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Dunedin Public Art Society (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	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	Strath Taieri Communtiy Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Executive Leadership Team - Register of Interest - current as at 12 October 2026					
Name	**Date of Entry**	**Responsibility (i.e. Chairperson etc)**	**Declaration of Interests**	**Nature of Potential Interest**	**Member's Proposed Management Plan**
Richard Briggs	20/10/2026	No interests to declare at present			
Nicola Morand	09/05/2022	Owner	Residential Property Dunedin	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	09/05/2022	Owner	Residential Property in Otago	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	09/05/2022	Partner	Morand Painting & Decorating	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	12/11/2025	Member	Te Runanga o Otakou	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	12/11/2025	Member	Kati Huirapa Runaka ki Puketeraki	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	12/11/2025	Family member	Family member works for the DCC	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
Scott MacLean	23/01/2024	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	23/01/2024	Trustee	Te Poari a Pukekura Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	23/01/2024	Spouse is Chair	Dunedin Wildlife Hospital Trust (DWHT)	DCC has funded the DWHT	Take no part in discussions or decision making about the Trust or participate in any transactions between the Trust and DCC.
	19/05/2006	Family member	Family member works for the DCC	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	06/05/2026	Family member	RB Recruitment - Occasionally deployed to work on Isaacs Construction sites	No conflict identified	Will not take part in any transactions with this company - or with Isaacs Construction while deployed to work on any of their sites
	08/09/2026	Owner	Residential property in Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Carolyn Allan	01/03/2024	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	01/03/2024	Owner	Residential rental property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	01/03/2024	Member	Mountain Bike Otago	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Paul Henderson	15/01/2025	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	15/01/2025	Playing Member	Dunedin City Royal Football Club	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	10/10/2025	Navigator Member	Taituarā	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	10/10/2025	Partner	Ruru Workplace Solutions Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Mike Costelloe	10/10/2025	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

CONFIRMATION OF MINUTES

ORDINARY COUNCIL MEETING - 24 SEPTEMBER 2026

RECOMMENDATIONS

That the Council:

a) **Confirms** the public part of the minutes of the Ordinary Council meeting held on 24 September 2026 as a correct record.

Attachments

	Title	Page
A⇩	Minutes of Ordinary Council meeting held on 24 September 2026	16

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

Council

MINUTES

Minutes of an ordinary meeting of the Dunedin City Council held in the Council Chamber, Dunedin Public Art Gallery, the Octagon, Dunedin on Thursday 24 September 2026, commencing at 9.00 am

PRESENT

Mayor	Mayor Sophie Barker	
Deputy Mayor	Cr Cherry Lucas	
Members	Cr John Chambers	Cr Jo Galer
	Cr Christine Garey	Cr Doug Hall
	Cr Russell Lund	Cr Mandy Mayhem (via zoom)
	Cr Benedict Ong	Cr Andrew Simms (via zoom)
	Cr Mickey Treadwell	Cr Lee Vandervis
	Cr Steve Walker	Cr Brent Weatherall

IN ATTENDANCE Sandy Graham (Chief Executive), Carolyn Allan (Chief Financial Officer), Scott MacLean (General Manager City Services), Nicola Morand (Manahautū - General Manager Community and Strategy), Paul Henderson (General Manager Corporate and Regulatory Services), Mike Costelloe (General Manager, Arts, Culture and Economic Development), Mike Cartwright (City Growth and Advisory Services Manager); Mark Mawdsley (Team Leader Advisory Services), Teresa Fogarty (Destination Manager), Richard Davey (Treasurer), Bonnie Wright (Manager Compliance Solutions), Cazna Savell (Team Leader Animal Services), Anna Nilsen (Manager Property), and Robyn Dillon (Manager Governance).

Governance Support Officer Lynne Adamson

1 OPENING

The Very Rev'd Dr Tony Curtis SCP, Dean of Dunedin, St Paul's Cathedral opened the meeting with a prayer, a thank you for Ms Sandy Graham for her service to Dunedin and a welcome to the new Chief Executive Richard Briggs who begins service in early October.

ACKNOWLEDGEMENT OF SERVICE OF DEPARTING CHIEF EXECUTIVE

Mayor Sophie acknowledged Ms Sandy Graham's 19 years service to the Dunedin City Council and expressed appreciation for her commitment and contribution to the organisation.

Mayor Sophie reflected on Ms Graham's career with the Council, from her early roles in te roading division through to her appointment as Chief Executive in 2020, and highlighted a number of projects and initiatives to which she had contributed.

In closing, Mayor Sophie thanked Ms Graham and conveyed her best wishes for the future, noting that Councillors would have an opportunity to acknowledge her later in the meeting.

2 PUBLIC FORUM

2.1 Robyn Vintiner

Ms Vintiner spoke on behalf of South Dunedin residents affected by the South Dunedin Futures proposed programme in relation to the flooding event. She outlined the concerns raised by some of the residents and fears they had of flooding again with heavy rainfall.

Ms Vintiner responded to questions.

2.2 Cam Burrows and Michael Crombie

Mr Burrows and Mr Crombie spoke on behalf of the St Clair Surf Life Saving Club to request funding for the redevelopment of the club be included in the first draft of the budget before it closed at the end of the month. They commented that this followed their 2025 submission and the need for clubs to have more certainty with respect to future funding.

Cr Benedict Ong entered the meeting at 9.17 am.
Cr Doug Hall entered the meeting at 9.20 am.

Mr Burrows and Mr Crombie responded to questions.

3 APOLOGIES

There was an apology for absence from Cr Marie Laufiso.

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

Accepts the apology from Cr Marie Laufiso.

Motion carried (CNL/2026/151)

4 CONFIRMATION OF AGENDA

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

Confirms the agenda with the following alteration:

That Item 15 Representation Review 2028 be taken before Item 7 Dunedin Heritage Fund Activity Report 2025-2026.

Motion carried (CNL/2026/152)

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 (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

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

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

c) **Notes** the proposed management plan for the Executive Leadership Teams' Interest.

Motion carried (CNL/2026/153)

6 CONFIRMATION OF MINUTES

6.1 ORDINARY COUNCIL MEETING - 2 SEPTEMBER 2026

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

a) **Confirms** the public part of the minutes of the Ordinary Council meeting held on 02 September 2026 as a correct record.

Motion carried (CNL/2026/154)

6.2 EXTRAORDINARY COUNCIL MEETING - 11 SEPTEMBER 2026

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

a) **Confirms** the public part of the minutes of the Extraordinary Council meeting held on 11 September 2026 as a correct record.

Motion carried (CNL/2026/155)

REPORTS

15 REPRESENTATION REVIEW 2028

A report from Civic noted that Council was required under Part 1A of the Local Electoral Act 2001 to review its representation arrangements at least once every six years. The review was required to be undertaken prior to the 2028 elections.

The Chief Executive (Sandy Graham), Manahautū (General Manager Community and Strategy) Nicola Morand and Manager Governance (Robyn Dillon) spoke to the report and responded to questions.

Moved (Mayor Sophie/Cr Steve Walker):

That the Council:

Adjourns the meeting for 5 minutes.

Motion carried

The meeting adjourned at 9.51 am and reconvened at 9.58 am.

Cr Benedict Ong left the meeting at 10.04 am and returned at 10.09 am
Cr Brent Weatherall left the meeting at 10.25 am and returned at 10.28 am.
Cr Steve Walker left the meeting at 10.30 am and returned at 10.31 am.

The discussion on the Representation Review continued.

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

a) **Agrees** that the 2028 representation review would be led by an independent panel, supported by Council staff and external resources as required.
b) **Undertakes** a public expression of interest process for panel members
c) **Requests** staff develop a terms of reference for the review
d) **Notes** that the expressions of interest (along with the terms of reference) would be considered by full Council who would appoint the panel members and adopt the terms of reference.
e) **Agrees** that the DCC representation review programme would cease if legislation associated with the requirements for a representation review changes.

Division

The Council voted by division

For: Crs John Chambers, Jo Galer, Christine Garey, Doug Hall, Cherry Lucas, Russell Lund, Mandy Mayhem, Benedict Ong, Andrew Simms, Mickey Treadwell, Lee Vandervis, Steve Walker, Brent Weatherall and Mayor Sophie Barker (14).
Against: Nil
Abstained: Nil

The division was declared CARRIED by 14 votes to 0

Motion carried (CNL/2026/156)

Moved (Mayor Sophie/Sophie

That the Council:

Adjourns the meeting until 10.55 am.

Motion carried

The meeting adjourned at 10.39 am and resumed at 10.55 am.

7 DUNEDIN HERITAGE FUND ACTIVITY REPORT 2025-2026

A report from City Growth and Advisory Services provided an update on the activity of the Dunedin Heritage Fund and the grants allocated in the 2025-2026 financial year.

The General Manager, Arts, Culture & Economic Development (Mike Costelloe); City Growth and Advisory Services Manager (Mike Cartwright); Team Leader Advisory Services (Mark Mawdsley) spoke to the report and responded to questions.

Cr Benedict Ong returned to the meeting at 10.56 am.

Moved (Mayor Sophie Barker/Cr Lee Vandervis):

That the Council:

a) **Notes** the Dunedin Heritage Fund Activity Report 2025-2026.

Motion carried (CNL/2026/157)

8 NEW ZEALAND MASTERS GAMES CCO EXEMPTION

A report from Events advised that the Dunedin (New Zealand) Masters Games Trust sought a continuation of exemption status from being a Council Controlled Organisation in accordance with s7(3) Local Government Act 2002 (the LGA).

The General Manager, Arts, Culture & Economic Development (Mike Costelloe) and Destination Manager (Teresa Fogarty) spoke to the report and responded to questions.

Moved (Cr Lee Vandervis/Cr Cherry Lucas):

That the Council:

a) **Approves** the exemption of the Dunedin (New Zealand) Masters Games Trust from the requirements of being a Council Controlled Organisation (CCO) in accordance with s7(3) Local Government Act 2002.

Motion carried (CNL/2026/158)

9 TREASURY RISK MANAGEMENT POLICY REVIEW

A report from Finance sought approval for proposed changes to the Treasury Risk Management Policy.

The report noted that the Policy had been reviewed in accordance with the Audit Risk and Assurance Committee workplan and as part of the development of the 2027-37 10 Year Plan.

The Chief Financial Officer (Carolyn Allan) and Treasurer (Richard Davey) spoke to the report, explained the changes and responded to questions.

Cr Doug Hall left the meeting at 11.54 am and returned at 11.59 am
Cr Brent Weatherall and Cr Christine Garey left the meeting at 12.05 pm.
Cr Brent Weatherall returned to the meeting at 12.06 pm and Cr Christine Garey at 12.08 pm.

Moved (Cr Lee Vandervis/Cr Cherry Lucas):

That the Council:

a) **Approves** the Treasury Risk Management Policy, with any amendments.

Motion carried (CNL/2026/159)

10 ANIMAL SERVICES ANNUAL REPORT TO THE DEPARTMENT OF INTERNAL AFFAIRS

A report from Corporate and Regulatory provided the Animal Services Annual Report to the Department of Internal Affairs for the year ended 30 June 2025. It noted that it would be submitted to the Department of Internal Affairs in accordance with Section 10A of the Dog Control Act 1996.

The General Manager Corporate and Regulatory Services (Paul Henderson); Manager Compliance Solutions (Bonnie Wright) and Team Leader Animal Services (Cazna Savell) spoke to the report and responded to questions.

Moved (Cr Brent Weatherall/Cr Cherry Lucas):

That the Council:

a) **Notes** the Animal Services Annual Report to the Department of Internal Affairs dated as at 30 June 2026.

Motion carried (CNL/2026/160)

11 RESOLUTION TO STOP ROAD - PART OF WHITE ROAD, WAITATI

A report from Property recommended concluding the road stopping process for 0.5960 hectares of land at White Road, Waitati, as the public notification process had been completed and no objections were received.

The General Manager, City Services (Scott MacLean) and Group Manager Property Services (Anna Nilsen) spoke to the report and responded to questions.

Moved (Mayor Sophie Barker/Cr Christine Garey):

That the Council:

a) **Resolves** that under Section 342 of the Local Government Act 1974 the part of unformed legal road described as Section 1 SO 455684 is stopped.

b) **Notes** that no objections were submitted during the notice period and the consent of the Minister for Land Information has been obtained.

c) **Authorises** a public notice declaring that the road is stopped.

Motion carried (CNL/2026/161) with Crs Jo Galer and Russell Lund recording their votes against.

Moved (Mayor Sophie/Cr Cherry Lucas):

That the Council:

Adjourns the meeting until 1.30 pm.

Motion carried

The meeting adjourned at 12.45 pm and reconvened at 1.30 pm.

12 FINANCIAL REPORT - PERIOD ENDED 31 JULY 2026

A report from Finance provided the provisional financial results for the period ended 31 July 2026 and the financial position as at that date.

The Chief Financial Officer (Carolyn Allan) and Management Accountant Lead (Stephanie Freeman) spoke to the report and responded to questions.

Cr Brent Weatherall entered the meeting at 1.34 pm
Cr Jo Galer entered the meeting at 1.35 pm

Moved (Cr Lee Vandervis/Cr Cherry Lucas):

That the Council:

a) **Notes** the Financial Performance for the period ended 31 July 2026 and the Financial Position as at that date.

Motion carried (CNL/2026/162)

13 UPDATE ON APPOINTMENTS TO THE DUNEDIN DISTRICT LICENSING COMMITTEE

Cr Christine Garey advised that she had not participated in the consideration or appointment of Mr Bruce Vollweiler as he was a relation.

A report from Corporate and Regulatory updated the Council on the recent appointments of Pieter van de Klundert and Bruce Vollweiler as commissioners to the Dunedin District Licensing Committee . The report also noted that Colin Weatherall's term had been extended until 30 November 2026 (from 31 May 2026).

Cr Cherry Lucas spoke in support of the appointments and recorded her gratitude to Colin Weatherall for his leadership of the District Licensing Committee since its inception in 2013. Councillors echoed the sentiments, and acknowledged Mr Weatherall's dedicated service, guidance, and mentorship.

Moved (Cr Cherry Lucas/Cr Lee Vandervis):

That the Council:

a) **Notes** the update on appointments to the Dunedin District Licensing Committee.

b) **Records** a vote of thanks to Colin Weatherall for his dedicated years of service to the District Licensing Committee.

Motion carried (CNL/2026/163)

16 ACKNOWLEDGEMENT OF SERVICE OF DEPARTING CHIEF EXECUTIVE

Mayor Sophie invited Councillors to pay tribute to the Chief Executive, Sandy Graham.

Councillors recorded their praise for Ms Graham's dedication, leadership and professional integrity throughout her six years as Chief Executive. They commended her for her supportive guidance to both new and experienced councillors and her deep commitment to improving the organisation's core infrastructure and staff culture.

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

a) **Records** its sincere thanks and appreciation to Ms Sandy Graham for her many years of service to the Dunedin City Council which included the past 6 years as Chief Executive.

b) **Recognises** her valuable contribution to the Council, its staff, elected members, and the wider Dunedin community.

c) **Acknowledges** her dedication, professionalism, and commitment throughout her tenure and wishes her every success and happiness in the next chapter of her life and career.

Motion carried (CNL/2026/165)

RESOLUTION TO EXCLUDE THE PUBLIC

Moved (Mayor Sophie Barker/Cr Cherry Lucas):

That the Council:

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

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	Reason for Confidentiality
C1 Ordinary Council meeting - 2 September 2026 - Public Excluded	S7(2)(g) The withholding of the information is necessary to maintain legal professional privilege. S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). 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.		
C2 Directors Remuneration - Dunedin City Holdings Limited	S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	The information in this report remains confidential until Council has determined the level of fees and advised Dunedin City Holdings Limited of the outcome, at which time the information can be made public..
C3 Dunedin City Holdings Group - Director Appointment	S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	

This 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.

b) **Adjourns** the meeting for 5 minutes.
Motion carried (CNL/2026/166)

The meeting moved into confidential at 2.33 pm and concluded at 2.42 pm.

.....
MAYOR

REPORTS

DUNEDIN CITY COUNCIL ANNUAL REPORT FOR THE YEAR ENDED 30 JUNE 2026

Department: Civic and Finance

EXECUTIVE SUMMARY

1 This report asks the Council to approve and adopt the Annual Report for the Dunedin City Council for the financial year ended 30 June 2026 (the Annual Report).

2 The Annual Report has now received final clearance from The Audit Office.

3 The Audit Office's audit opinion will be issued upon receipt of the signed Letter of Representation.

4 As this an administrative report there are no options or summary of considerations.

RECOMMENDATIONS

That the Council:

a) **Approves** the Dunedin City Council Annual Report for the financial year ended 30 June 2026.

b) **Delegates** the Chief Executive the authority to make any minor editing required to the approved Annual Report for the year ended 30 June 2026.

c) **Authorises** the Mayor and Chief Executive to sign the Statement of Compliance and Responsibility on behalf of Council.

d) **Receives** the Letter of Representation to the auditors.

e) **Authorises** the Mayor and Chief Executive to sign the Letter of Representation to the auditor on behalf of Council.

f) **Receives** the Report to the Council on the audit of Dunedin City Council and Group from The Audit Office.

g) **Receives** the Audit Report on the Annual Report for the year ended 30 June 2026; and

h) **Adopts** the audited Annual Report for the year ended 30 June 2026.

BACKGROUND

5 Each year the Council must prepare an annual report in accordance with section 98 of the Local Government Act 2002. Each annual report must be completed and adopted by resolution within four months after the end of the financial year to which it relates, and within one month after the adoption, the local authority must make publicly available:

a) the annual report; and

b) a summary of the information contained in the annual report.

DISCUSSION

6 The Annual Report has received final clearance from The Audit Office.

7 The Annual Report has been reviewed by the Audit, Risk and Assurance Committee on 20 October 2026. The Chair of the Committee, Mr Bruce Robertson, will attend the Council meeting to speak to the Annual Report. The Committee moved as follows:

Moved (Mr Bruce Robertson/Cr Cherry Lucas):

That the Committee:

a) ***Recommends*** *that the Mayor and Chief Executive Officer sign the Representation Letter for the year ended 30 June 2026, subject to receipt of representations signed by management.*

b) ***Recommends*** *that Council approves and adopts the Dunedin City Council Annual Report for the year ended 30 June 2026 as presented, following final clearance from The Audit Office.*

c) ***Requests*** *that Council delegates the Chief Executive the authority to make any minor editing required to the approved Annual Report for the year ended 30 June 2026.*

Motion carried (ARAAC/2026/047)

8 On 14 September, Sections 1, 2 and 3 of the draft Annual Report was circulated to Councillors in confidence. There have been some updates to section 3, the finance section, following its circulation. The updates are as follows:

- Depreciation has been amendment on the revalued 3 Waters assets.
- Further capitalisation of the Tunnels Trail project from Work In Progress, and its inclusion in the revaluation.
- Water sales income has been reclassified for the 2025 and 2026 financial years, to Rates Revenue from Other Revenue and is now disclosed as a metered water rate under Note 2.
- An additional note on Local Water Done Well (Note 42).
- An additional note on local government reform (Note 43).

- General updates to notes as required.

- Consolidation numbers have been completed following the adoption of the Dunedin City Holdings Ltd consolidated financial statements.

- Minor design and presentation amendments have been made, such as removal of zero balance rows in the financial statements, and update to commentary/numbers without changing the underlying results being reported.

Valuation of Assets

9 Council's 3 waters assets were valued as at 31 March 2026, by Pattle Delamore Partners (PDP). A final valuation report was issued that provided for an increase in the 3 waters assets of $444.7 million (22.9%) on the depreciation replacement cost. The Audit Office has provided audit clearance on the valuation.

10 Council's roading assets were valued as at 30 June 2026 by BECA Limited. The valuation has increased by $37 million (2.6%) on the depreciation replacement cost. The Audit Office has provided audit clearance on this valuation.

11 Council's investment properties were valued as at 30 June 2026 by JLL New Zealand. A valuation report was issued in August 2026 and provided for an increase in value of approximately $3.4 million (3.0%). The Audit Office has provided audit clearance on this valuation.

Summary of financial performance – Council

12 For the year ended 30 June 2026, Council made a surplus after tax of $30.7 million. The Council budgeted a breakeven position.

13 Revenue was $16.8 million higher than budget due to the following:

- Vested assets were $18.4 million, being $15.4 million higher than budget. Vested assets related to new subdivisions and the SH88 boardwalk (Te Ara Moana – the Ocean Path) that was vested from NZTA.

- A net gain on the fair value of investments held by the Waipori fund of $5.5 million, being $4.2 million higher than budgeted.

- A net gain on the revaluation of investment properties of $3.4 million was $2.5 million less than budgeted.

14 Operating expenses were $13.7 million less than budget due to the following:

- A review of the landfill aftercare provision resulted in a net reduction in operating expenses of $10.2 million. This combined the annual review in the provision with a change in accounting treatment, which meant that the operating expenses reduced. The change in accounting treatment now recognises the capital proportion of the provision as a fixed asset, rather than an operating expense in the statement of financial performance.

- Waste minimisation operating costs were $2.1 million below budget due to lower landfill and emissions trading scheme costs.

- Personnel costs were $1.5 million below budget due to vacancies.
- Interest costs were $1.5 million below budget due to reduced capital funding requirements.
- Depreciation costs were higher than budget by $0.8 million, mainly relating to 3 Waters assets.

Annual Report Process Improvements

15 Following direction from the Council and the Audit and Risk Subcommittee, improvements in the development of Council's Annual Reports have been implemented as follows:

a) 3 Waters valuation was completed as at 31 March. Over the past four years, there have been recurring issues with valuations, and completing them three months earlier than usual provided a buffer to address any potential challenges. This change was well received by The Audit Office and resulted in an early audit clearance.

b) More detail has been included on the performance of each Council-Controlled Organisation (CCO). While the primary focus of the Annual Report is the performance of the DCC, more supporting information on CCOs provides helpful context to a reader. Details can be found on pages 23 and 24 of the Annual Report.

c) The timeline for the development of the Annual Report is being incrementally brought forward each year, in consultation with Dunedin City Holdings Limited and The Audit Office. This will ensure that the 2027/28 Annual Report can be adopted ahead of the next local government elections.

OPTIONS

16 There are no options.

NEXT STEPS

17 The Annual Report will be published and made available on the website of the Dunedin City Council following Council's authorisation and adoption of the report content.

18 A summary of the information contained in the Annual Report will be made publicly available within one month of Council's authorisation and adoption of the report content.

Signatories

Author:	Janet Fraser - Corporate Planner Lauren Mead - Senior Financial Accountant
Authoriser:	Carolyn Allan - Chief Financial Officer

Attachments

	Title	Page
⇨A	Dunedin City Council Annual Report for the year ended 30 June 2026 *(Under Separate Cover 1)*	
⇨B	Draft Audit Opinion *(Under Separate Cover 1)*	

FINANCIAL REPORT - PERIOD ENDED 31 AUGUST 2026

Department: Finance

EXECUTIVE SUMMARY

1 This report provides the provisional financial results for the period ended 31 August 2026 and the financial position as at that date.

2 As this is an administrative report only, there are no options or Summary of Considerations.

RECOMMENDATIONS

That the Council:

a) **Notes** the Financial Performance for the period ended 31 August 2026 and the Financial Position as at that date.

BACKGROUND

3 This report provides a financial update and attaches financial statements for the period ended 31 August 2026.

4 As outlined in the financial reports for the periods ending 30 June and 31 July 2026, final adjustments were still underway to the 2025/26 results, including asset valuations. As a consequence, the opening statement of financial position will change.

DISCUSSION

5 The net deficit (including Waipori) for the period ended 31 August 2026 was $7.527 million, a $2.660 million favourable variance to budget. A detailed commentary is provided in Attachment A (Financial Update). In summary, the following variances were recorded:

a) Revenue was $76.279 million for the period, or $1.107 million unfavourable to budget.

b) Expenditure was $84.740 million for the period, or $3.355 million favourable to budget.

c) The Waipori Fund has reported a net operating surplus for the period of $934k, 412k favourable to budget.

6 Capital expenditure was $23.397 million for the period ended 31 August 2026 or 11.8% of the full year budget.

7 The total loan balance at 31 August 2026 was $785.100 million which was $100k greater than budget.

NEXT STEPS

8 Month end financial reports will continue to be presented to future Council or Finance and Performance Committee meetings.

Signatories

Author:	Lawrie Warwood - Management Accountant Stephanie Freeman - Management Accountant Lead
Authoriser:	Carolyn Allan - Chief Financial Officer

Attachments

	Title	Page
⇩A	Financial Update	32
⇩B	Statement of Financial Performance	40
⇩C	Statement of Financial Position	41
⇩D	Statement of Cashflows	42
⇩E	Capital Expenditure Summary	43
⇩F	Capital Expenditure Detailed	45
⇩G	Statement of Operating Variances	52
⇩H	Debt Graph	53

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

FINANCIAL UPDATE

For the period ended 31 August 2026

This report provides a detailed commentary on the Council's financial result for the period ended 31 August 2026 and the financial position at that date.

SUMMARY FINANCIAL INFORMATION

$ Million	Actual YTD	Budget YTD	Variance YTD		Last Year YTD
Revenue	76.279	77.386	(1.107)	U	72.137
Expenditure	84.740	88.095	3.355	F	85.522
Net Surplus/(Deficit) excluding Waipori	(8.461)	(10.709)	2.248	F	(13.385)
Waipori Fund Net	0.934	0.522	0.412	F	2.875
Net Surplus/(Deficit) including Waipori	(7.527)	(10.187)	2.660	F	(10.510)
Capital Expenditure	23.397	24.764	1.367		22.649
Debt					
Current Year Loan	33.600	26.000	(7.600)	U	29.500
Prior Year Loan	711.500	719.000	7.500	F	650.972
Accrued Interest	5.194	4.368	(0.826)	U	4.357
Total Debt	750.294	749.368	(0.926)	U	684.829

STATEMENT OF FINANCIAL PERFORMANCE

The statement of financial performance is provided in Attachment B.

The net deficit (including Waipori) for the period ended 31 August 2026 was $7.527 million, a $2.660 million favourable variance to budget.

REVENUE

The total revenue for the period was $76.279 million or $1.107 million less than budget.

The major variances were as follows:

External Revenue

Actual $15.314 million, Budget $15.498 million, Unfavourable variance to budget $184k

Parking Operations revenue was unfavourable to budget $264k. On-street meter revenue was unfavourable $264k, partly due to difficulty forecasting monthly casual parking revenue as well as other projects impacting on the availability of inner-city parking spaces. July experienced a higher-than-normal meter outage rate due to winter conditions and aging assets. Asset performance is being actively monitored, with future replacement requirements being incorporated into budget planning.

Aquatic Services revenue was unfavourable $137k reflecting a year-on-year decrease in the number of people paying general admission fees in July and August, instead opting for concession rates. Sportsground charges revenue was also unfavourable $101k due to the timing of annual invoicing for these charges.

Compliance Solutions revenue was unfavourable to budget $127k. Parking Enforcement revenue was unfavourable $124k largely because of lower staffing levels within the Parking Enforcement team.

Transport revenue was unfavourable $115k. Recoveries from NZTA were unfavourable $81k due to lower than budgeted expenditure on state highway traffic signal maintenance. Corridor access revenue was also unfavourable $30k.

Partly offsetting these unfavourable variances:

Waste Minimisation revenue was favourable to budget $423k. Green Island landfill revenue was favourable $268k due to more waste being received at the landfill than expected, in particular unbudgeted inert cover material (e.g. clay, clean material). Waste Strategy revenue was favourable to budget $168k, reflecting a higher level of waste levy revenue than expected

3 Waters water sales revenue was favourable $186k.

Operating Grants Revenue

Actual $1.957 million, Budget $2.243 million, Unfavourable variance to budget $286k

Transport revenue was unfavourable to budget $139k. NZTA staff recoveries were unfavourable $122k, reflecting favourable subsidised personnel costs for the period.

Internal Revenue

Actual $7.574 million, Budget $7.961 million, Unfavourable variance to budget $387k

Waste minimisation internal revenue was unfavourable to budget $180k. Internal kerbside revenue was unfavourable $115k, reflecting lower costs during the month to transport recyclable material to the processing facility at Timaru. This variance is offset by a favourable internal expenditure variance in Waste Strategy, which funds the transport costs via the Waste Levy reserve. Internal landfill revenue from 3 Waters sludge disposal was unfavourable $102k, reflecting the amount of sludge from waste treatment plants not being disposed of at Green Island.

3 Waters internal revenue was unfavourable $153k with little Better Off Funding revenue to date.

EXPENDITURE

The total expenditure for the period was $84.740 million or $3.355 million less than budget.

The major variances were as follows:

Personnel Costs

Actual $15.012 million, Budget $16.037 million, Favourable variance to budget $1.025 million

This favourable variance to budget mainly reflects the current number of vacant positions.

Operations and Maintenance Costs

Actual $16.451 million, Budget $17.306 million, Favourable variance to budget $855k

Waste Minimisation expenditure was favourable to budget $441k. ETS costs and variable landfill contract costs were favourable to budget $147k, reflecting lower volumes of material entering the landfill that attract waste levy and additional landfill contract costs, and a lower carbon price than budgeted. The Kerbside Collections contract cost was favourable $365k, mainly due to a combination of the volume of mixed recycling and glass collected and processed being lower than forecast, offset by higher than budgeted returns on the sale of recyclable material.

Events expenditure was favourable $111k, largely due to the cancellation of the planned Midwinter Ice-Skating event, as well as the timing of other events.

Occupancy Costs

Actual $8.054 million, Budget $7.774 million, Unfavourable variance to budget $280k

3 Waters expenditure was unfavourable to budget $260k due mainly to electricity costs being unfavourable $214k. This is partly due to electricity costs being budgeted evenly across the year. Also contributing to the unfavourable variance, electricity costs for the Green Island Wastewater treatment plant were higher than budgeted due to gas from the Green Island landfill not being used to offset electricity costs at the treatment plant as budgeted, instead being used for the new landfill gas flare. The flare has a higher gas efficiency rating than the gas engine, which will result in lower ETS obligations for council.

Consumable and General Costs

Actual $4.157 million, Budget $5.412 million, Favourable variance to budget $1.255 million

Consumable and general costs are favourable overall, mainly relating to expenditure on consultants, advertising and software licence fees, largely reflecting the timing of work.

Internal Costs

Actual $7.754 million, Budget $7.961 million, Favourable variance to budget $387k

Waste Strategy expenditure was favourable $121k, reflecting lower costs during the month to transport recyclable material to the processing facility at Timaru.

Depreciation Costs

Actual $21.404 million, Budget $21.404 million, Nil variance

Depreciation costs overall were at budget level, pending the roll-over of the fixed assets system for the new financial year.

Interest Costs

Actual $5.319 million, Budget $5.257 million, Unfavourable variance to budget $62k

This unfavourable variance to budget reflected a higher interest than the 4.25% interest rate budgeted. Interest rates are reviewed quarterly by Dunedin City Treasury Limited. The actual quarterly interest rates are:

		Actual Quarterly Interest Rates
Q1	Jul-Sep	4.28%

WAIPORI FUND NET OPERATING RESULT

Actual $934k surplus, Budget $522k surplus, Favourable variance to budget $412k

The Waipori Fund has reported a net operating surplus for the period of $934k, against a budgeted surplus of $522k. The value of the fund increased $1.588 million for the month of August, in contrast to the negative results of the previous month. A comprehensive report is provided quarterly on the Waipori Fund performance by Dunedin City Holdings Limited.

STATEMENT OF FINANCIAL POSITION

The Statement of Financial Position is provided as Attachment C.

Attachment H includes a chart showing actual group and DCC debt.

CAPITAL EXPENDITURE

A summary of the capital expenditure programme by Activity is provided as Attachment E. Attachment F provides the detailed capital expenditure programme.

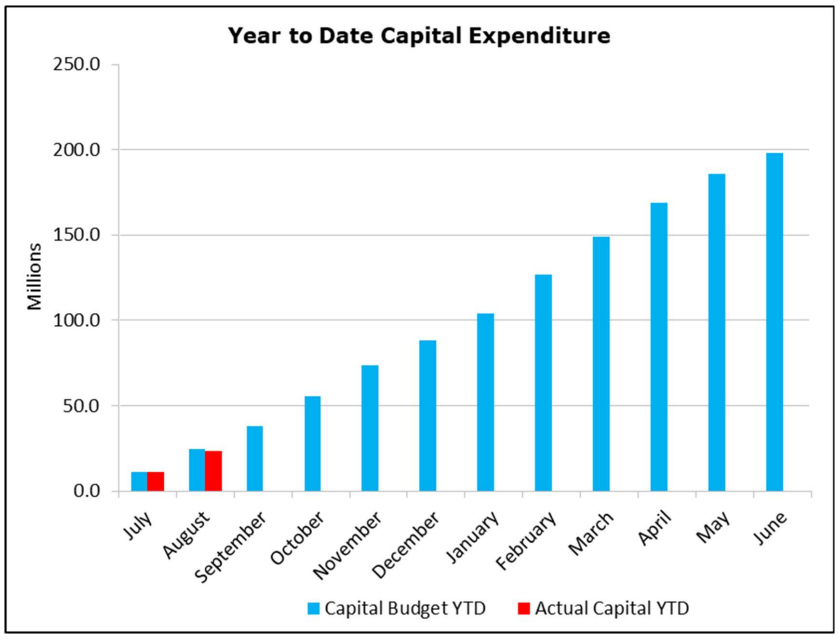
Total capital expenditure for the period was $23.397 million or 94.5% of the $24.764 million year to date budget.

The capital budget for 2026/27 includes a timing adjustment of $12.000 million for non-waters capital expenditure.

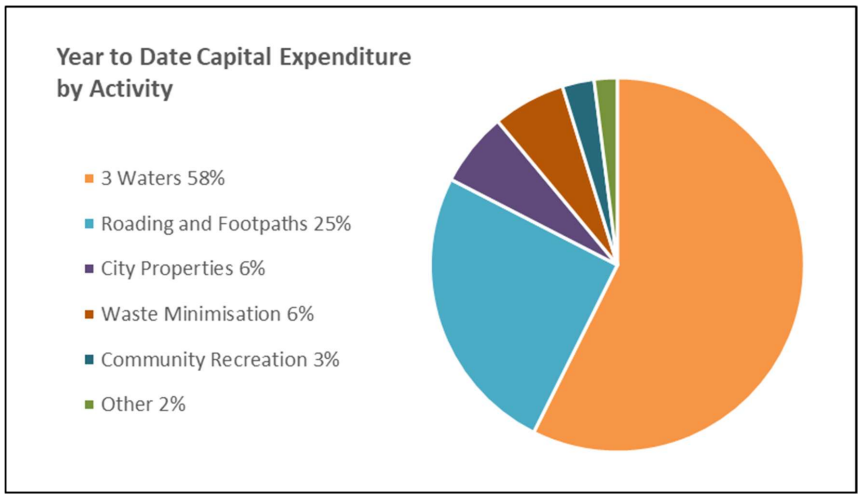
Capital expenditure for 2026/27 is forecast to be $201 million against a budget of $198 million at 30 June 2027. This combines the $12 million timing adjustment noted above, with forecast underspends. The forecast underspends are:

- Waste Minimisation 2.9 million underspend - timing delays in the Waste Futures capital projects.

- Property $3.6 million underspend – revised construction start for the Town Hall Seismic Remediation project, and delayed options consideration for the Edgar Centre Roof Replacement project.
- Transport $2.0 million underspend – timing of Shaping Future Dunedin projects, particularly the Mosgiel Park and Ride, Central City Cycle and Pedestrian Improvements, and Harbour Arterial projects.



The chart below shows the proportion of year-to-date capital expenditure by Activity:



City Properties capital expenditure was $96k unfavourable to budget.

Renewals expenditure for some projects is favourable due to timing, including Olveston House renewals, Town Hall and Municipal Chambers upgrade project, minor Housing renewals and Parking Meter renewals.

Other projects that are unfavourable, also mainly due to timing, including toilet renewals, community hall renewals, Edgar Centre upgrade and lift renewal at the Gt King St carpark.

Community Recreation capital expenditure was $326k favourable to budget.

Moana Pool redevelopment renewals was favourable $479k due to timing of programme works, including condition assessment and development of options for air handling units. The planned work continues an ongoing programme of improvements at Moana Pool, including recently revamping the water slides, new wall tiles, upgraded family change facilities, as well as changes to plant/equipment areas.

Cemeteries new capital was unfavourable $107k due to the construction timing of the new Cemetery Development civil works contract.

Botanic Gardens renewals expenditure was unfavourable $41k, as was Parks playground and recreational facilities renewals expenditure $49k, due to budget timing.

Governance and Support Services capital expenditure was $571k favourable to budget.

BIS expenditure was favourable $654k with no expenditure to date on the Customer Self Service Portal and ITMS cloud migration projects, and the Financial Management System project.

Partly offsetting this favourable variance, Fleet Operations vehicle replacement expenditure is unfavourable $82k due to purchases budgeted in the previous financial year occurring in July.

Roading and Footpaths capital expenditure was $535k favourable to budget.

The Peninsula Connection Boardwalk project was favourable $700k as work is yet to commence.

Shaping Future Dunedin projects were favourable $1.224 million due to the timing of various projects, in particular the Mosgiel Park and Ride, and Central City Cycle and Pedestrian Improvements projects.

Renewal expenditure variances are unfavourable in pavement rehabilitation $2.576 million and pavement resealing $559k. These are offset by favourable variances in gravel road re-metalling $358k, drainage control $711k and footpath resurfacing $768k.

3 Waters capital expenditure was $1.997 million favourable to budget.

Stormwater capital was under budget by $447k, mainly relating to renewals projects which was favourable $372k.

Wastewater renewals were $689k underspent primarily on pumpstation renewals and treatment plant resilience renewals.
Water renewals were $2.202 million underspent primarily on Port Chalmers water supply and water supply resilience networks

Waste Minimisation capital expenditure was $22k unfavourable to budget.

Resource recovery park expenditure was unfavourable $92k and reflects the amended timing of works because of project delays in the previous financial year.

Material recovery facility (MRF) expenditure was unfavourable $12k. Pre-loading of the MRF was completed at the end of May and will be followed by a pause in significant construction activity until at least November 2026.

Organics Processing Facility (OPF) was favourable $197k. Pre-loading of the OPF is almost complete, with finishing work in September, and will be followed by a pause in significant construction activity until at least December 2026.

Green Island landfill aftercare expenditure was favourable $245k due to the timing of expenditure for a new leachate interceptor system along the southern edge of the landfill which was $372k unfavourable.

SUPPLEMENTARY INFORMATION - EMERGENCY WEATHER EVENTS

Event	Operational Cost (including personnel)	Capital Cost	Funding / Recoveries	Council Funded	Key Points
Oct 2024 Rain Event	$2.809m	$6.203m	$4.515m NZTA subsidy (of $4.687m approved) $0.050m NEMA welfare subsidy	$4.446m	• Total event cost of $9.012m to date. • Costs primarily relate to emergency roading maintenance, sandbagging, floodwater pumping, refuse skips and welfare response. • Last expenditure was in August 2026.
Oct 2025 Wind Event	$1.260m	$0.083m	$0.250m NZTA subsidy (of $0.520m approved @ FAR rate of 51%) $0.190m insurance	$0.903m	• Total event cost of $1.343m to date. • Costs primarily relate to emergency roading maintenance, reserves damage, 3W infrastructure damage, and property repairs (mainly Dunedin Ice Stadium and 20 Parry St). • Operational costs increased by $8k and capital costs by $4k during August. • An insurance claim has been lodged relating to ongoing costs of repairs.
July 2026 Rain Event	$0.569m	$0	$0	$0.569m	• Total event cost of $0.569m to date. • Costs relate to emergency roading maintenance, parks storm damage, and 3W laboratory testing. • Any future NZTA approval would allow retrospective claims.

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

DUNEDIN CITY COUNCIL

Statement of Financial Performance
For the Two Months Ending 31 August 2026
Amount : $'000

Month Actual	Month Budget	Month Variance			Year to Date Actual	Year to Date Budget	Year to Date Variance		LY YTD Actual	LY Full Year Actual	Full Year Budget
				REVENUE							
24,038	24,010	28	F	Rates Revenue	48,077	48,019	58	F	44,142	264,818	288,114
(14)	(18)	4	F	Rates Penalties	(20)	(27)	7	F	(17)	2,229	1,500
7,299	6,966	333	F	External Revenue	15,314	15,498	184	U	14,700	94,611	103,250
940	973	33	U	Grants - Operational	1,957	2,243	286	U	2,221	13,940	12,536
1,353	1,690	337	U	Grants - Capital	2,966	3,028	62	U	1,797	21,575	23,023
268	332	64	U	Contributions	411	664	253	U	1,970	4,743	6,856
3,845	3,980	135	U	Internal Revenue	7,574	7,961	387	U	7,324	45,359	45,976
37,729	37,933	204	U	**TOTAL REVENUE**	76,279	77,386	1,107	U	72,137	447,275	481,255
				EXPENDITURE							
7,154	7,901	747	F	Personnel Costs	15,012	16,037	1,025	F	14,218	86,551	91,837
9,499	8,745	754	U	Operations & Maintenance	16,451	17,306	855	F	14,794	94,226	97,774
6,045	5,868	177	U	Occupancy Costs	8,054	7,774	280	U	12,576	37,378	39,809
1,967	2,462	495	F	Consumables & General	4,157	5,412	1,255	F	4,598	29,478	28,822
5,812	5,861	49	F	Grants & Subsidies	6,769	6,944	175	F	6,954	12,650	10,923
3,845	3,980	135	F	Internal Charges	7,574	7,961	387	F	7,324	45,359	45,976
10,702	10,702	-		Depreciation	21,404	21,404	-		20,542	122,534	128,426
2,707	2,659	48	U	Interest	5,319	5,257	62	U	4,516	27,622	31,801
47,731	48,178	447	F	**TOTAL EXPENDITURE**	84,740	88,095	3,355	F	85,522	455,798	475,368
(10,002)	(10,245)	243	F	**NET SURPLUS (DEFICIT)**	(8,461)	(10,709)	2,248	F	(13,385)	(8,523)	5,887
				Add							
1,588	143	1,445	F	**Waipori Fund Net Operating**	934	522	412	F	2,875	8,708	5,459
(8,414)	(10,102)	1,688	F	**NET SURPLUS (DEFICIT)**	(7,527)	(10,187)	2,660	F	(10,510)	185	11,346

F: (favourable variance to budget) U: (unfavourable variance to budget)

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

DUNEDIN CITY COUNCIL

Statement of Financial Position
As at 31 August 2026
Amount : $'000

30-Jun-26 LY Full Year Actual		31-Aug-26 This Month Actual	31-Aug-26 This Month Budget	30-Jun-27 Full Year Budget	31-Aug-25 LY Month Actual
	Current Assets				
17,103	Cash and cash equivalents	5,227	3,465	5,558	7,533
6,416	Other current financial assets	6,448	14,426	13,426	8,025
25,694	Trade and other receivables	45,423	45,724	24,696	45,440
350	Current Tax Asset	350	250	250	489
966	Inventories	1,000	675	675	1,039
2,389	Prepayments	8,208	2,109	2,109	2,744
52,918	**Total Current Assets**	66,656	66,649	46,714	65,270
	Non Current Assets				
220,669	Other non-current financial assets	221,071	206,790	207,940	213,848
141,794	Shares in subsidiary companies	141,794	141,794	145,949	138,889
4,739	Intangible assets	4,512	5,906	8,523	4,155
117,090	Investment property	117,090	119,613	124,161	113,710
5,410,815	Property, plant and equipment	5,412,958	4,944,948	5,122,210	4,910,045
5,895,107	**Total Non Current Assets**	5,897,425	5,419,051	5,608,783	5,380,647
5,948,025	**TOTAL ASSETS**	5,964,081	5,485,700	5,655,497	5,445,917
	Current Liabilities				
46,401	Trade and other payables	39,144	45,690	36,675	44,022
6,888	Short Term Borrowings	5,194	4,368	6,339	4,357
6,762	Revenue received in advance	4,309	5,313	5,668	5,591
9,565	Employee entitlements	10,952	7,862	8,892	10,190
69,616	**Total Current Liabilities**	59,599	63,233	57,574	64,160
	Non Current Liabilities				
711,500	Term Loans	745,100	745,000	785,780	680,472
1,552	Employee entitlements	1,552	1,216	1,186	1,482
22,361	Provisions	22,361	20,106	20,106	20,573
320	Other Non-Current Liabilities	320	320	320	320
735,733	**Total Non Current Liabilities**	769,333	766,642	807,392	702,847
805,349	**TOTAL LIABILITIES**	828,932	829,875	864,966	767,007
	Equity				
1,680,324	Accumulated funds	1,672,754	1,628,726	1,649,753	1,638,899
3,448,886	Revaluation reserves	3,448,886	3,016,192	3,129,366	3,027,570
13,466	Restricted reserves	13,509	10,905	11,412	12,441
5,142,676	**TOTAL EQUITY**	5,135,149	4,655,825	4,790,531	4,678,910
5,948,025		5,964,081	5,485,700	5,655,497	5,445,917

-

Statement of Change in Equity
As at 31 August 2026
Amount : $'000

30-Jun-26 LY Full Year Actual		31-Aug-26 This Month Actual	31-Aug-26 This Month Budget	30-Jun-27 Full Year Budget	31-Aug-25 LY Month Actual
4,688,730	Opening Balance	5,142,676	4,666,012	4,666,012	4,689,420
32,630	Operating Surplus (Deficit)	(7,527)	(10,187)	11,346	(10,510)
421,316	Movements in Reserves			113,173	
5,142,676		5,135,149	4,655,825	4,790,531	4,678,910

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

DUNEDIN CITY COUNCIL

Statement of Cashflows
For the Two Months Ending 31 August 2026
Amount : $'000

	Year to Date Actual	Year to Date Budget	Full Year Budget	LY YTD Actual
Cash Flow from Operating Activities				
Cash was provided from operating activities				
Rates Received	35,790	28,333	287,804	32,468
Other Revenue	18,136	18,187	122,453	19,269
Interest Received	148	162	8,545	141
Dividend Received	220	203	13,956	184
Income Tax Refund	-	-	250	-
Cash was applied to				
Suppliers and Employees	(54,860)	(49,626)	(273,053)	(54,060)
Interest Paid	(7,015)	(6,375)	(30,781)	(6,068)
Net Cash Inflow (Outflow) from Operations	(7,581)	(9,116)	129,174	(8,066)
Cash Flow from Investing Activities				
Cash was provided from investing activities:				
Sale of Assets	75	-	120	-
Reduction in Investments Other	-	3,000	18,000	863
Cash was applied to:				
Increase in Investments DCHL	-	-	(4,155)	-
Increase in Investments Other	-	(3,000)	(17,000)	(905)
Capital Expenditure	(37,970)	(26,776)	(200,718)	(28,274)
Net Cash Inflow (Outflow) from Investing Activity	(37,895)	(26,776)	(203,753)	(28,316)
Cash Flow from Financing Activities				
Cash was provided from financing activities:				
Loans Raised	33,600	26,000	66,780	29,500
Increase in Short Term Borrowings	-	-	-	-
Cash was applied to:				
Loans Repaid	-	-	-	-
Decrease in Short Term Borrowings	-	-	-	-
Net Cash Inflow (Outflow) from Financing Activity	33,600	26,000	66,780	29,500
Total Increase/(Decrease) in Cash	(11,876)	(9,892)	(7,799)	(6,882)
Opening Cash and Deposits	17,103	13,357	13,357	14,415
Closing Cash and Deposits	5,227	3,465	5,558	7,533

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

DUNEDIN CITY COUNCIL

Capital Expenditure Summary by Activity
For the Two Months Ending 31 August 2026
Amount : $'000

Group	Year to Date Actual	Year to Date Budget	Year to Date Variance	Year to Date Variance %		LY YTD Actual	Full Year Budget	YTD Actual vs FY Budget
DCC								
City Properties	1,511	1,415	96	106.8%	U	3,626	17,465	8.7%
Community Recreation	650	976	326	66.6%	F	1,085	14,338	4.5%
Creative and Cultural Vibrancy	198	266	68	74.4%	F	276	2,326	8.5%
Governance and Support Service	238	809	571	29.4%	F	291	4,917	4.8%
Regulatory Services	-	-	-	0.0%		-	-	0.0%
Resilient City	37	25	12	148.0%	U	-	405	9.1%
Roading and Footpaths	5,947	6,482	535	91.7%	F	4,202	55,499	10.7%
Vibrant Economy	-	-	-	0.0%		20	-	0.0%
Waste Minimisation	1,488	1,466	22	101.5%	U	525	23,097	6.4%
Timing Adjustment	-	(2,000)	2,000	0.0%			(12,000)	0.0%
	10,069	9,439	630	106.7%	U	10,025	106,047	9.5%
3 Waters	13,328	15,325	1,997	87.0%	F	12,624	92,117	14.5%
Total Council	23,397	24,764	1,367	94.5%	F	22,649	198,164	11.8%

U: (unfavourable variance/overspend to budget) F: (favourable variance/underspend to budget)

Capital Expenditure Detail by Activity
For the Month Ending 31 August 2026

New Group Activity	Activity Name	Expenditure Type	Project Name	YTD Actual	YTD Budget	YTD Var	FY Budget
City Properties	**Property-Housing**	Renewals Capital	Asset Renewals	72,797	123,334	(50,537)	1,150,000
			Housing Renewal	21,526	-	21,526	-
		Total Renewals Capital		94,323	123,334	(29,011)	1,150,000
	Total Property-Housing			**94,323**	**123,334**	**(29,011)**	**1,150,000**
	Property-Operational	New Capital	Energy Efficiency Initiatives	-	-	-	-
			Public Toilets Marlow Park	-	40,000	(40,000)	420,000
			South Dunedin Library and Community Complex	2,132	-	2,132	-
		Total New Capital		2,132	40,000	(37,868)	420,000
		Renewals Capital	Asset Renewals	248,263	158,913	89,350	1,100,000
			Asset Renewals - Public Toilet Renewals	228,355	25,000	203,355	150,000
			Civic Centre	68,875	-	68,875	-
			Dunedin Public Art Gallery	-	9,491	(9,491)	80,000
			Olveston House Renewal	149,433	225,000	(75,567)	650,000
			Toitū Otago Settlers Museum	1,156	9,435	(8,279)	1,000,000
			Town Hall and Municipal Chambers	386,419	508,334	(121,915)	3,250,000
			Town Hall Seismic Remediation	25,700	30,000	(4,300)	2,500,000
		Total Renewals Capital		1,108,201	966,173	142,028	8,730,000
	Total Property-Operational			**1,110,333**	**1,006,173**	**104,160**	**9,150,000**
	Property-Community	Renewals Capital	Asset Renewals	18,004	16,666	1,338	100,000
			Community Hall Renewals	67,765	41,666	26,099	250,000
			Dunedin Railway Station	-	-	-	300,000
			Edgar Centre Refurbishment	70,033	20,000	50,033	2,000,000
			Sargood Centre	6,512	30,000	(23,488)	835,000
		Total Renewals Capital		162,314	108,332	53,982	3,485,000
	Total Property-Community			**162,314**	**108,332**	**53,982**	**3,485,000**
	Property-Investment	New Capital	Minor Capital Works	-	-	-	50,000
		Total New Capital		-	-	-	50,000
		Renewals Capital	Asset Renewals	134,363	50,000	84,363	2,530,000
		Total Renewals Capital		134,363	50,000	84,363	2,530,000
	Total Property-Investment			**134,363**	**50,000**	**84,363**	**2,580,000**
	Property-Holding	Renewals Capital	Asset Renewals	10,000	76,666	(66,666)	500,000
			Former Forbury Park Raceway	-	-	-	100,000
		Total Renewals Capital		10,000	76,666	(66,666)	600,000
	Total Property-Holding			**10,000**	**76,666**	**(66,666)**	**600,000**
	Parking Operations	Renewals Capital	On and Off Street Parking Rene	-	-	-	200,000
			Parking Meter Renewals	-	50,000	(50,000)	300,000
		Total Renewals Capital		-	50,000	(50,000)	500,000
	Total Parking Operations			**-**	**50,000**	**(50,000)**	**500,000**
City Properties Total				**1,511,333**	**1,414,505**	**96,828**	**17,465,000**

Capital Expenditure Detail by Activity
For the Month Ending 31 August 2026

New Group Activity	Activity Name	Expenditure Type	Project Name	YTD Actual	YTD Budget	YTD Var	FY Budget
Community Recreation	**Aquatic Services**	New Capital	Moana Pool Improvements	-	-	-	20,000
		Total New Capital		-	-	-	20,000
		Renewals Capital	Moana Pool Renewals	365,743	845,168	(479,425)	5,905,000
			Mosgiel Pool	4,394	-	4,394	93,000
			Port Chalmers Pool Renewals	6,200	-	6,200	-
			St Clair Pool Renewals	5,335	-	5,335	82,000
		Total Renewals Capital		381,672	845,168	(463,496)	6,080,000
	Total Aquatic Services			**381,672**	**845,168**	**(463,496)**	**6,100,000**
	Botanic Gardens	New Capital	Botanic Garden Improvements	15,140	-	15,140	30,000
		Total New Capital		15,140	-	15,140	30,000
		Renewals Capital	Botanic Garden Renewals	40,837	-	40,837	255,000
		Total Renewals Capital		40,837	-	40,837	255,000
	Total Botanic Gardens			**55,977**	**-**	**55,977**	**285,000**
	Cemeteries & Crematorium	New Capital	Cemetery Strategic Development	146,509	40,000	106,509	390,000
			City Wide Beam Expansion	-	-	-	150,000
		Total New Capital		146,509	40,000	106,509	540,000
		Renewals Capital	Structures Renewals	-	-	-	98,000
		Total Renewals Capital		-	-	-	98,000
	Total Cemeteries & Crematorium			**146,509**	**40,000**	**106,509**	**638,000**
	Parks & Recreation	New Capital	Destination Playgrounds	3,812	82,000	(78,188)	4,420,000
			Playground Improvements	103	-	103	167,000
			Recreation Facilities Improvem	(3,213)	5,000	(8,213)	100,000
			Track Network Development	10,665	-	10,665	30,000
		Total New Capital		11,368	87,000	(75,632)	4,717,000
		Renewals Capital	Greenspace Renewals	-	-	-	124,000
			Playground Renewals	30,741	-	30,741	672,000
			Recreation Facilities Renewals	22,719	4,000	18,719	1,802,000
		Total Renewals Capital		53,460	4,000	49,460	2,598,000
	Total Parks & Recreation			**64,827**	**91,000**	**(26,173)**	**7,315,000**
Community Recreation Total				**648,985**	**976,168**	**(327,183)**	**14,338,000**

Capital Expenditure Detail by Activity
For the Month Ending 31 August 2026

New Group Activity	Activity Name	Expenditure Type	Project Name	YTD Actual	YTD Budget	YTD Var	FY Budget
Creative and Cultural Vibrancy	**Dunedin Public Art Gallery**	New Capital	Acquisitions - DPAG Society Funded	-	-	-	30,000
			Acquisitions - Rates Funded	45,913	50,000	(4,087)	140,000
			Acquisitions Donation Funded	-	-	-	35,000
			Collection Store Painting Rack	-	-	-	50,000
			Minor Capital Works/Equipment	11,715	20,000	(8,285)	100,000
		Total New Capital		57,628	70,000	(12,372)	355,000
		Renewals Capital	Exhibition Lighting	-	-	-	567,000
			Heating and Ventilation System	29,581	5,000	24,581	31,000
		Total Renewals Capital		29,581	5,000	24,581	598,000
	Total Dunedin Public Art Gallery			**87,209**	**75,000**	**12,209**	**953,000**
	Dunedin Public Libraries	New Capital	Heritage Collection Purchases-Rates Funded	6,156	12,000	(5,844)	60,000
			Heritage Collection Purchases-Trust Funded	743	-	743	10,000
			South Dunedin Library Opening Collection	39	-	39	-
		Total New Capital		6,939	12,000	(5,061)	70,000
		Renewals Capital	Acquistions - Operational Collection	72,536	144,000	(71,464)	864,000
			Minor Capital Equipment	-	9,500	(9,500)	57,000
		Total Renewals Capital		72,536	153,500	(80,964)	921,000
	Total Dunedin Public Libraries			**79,474**	**165,500**	**(86,026)**	**991,000**
	Olveston House	Renewals Capital	Minor Capital Works	-	-	-	5,000
		Total Renewals Capital		-	-	-	5,000
	Total Olveston House			**-**	**-**	**-**	**5,000**
	Toitu Otago Settlers Museum	New Capital	Acquisitions - Rates Funded	-	5,000	(5,000)	50,000
			Minor Capital Works	5,894	10,000	(4,107)	40,000
		Total New Capital		5,894	15,000	(9,107)	90,000
		Renewals Capital	Electronic Equipment and Technology Renewal	-	-	-	124,000
			Minor Equipment Renewals	-	10,000	(10,000)	103,000
			Plant Renewal	26,405	-	26,405	60,000
		Total Renewals Capital		26,405	10,000	16,405	287,000
	Total Toitu Otago Settlers Museum			**32,299**	**25,000**	**7,299**	**377,000**
Creative and Cultural Vibrancy Total				**198,982**	**265,500**	**(66,518)**	**2,326,000**

Capital Expenditure Detail by Activity
For the Month Ending 31 August 2026

New Group Activity	Activity Name	Expenditure Type	Project Name	YTD Actual	YTD Budget	YTD Var	FY Budget
Governance and Support Service	**Fleet Operations**	New Capital	EV Charging Infrastructure	-	8,334	(8,334)	50,000
		Total New Capital		-	8,334	(8,334)	50,000
		Renewals Capital	Fleet Replacement	140,697	50,000	90,697	300,000
		Total Renewals Capital		140,697	50,000	90,697	300,000
	Total Fleet Operations			**140,697**	**58,334**	**82,363**	**350,000**
	Business Information Services	New Capital	eServices & Online Services	-	33,334	(33,334)	200,000
			New & Refreshed Internal IT Systems	33,081	50,000	(16,919)	300,000
			Replacement & Upgrade Internal	-	16,666	(16,666)	100,000
		Total New Capital		33,081	100,000	(66,919)	600,000
		Renewals Capital	New & Refreshed Internal IT Systems	-	466,668	(466,668)	2,800,000
			Replacement & Upgrade Internal	63,605	183,834	(120,229)	1,103,000
		Total Renewals Capital		63,605	650,502	(586,897)	3,903,000
	Total Business Information Services			**96,686**	**750,502**	**(653,816)**	**4,503,000**
	Marketing & Communication	Renewals Capital	Street Banner Hardware	-	-	-	59,000
		Total Renewals Capital		-	-	-	59,000
	Total Marketing & Communication			**-**	**-**	**-**	**59,000**
	Customer Services Agency	New Capital	Minor Capital Equipment	-	-	-	5,000
		Total New Capital		-	-	-	5,000
	Total Customer Services Agency			**-**	**-**	**-**	**5,000**
Governance and Support Service Total				**237,384**	**808,836**	**(571,452)**	**4,917,000**
Resilient City	**City Development**	New Capital	Minor Streetscape Upgrades	36,643	-	36,643	300,000
		Total New Capital		36,643	-	36,643	300,000
	Total City Development			**36,643**	**-**	**36,643**	**300,000**
	Civil Defence	New Capital	Plant Equipment	-	25,000	(25,000)	100,000
		Total New Capital		-	25,000	(25,000)	100,000
	Total Civil Defence			**-**	**25,000**	**(25,000)**	**100,000**
	Task Force Green	Renewals Capital	Minor Equipment Renewals	-	-	-	5,000
		Total Renewals Capital		-	-	-	5,000
	Total Task Force Green			**-**	**-**	**-**	**5,000**
Resilient City Total				**36,643**	**25,000**	**11,643**	**405,000**

Capital Expenditure Detail by Activity
For the Month Ending 31 August 2026

New Group Activity	Activity Name	Expenditure Type	Project Name	YTD Actual	YTD Budget	YTD Var	FY Budget
Roading and Footpaths	**Shaping Future Dunedin**	New Capital	Central City Cycle & Pedestrian Improvements	581,014	1,170,000	(588,986)	2,864,000
			Central City Parking Management	20,076	56,000	(35,924)	200,000
			Harbour Arterial Efficiency Improvements	263,521	250,000	13,521	1,500,000
			Mosgiel Park and Ride	636,709	1,370,000	(733,291)	3,700,000
			Princes St Bus Priority & Corridor Safety Plan	120,562	-	120,562	3,200,000
		Total New Capital		1,621,881	2,846,000	(1,224,119)	11,464,000
	Total Shaping Future Dunedin			**1,621,881**	**2,846,000**	**(1,224,119)**	**11,464,000**
	Transport	New Capital	Crown Resilience Programme 2024-2027	215	-	215	1,000,000
			Dunedin Urban Cycleways	9,196	-	9,196	-
			Future Development Strategy	-	-	-	2,476,000
			Low Cost, Low Risk Improvement	43,745	-	43,745	1,000,000
			Peninsula Connection	-	-	-	3,000,000
			Peninsula Connection Boardwalk	357	700,000	(699,643)	3,350,000
		Total New Capital		53,512	700,000	(646,488)	10,826,000
		Renewals Capital	Emergency Works	4,883	-	4,883	-
			Footpath Renewals	91,787	859,882	(768,095)	6,246,000
			Gravel Road Re metaling	48,850	406,882	(358,032)	1,292,000
			Major drainage control	242,544	953,362	(710,818)	6,628,000
			Pavement Rehabilitation	2,575,808	-	2,575,808	3,528,000
			Pavement Renewals	1,115,946	556,701	559,245	11,805,000
			Structure Component Replacement	4,346	-	4,346	2,021,000
			Structure Component Replacement Seawalls	-	-	-	208,000
			Structure Component Replacement Seawalls Railings	39,344	-	39,344	-
			Traffic Services Renewal	137,950	159,268	(21,318)	1,481,000
		Total Renewals Capital		4,261,459	2,936,095	1,325,364	33,209,000
	Total Transport			**4,314,971**	**3,636,095**	**678,876**	**44,035,000**
	Central City Upgrade	New Capital	Central City Upgrade Bath St	9,974	-	9,974	-
		Total New Capital		9,974	-	9,974	-
	Total Central City Upgrade			**9,974**	**-**	**9,974**	**-**
Roading and Footpaths Total				**5,946,825**	**6,482,095**	**(535,270)**	**55,499,000**

Capital Expenditure Detail by Activity
For the Month Ending 31 August 2026

New Group Activity	Activity Name	Expenditure Type	Project Name	YTD Actual	YTD Budget	YTD Var	FY Budget
Three Waters	**Stormwater**	New Capital	Mosgiel Stormwater Pumpstation and Networks	9,603	-	9,603	-
			Network Resilience & Efficiency	-	-	-	675,000
			New Capital Supporting Growth	12,085	-	12,085	-
			New Resource Consents	-	-	-	50,000
			South Dunedin Flood Alleviation	-	-	-	250,000
			South Dunedin Short Term Option	63,350	160,000	(96,650)	1,000,000
		Total New Capital		85,038	160,000	(74,962)	1,975,000
		Renewals Capital	Other Stormwater Renewals	588,220	960,000	(371,780)	5,159,000
		Total Renewals Capital		588,220	960,000	(371,780)	5,159,000
	Total Stormwater			**673,258**	**1,120,000**	**(446,742)**	**7,134,000**
	Wastewater	New Capital	Bioresources Facility	-	125,000	(125,000)	1,500,000
			Metro Wastewater Treatment Plant Resiliance	-	320,000	(320,000)	1,470,000
			Musselburgh to Tahuna Link	-	-	-	300,000
			Network Resilience & Efficiency	-	-	-	550,000
			New Capital Supporting Growth	342,600	113,000	229,600	814,000
			Rural Wastewater Schemes	-	105,000	(105,000)	2,700,000
			Wastewater New Capital Other	678,256	-	678,256	75,000
		Total New Capital		1,020,856	663,000	357,856	7,409,000
		Renewals Capital	Metro Wastewater Treatment Plant Resiliance	308,011	1,250,000	(941,989)	5,207,000
			Musselburgh to Tahuna Link	113,649	200,000	(86,351)	1,855,000
			Other Wastewater Renewals	3,497,357	2,340,000	1,157,357	13,830,000
			Renewals Supporting Growth	9,180	-	9,180	364,000
			Rural Wastewater Schemes	15,473	-	15,473	-
			Wastewater Pumpstation Renewal	420,845	1,264,000	(843,155)	4,689,000
		Total Renewals Capital		4,364,514	5,054,000	(689,486)	25,945,000
	Total Wastewater			**5,385,370**	**5,717,000**	**(331,630)**	**33,354,000**
	Water Supply	New Capital	New Capital Supporting Growth	1,497,847	740,000	757,847	1,200,000
			Water Efficiency	117,272	160,000	(42,728)	700,000
			Water New Capital Other	567,575	138,000	429,575	1,405,000
			Water Supply Resilience	1,188,651	1,350,000	(161,349)	4,834,000
		Total New Capital		3,371,345	2,388,000	983,345	8,139,000
		Renewals Capital	Carbon Reduction	-	-	-	104,000
			Other Water Renewals	3,568,361	4,000,000	(431,639)	27,072,000
			Port Chalmers Water Supply	168,642	801,000	(632,358)	7,901,000
			Renewals Supporting Growth	15,629	-	15,629	271,000
			Water Supply Resilience	146,256	1,300,000	(1,153,744)	8,142,000
		Total Renewals Capital		3,898,888	6,101,000	(2,202,112)	43,490,000
	Total Water Supply			**7,270,234**	**8,489,000**	**(1,218,767)**	**51,629,000**
Three Waters Total				**13,328,861**	**15,326,000**	**(1,997,139)**	**92,117,000**

Capital Expenditure Detail by Activity
For the Month Ending 31 August 2026

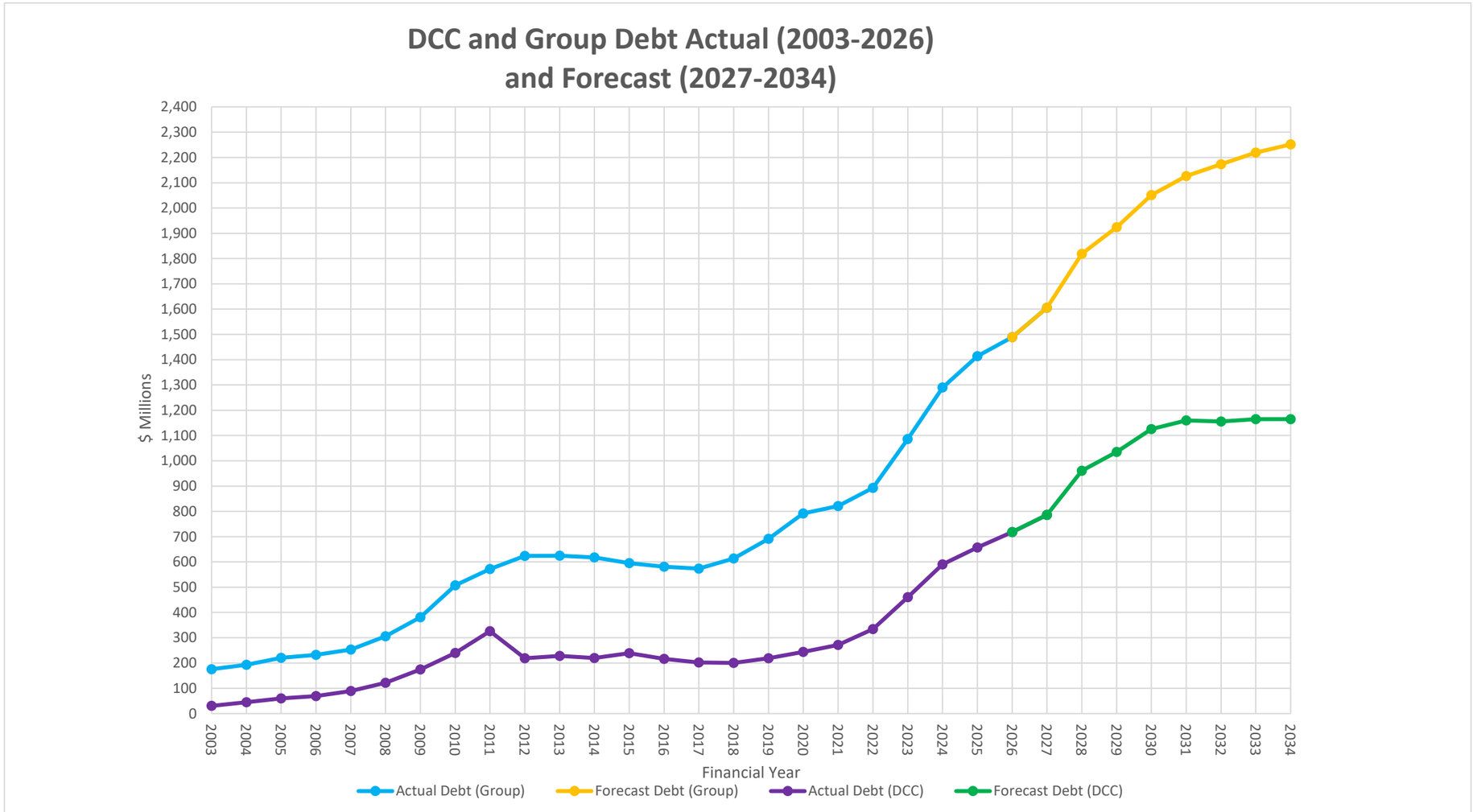
New Group Activity	Activity Name	Expenditure Type	Project Name	YTD Actual	YTD Budget	YTD Var	FY Budget
Waste Minimisation	**Waste Futures**	New Capital	Glass Facility	(0)	-	(0)	-
			Material Recovery Facility	152,453	140,000	12,453	10,000,000
			Organics Facility	505,323	702,000	(196,677)	8,000,000
			Resource Recov Park Precinct	292,481	200,000	92,481	2,000,000
		Total New Capital		950,258	1,042,000	(91,742)	20,000,000
	Total Waste Futures			**950,258**	**1,042,000**	**(91,742)**	**20,000,000**
	Waste & Environmental Solutic	New Capital	Green Island Landfill Aftercare	42,823	288,000	(245,178)	1,577,000
			Green Island Landfill Gas Collection System	10,588	4,000	6,588	200,000
			Green Island Landfill Leachate System	-	40,000	(40,000)	750,000
			Green Island Landfill Southern Valley Leachate Drain	371,692	-	371,692	-
		Total New Capital		425,102	332,000	93,102	2,527,000
		Renewals Capital	Forester Park Landfill Culvert	2,247	-	2,247	-
			Green Island Landfill and Transfer Station	908	28,000	(27,093)	163,000
			Green Island Leachate System Pump/Pumpstation	-	-	-	15,000
			Kerbside Bin Replacements	109,073	36,000	73,073	211,000
			Public Place Recycling and Rubbish Bins	-	28,000	(28,000)	170,000
			Sawyers Bay Closed Landfill	-	-	-	11,000
		Total Renewals Capital		112,228	92,000	20,228	570,000
	Total Waste & Environmental Solution			**537,330**	**424,000**	**113,330**	**3,097,000**
Waste Minimisation Total				**1,487,588**	**1,466,000**	**21,588**	**23,097,000**
Timing Adjustment	**Timing Adjustment**	New Capital	Timing Adjustment	-	(1,333,336)	1,333,336	(8,000,000)
		Total New Capital		-	(1,333,336)	1,333,336	(8,000,000)
		Renewals Capital	Timing Adjustment	-	(666,664)	666,664	(4,000,000)
		Total Renewals Capital		-	(666,664)	666,664	(4,000,000)
	Total Timing Adjustment			**-**	**(2,000,000)**	**2,000,000**	**(12,000,000)**
Timing Adjustment Total				**-**	**(2,000,000)**	**2,000,000**	**(12,000,000)**
Grand Total				**23,396,600**	**24,764,104**	**(1,367,504)**	**198,164,000**

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

DUNEDIN CITY COUNCIL

Summary of Operating Variances
For the Two Months Ending 31 August 2026
Amount : $'000

Group	Year to Date Surplus(Deficit)			Year to Date Variance Favourable (Unfavourable)							
	Actual	Budget	Variance	Rates Revenue	Operating Revenue	Internal Revenue	Staff	Ops & Other Exps	Internal Costs	Interest	Depr'n
City Properties	(681)	(468)	(213)	-	(188)	3	(42)	6	2	6	-
Community Recreation	(251)	(72)	(179)	-	(252)	-	7	65	(2)	3	-
Creative and Cultural Vibrancy	(4,707)	(4,886)	179	-	(45)	(5)	62	167	(1)	1	-
Governance and Support Service	(2,244)	(3,138)	894	18	(134)	(33)	435	457	164	(13)	-
Regulatory Services	1,172	1,127	45	-	(144)	(19)	122	77	9	-	-
Resilient City	(33)	(313)	280	-	31	-	130	101	18	-	-
Roading and Footpaths	286	349	(63)	(1)	(248)	-	72	107	(2)	9	-
Treaty Partnership	47	53	(6)	-	-	-	5	(11)	-	-	-
Vibrant Economy	(650)	(928)	278	-	(131)	(1)	52	357	1	-	-
Waste Minimisation	710	(241)	951	3	423	(179)	22	601	76	5	-
Total Council (excluding Waipori, 3 Waters)	**(6,351)**	**(8,517)**	**2,166**	**20**	**(688)**	**(234)**	**865**	**1,927**	**265**	**11**	**-**
3 Waters	(2,110)	(2,192)	82	38	(90)	(153)	160	78	122	(73)	-
Waipori Fund	934	522	412	-	419	-	-	(7)	-	-	-
Total Council	**(7,527)**	**(10,187)**	**2,660**	**58**	**(359)**	**(387)**	**1,025**	**1,998**	**387**	**(62)**	**-**



Sources:

Actual debt: Dunedin City Council annual reports from 2003 to 2026 (2026 draft).

Forecast debt (Group): Dunedin City Treasury Ltd Statement of Intent for the year ending 30 June 2026, Dunedin City Holdings Ltd projections and the DCC Annual Plan 2026/27.

HEARINGS COMMITTEE RECOMMENDATIONS ON REVIEW OF KEEPING OF ANIMALS BYLAW

Department: Corporate and Regulatory

EXECUTIVE SUMMARY

1 This report presents the recommendations of the Hearings Committee (the Committee) on the proposed Keeping of Animals Bylaw (the Bylaw) following a review.

2 After considering submissions and hearing submitters, the Committee recommends further consultation on proposals relating to specific restrictions for cat owners. To this end, the Committee recommends that the Council adopts a revised statement of proposal and revised draft Bylaw for further consultation. The Committee has also asked staff to provide additional information on estimated costs and considerations associated with increased education, microchipping and de-sexing for responsible cat ownership.

3 Following consultation, the Committee recommends no change to current restrictions relating to roosters and does not propose introducing specific restrictions relating to bees.

RECOMMENDATIONS

That the Council:

a) **Notes** that the Hearings Committee has heard and considered submissions on the Keeping of Animals Bylaw review.

b) **Notes** the minutes of the Hearings Committee hearings and deliberations on the Keeping of Animals Bylaw review (at Attachment A).

c) **Considers** the additional staff information on estimated costs associated with increased education, microchipping and de-sexing for responsible cat ownership (at Attachment B).

d) **Adopts** a revised statement of proposal (at Attachment C) on matters relating to cats for further consultation on those restrictions only.

e) **Approves** a revised draft Keeping of Animals Bylaw that includes a proposal for specific cat restrictions, for further consultation on those restrictions only (at Attachment D).

BACKGROUND

Local Government Act 2002

4 Under the Local Government Act (the Act), bylaws can be made for one or more of the following purposes: protecting the public from nuisance; protecting, promoting, and maintaining public health and safety; and minimising the potential for offensive behaviour in public places (section 145).

5 The Act also allows bylaws to be made specifically to regulate the keeping of animals, bees and poultry (section 146(1)(a)(v)).

6 The Act further requires bylaws to be reviewed five years after adoption and then at ten-year intervals (with a two-year additional period to complete a review if required).

Keeping of Animals Bylaw history and purpose

7 The Keeping of Animals (excluding Dogs) and Birds Bylaw was made in October 2010. It does not extend to dogs which are regulated by the Dog Control Act 1996 and Dog Control Bylaw.

8 The Bylaw's purpose is to protect the public from nuisance and to protect, promote and maintain public health and safety by controlling the keeping of animals. The Bylaw regulates how animals and birds must be kept. It allows the Council to impose a limit on the number and/or species of animals or birds kept at a property if non-compliant, and it covers offences and penalties according to the Act.

9 In practice, the Bylaw has focused primarily on controlling the nuisance effects of keeping animals rather than controlling specific actions or limiting residents to a specific number of animals per property.

10 When the Bylaw was reviewed in 2021/2022 provision was added to ban the keeping of roosters in residential zone areas unless owners have written permission. Due to the changes being significant, a new Keeping of Animals Bylaw was made in 2022, and the previous Keeping of Animals (excluding Dogs) and Birds bylaw was revoked. Therefore, the review period for the Bylaw was within five years rather than the ten-year review period specified for an existing bylaw, and the Bylaw is now being reviewed.

Bylaw review

11 On 25 March 2026, the Council approved commencement of the Keeping of Animals Bylaw review and determined that a bylaw is the most appropriate way to address issues relating to keeping animals in Dunedin.

12 On 25 June 2026, the Council approved a draft Keeping of Animals Bylaw for consultation purposes. It also adopted a statement of proposal for consultation. Minimal change was proposed.

DISCUSSION

Community engagement

13 Early engagement was carried out with the community, partners and stakeholders in May 2026 to inform the review. Information and an online survey were advertised by email, through the Otago Daily Times Noticeboard, Dunedin City Council (DCC) website and social media.

14 The survey asked about keeping roosters, and whether there are issues with beekeeping and keeping other domestic animals (excluding dogs). The survey noted that the Bylaw is not the best way to address most cat issues. There were 139 responses to the web survey and results of early engagement were reported to the Council on 25 June 2026.

15 Consultation on a proposed Bylaw was then carried out from Monday 20 July until Friday 21 August 2026, using the special consultative procedure, as required by the Act. Engagement methods included advertising on the DCC website, social media pages, on the Otago Daily Times Noticeboard, and targeted emails to partners and key stakeholders. Partners and stakeholders include mana whenua, animal clubs and organisations, the public and Community Boards.

Results of consultation

16 There were 26 submissions on this bylaw review. Key findings from the consultation are as follows:

General support for Bylaw

The survey asked: *Generally, do you agree that the current Keeping of Animals Bylaw works well to address issues relating to keeping animals in Dunedin?*

Answer	**Number**	**%**
Yes	7	27%
No	11	42%
Did not answer	8	31%
TOTAL	**26**	**100%**

Responses were mixed with 42% of submitters not agreeing that the current bylaw works well, 31% not answering this question, and 27% agreeing that the bylaw works well.

Why/why not?

Responses were mixed with some wanting more restrictions for cats, as well as comments about bees, roosters and dogs. The Dunedin Beekeepers Club supported the proposal not to introduce restrictions for beekeepers.

Roosters

The survey asked: Which of the following options do you support in relation to keeping roosters?

Which option do you support?	Number	%
Option 1: Retain the ban on keeping roosters in residential areas unless with written permission from the Council (proposed).	8	31%
Option 2: Do not specifically restrict keeping of roosters in any area.	10	38%
Did not answer	8	31%
TOTAL	**26**	**100%**

Responses to this question were mixed with 38% not wanting restrictions on keeping roosters in any area, 31% wanting to retain the ban on keeping roosters in residential areas, and 31% not answering.

Why/why not?

Fifteen respondents commented on this question with mixed views ranging from the benefits of roosters to rooster noise issues.

Other comments

The survey asked: *Do you have any other comments to make about the proposed Bylaw?*

Topic	Number
Cat restrictions	10
Roosters	3
General	1

Ten respondents commented about cats with most asking for restrictions such as desexing, microchipping and limiting cat numbers in the Bylaw. Some of these were organisations such as the SPCA, Companion Animals New Zealand, Forest and Bird Dunedin, and Otago Federated Farmers.

Social media feedback

17 Information about the review was posted on the DCC's Facebook page on 31 July 2026. There were approximately 9,000 views and 17 comments. Comments were on the pros and cons of roosters, as well as cats.

Hearings Committee recommendations

18 The Committee met on 21 September 2026 to consider submissions, hear from seven submitters and deliberate. See Attachment A for the minutes of the Keeping of Animals Bylaw hearings and deliberations.

19 The Committee's recommendation is:

Moved (Cr Mandy Mayhem/Cr Doug Hall):

That the Committee:

a) ***Considered*** *the submissions received on the proposed Keeping of Animals Bylaw, including the staff analysis and recommendations, and deliberated on the amendments requested by submitters through both written and oral submissions.*

b) ***Recommends*** *that Council approves a revised statement of proposal on matters relating to cats for the Keeping of Animals Bylaw review for further consultation.*

c) ***Recommends*** *that Council approves a revised draft Keeping of Animals Bylaw for further consultation.*

d) ***Requests*** *staff to provide information on costs associated with increased education, microchipping and desexing for responsible cat ownership.*

Motion carried (CH/2026/001)

Cats

20 The Committee recommends that further consultation is carried out on a proposal to require that every person who keeps cats must ensure that:

- Any cat over four months must be microchipped and the cat's microchip registered with the New Zealand Companion Animal Register. Owners must ensure the microchip information is kept up to date, and
- Any cat over four months must be de-sexed unless:
    - i) The cat is kept for breeding purposes; and registered with a nationally recognised cat breeders' body; or
    - ii) The owner provides a certificate from a veterinarian stating that the de-sexing of the cat will adversely affect its health and/or welfare.

21 Exceptions could be for veterinarian practices, the SPCA or similar registered charities, cat boarding premises, and for the DCC should the Council be required to transport cats or have cats in its possession. There could be a transition period to allow for education and for cat owners to plan for the change.

22 The Committee's recommendations relating to cats is in response to submissions from organisations such as Predator Free Dunedin, RNZSPCA, Forest and Bird Protection Society NZ, Otago Federated Farmers, as well as individuals. Submitters requested specific restrictions for cats such as mandatory microchipping, registering microchips, and desexing. Some also asked for limits on cat numbers and that cats be contained within properties.

23 The Committee notes the issues raised by submitters relating to cats. These include unwanted cat litters, nuisance issues, the risk of toxoplasmosis to people and animals, and predation on native wildlife. The Committee notes that a number of other councils have cat restrictions within their bylaws.

Roosters

24 The Committee has considered rooster-related restrictions, and submissions, and does not recommend any change to the existing ban on keeping roosters in residential zone areas.

Bees

25 The Committee has considered submissions on bee restrictions including from the Dunedin Beekeepers Club, and recommends that no specific restrictions relating to bees are added to the Bylaw for Dunedin. The Committee notes the opportunity to work closely with the Dunedin Beekeepers Club around education and information for the public and beekeepers.

OPTIONS

26 Options are for the Council to accept the Committee's recommendations, to refer the matters back to the Hearings Committee for further consideration, or to adopt the Bylaw as proposed by Council on 25 June 2026.

Option One – Accept the Committee's recommendations (Recommended)

27 This option is for further consultation on matters relating to cats.

Advantages

- Addresses the concerns of some community organisations.
- Opportunity for wider community views on specific cat restrictions.

Disadvantages

- Extends the Bylaw review timeframe.

28 Option Two – Refer the Keeping of Animals Bylaw matters back to the Committee for further consideration This option is to refer the Keeping of Animals Bylaw review matters back to the Committee for further consideration.

Advantages

- Allows for further consideration of matters by the Committee.

Disadvantages

- May not address the concerns of some community organisations.

Option Three – Adopt the Bylaw as proposed by Council on 25 June 2026

29 This option is to adopt the draft Bylaw that was proposed by the Council on 25 June 2026.

Advantages

- Addresses some, but not all, community feedback and issues.

Disadvantages

- May not address the concerns of some community organisations.

NEXT STEPS

30 If the Council accepts the Committee's recommendation, then staff will carry our further consultation, using the special consultative procedure as required, on specific cat-related restrictions. Consultation results will then be considered by the Committee before it makes further recommendations to the Council.

Signatories

Authoriser:	Mandy Mayhem - Chairperson, Hearings Committee

Attachments

	Title	Page
⇩A	Hearings Committee minutes	64
⇩B	Staff memo on anticipated costs of including cat restrictions in bylaw	70
⇩C	Draft revised statement of proposal on cat matters	76
⇩D	Draft revised Keeping of Animals Bylaw	81

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 meets the current and future needs of communities for good-quality, cost-effective and local performance of regulatory functions.
This decision relates to:

- ☐ Network infrastructure
- ☐ Public transport services
- ☐ Solid waste collection and disposal
- ☐ Waste minimisation
- ☐ Emergency management
- ☐ Libraries, museums and cultural facilities
- ☐ Parks, reserves and recreational facilities
- ✓ None of the above

While this decision does not relate to a core service under section 11A of the Local Government Act 2002, that Act provides for councils to regulate the keeping of animals.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	✓	☐	☐
Economic Development Strategy	☐	☐	✓
Environment Strategy	✓	☐	☐
Arts and Culture Strategy	☐	☐	✓
3 Waters Strategy	☐	☐	✓
Future Development Strategy	☐	☐	✓
Integrated Transport Strategy	☐	☐	✓
Parks and Recreation Strategy	☐	☐	✓
Other strategic projects/policies/plans	☐	☐	✓

This decision contributes to the healthy and safe people priority of the Social Wellbeing Strategy, and healthy environment priority of the Environment Strategy.

Māori Impact Statement

No specific impacts for mana whenua have been identified. However, in recognition of the Autūroa and Autakata pou in Te Taki Haruru, our mana whenua partners will be advised of the consultation and invited to provide feedback. This Bylaw is in line with the cultural key direction of Autikaka in Te Taki Haruru.

Sustainability

There are no specific implications for sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no specific implications for these documents.

Financial considerations

There are no financial implications for consultation as the review is being carried out within existing budgets.

SUMMARY OF CONSIDERATIONS
Significance This decision is considered low in terms of the Council's Significance and Engagement Policy.
Engagement – external There has been initial engagement and formal consultation, using the special consultative procedure, with partners and stakeholders including mana whenua, animal organisations and the public to inform this review. The special consultative procedure will be used again for any further consultation on cat related matters, as required by the Act.
Engagement - internal There has been internal engagement with Mana Ruruka, Governance, In-House Legal Counsel and Council Communications and Marketing.
Risks: Legal / Health and Safety etc. There are no identified risks.
Conflict of Interest There are no known conflicts of interest.
Community Boards There may be implications for Community Boards. They are identified as key stakeholders and will be advised of any further consultation.

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

Hearings Committee - Bylaws and Policies
Keeping of Animals Bylaw
MINUTES

Minutes of an ordinary meeting of the Consultation Hearing held in the Council Chambers, Dunedin Public Art Gallery, The Octagon, Dunedin on Monday 21 September 2026, commencing at 9:30 am.

PRESENT

Chairperson	Cr Mandy Mayhem	
Members	Cr Doug Hall	Cr John Chambers
IN ATTENDANCE	Paul Henderson (General Manager Corporate and Regulatory Services), Bonnie Wright (Manager Compliance Solutions), Tanya Morrison (Team Leader Environmental Health and Alcohol Licensing), Cazna Savell (Team Leader Animal Services), and Anne Gray (Business Advisor - Compliance Solutions)	
Governance Support Officer	Roxanne Davies	

1 WELCOME

Attendees were welcomed to the hearing for the Keeping of Animals Bylaw. The Chair, Cr Mandy Mayhem, and panel members Cr John Chambers and Cr Doug Hall were introduced, along with staff and expert panel members. Housekeeping and health and safety information was provided before the hearing commenced.

2 APOLOGIES

There were no apologies.

3 DECLARATIONS OF INTEREST

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

Moved (Cr Mandy Mayhem/Cr Doug Hall):

That the Committee:

a) **Notes** the Elected Members' Interest Register attached as Attachment A; and

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

Motion carried (CH/2026/017)

PART A REPORTS

4 LATE SUBMISSION

A late submission was received. The panel was asked if there were any questions about accepting the late submission; there were none.

Moved (Cr Mandy Mayhem/Cr Doug Hall):

That the Committee:

a) **Accepts** the late submission.

Motion carried (CH/2026/018)

4 SPEAKING SCHEDULE

A report from Governance provided a schedule of submitters who wished to speak to their submissions before the Committee.

The following submitters presented to the Committee:

Jane Dawber - Dunedin Beekeepers Club - 1311688

Ms Jane Dawber, President of the Dunedin Beekeepers Club, spoke in support of retaining the current provisions relating to bees within the Keeping of Animals Bylaw. She highlighted the importance of bees for pollination, food production, biodiversity and the local economy and advised that the Club supports responsible beekeeping through education, swarm collection, community engagement, and biosecurity initiatives. Ms Dawber noted that existing self-regulation and education measures are working effectively and that the Club has the skills and resources to assist with bee-related issues. She also outlined challenges facing the sector, including declining hive numbers, varroa mite infestations, climate change impacts, and biosecurity threats, while confirming that the beekeeping industry is currently experiencing difficult economic conditions.

Ms Dawber responded to questions.

Moved (Cr Mandy Mayhem/Cr John Chambers):

That the Committee:

Adjourns the meeting.

Motion carried (CH/2026/019)

The meeting adjourned at 09.46 am and reconvened at 09.49 am.

Sharon McKenzie-Lequeux - 1311077

Ms Sharon McKenzie-Lequeux supported stronger controls on roaming cats and requested that cats be subject to the bylaw's containment requirements. She raised concerns regarding public health risks associated with toxoplasmosis, the impact of cat fouling on private property, and the difficulty of enforcing the current nuisance provisions where cat ownership cannot be identified. Ms McKenzie-Lequeux requested the removal of the exemption for cats from the containment requirements and shared personal experiences of cat fouling and attacks on her chickens by a roaming cat. She discussed challenges associated with funding toxoplasmosis research and acknowledged that not all people exposed to the disease develop symptoms.

Ms McKenzie-Lequeux responded to questions.

Rosie Olsen and Rhys Millar - Predator Free Dunedin (PFD) - 1312237

Ms Rosie Olsen and Mr Rhys Millar, on behalf of Predator Free Dunedin (PFD), spoke in support of including measures to promote responsible cat ownership within the Keeping of Animals Bylaw. They presented survey data indicating strong public support for measures such as microchipping, desexing, limits on cat numbers, and keeping cats indoors at night, and noted that 31 councils already include cat-related provisions in their bylaws. PFD advocated for defining responsible cat companionship through microchipping, registration, desexing, reasonable cat numbers, and reasonable containment measures, while emphasising that this was not a choice between cats and wildlife. They highlighted PFD's partnerships delivering subsidised microchipping clinics, ongoing predator-free initiatives, and the complementary role of the bylaw in supporting responsible ownership alongside feral cat management. They outlined potential exemptions for registered breeders and discussed reported positive outcomes from Wellington's cat management approach.

Ms Olsen and Mr Millar responded to questions.

Dr Jessica Walker on behalf of Dr Arnja Dale via AVL and Laura Vander Kley – RNZSPCA – 1312242

Dr Jessica Walker (SPCA New Zealand) spoke via Zoom in support of stronger cat management provisions. She advised that SPCA receives approximately 20,000 cats and kittens nationally each year and requested requirements for desexing, microchipping and registration, recognition of cat-related nuisances, and improved complaint tracking. Reference was made to Wellington City Council's cat bylaw and SPCA's guidance for local government.

Dr Walker responded to questions.

Chelsea McGaw and Sue Maturin - Forest and Bird Protection Society NZ - 1312218

Ms McGaw and Ms Maturin spoke in support of stronger cat management provisions, including mandatory microchipping and registration, compulsory desexing with exemptions, and a limit of three cats per household. They highlighted the impacts of roaming cats on native wildlife and biodiversity, referred to evidence of cat activity in sensitive ecological areas, and recommended a phased implementation approach. Support was also expressed for improved reporting pathways for cat nuisance complaints. Concerns were raised regarding the feeding of unowned cats and the associated nuisance effects within neighbourhoods.

Ms McGaw and Ms Maturin responded to questions.

Moved (Cr Mandy Mayhem/Cr Doug Hall):

That the Committee:

Adjourns the meeting.

Motion carried (CH/2026/020)

The meeting adjourned at 10.50 am and reconvened at 11.06 am.

Prof. Yolanda van Heezik - University of Otago, Zoology Department – 1311807

Prof. van Heezik presented research on domestic cats in urban Dunedin, noting they are the city's most abundant predator, with an estimated density of 225 cats per square kilometre. She outlined the impacts of toxoplasmosis on human and animal health, advised that the average household has 1.3 cats, and suggested a limit of two cats per household. Prof. van Heezik also highlighted the increasing use of cat management bylaws by councils across New Zealand and noted that no effective vaccine currently exists for cats.

Prof. van Heezik responded to questions.

Moved (Cr Mandy Mayhem/Cr John Chambers):

That the Committee:

Adjourns the meeting.

Motion carried (CH/2026/021)

The meeting adjourned at 11.18 am and reconvened at 11.19 am.

Eleanor Linscott - Otago Federated Farmers – 1312221

Ms Linscott, speaking on behalf of Otago Federated Farmers via AVL, supported the inclusion of companion cat management measures, including microchipping and desexing, within the bylaw as a means of reducing rural biosecurity risks. Ms Linscott highlighted the impact of toxoplasmosis on sheep farming, noting the costs associated with vaccination programmes, and advocated for an education-led approach supported by bylaw provisions. She advised that unmanaged domestic cat breeding contributes to stray and feral cat populations and referenced research demonstrating the value of increasing owner awareness of cat roaming behaviour. Ms Linscott confirmed that while a sheep vaccine is available, there is currently no practical vaccines for cats.

Ms Linscott responded to questions.

6 KEEPING OF ANIMALS BYLAW REVIEW - RESULTS OF CONSULTATION

The Committee considered the report summarising submissions and feedback received during consultation on the Keeping of Animals Bylaw, along with staff analysis and recommendations.

Staff presented a summary of the 26 submissions received during public consultation. The draft bylaw and Statement of Proposal had previously been approved by Council following early engagement, with feedback generally divided and primarily focused on provisions relating to roosters and cats.

Roosters
Staff advised that 48 urban rooster permits had been issued over the past six years, with around 25 complaints received this year and 29 the previous year. Permits are complaint-driven, include a site visit, and may require measures to reduce nuisance impacts. The Committee agreed to retain the current approach, with permits available in urban areas and no changes recommended to the existing rural and rural-residential provisions.

Bees
Staff advised that information on beekeeping available through the DCC website is limited. The Committee supported retaining the existing provisions and noted opportunities to improve public education through engagement with local beekeeping groups. Concern was also expressed about declining hive numbers and the importance of bees to biodiversity and food production.

Cats
Staff reported that four cat-related complaints had been received this year, compared with five in 2024, and that approximately 19,400 cats are registered on the Companion Animal Register in Dunedin. The Committee noted the challenges of enforcing cat-specific bylaw provisions, including resourcing requirements and the risk of creating unenforceable rules, and that Animal Services is funded primarily through dog control fees.

The Committee considered examples of cat management approaches used elsewhere and noted that the current bylaw already contains provisions that can address animal-related issues where required. In light of the significant number of submissions received on cat management, the Committee agreed that further consultation and consideration of options to promote responsible cat ownership should be undertaken, specifically around compulsory microchipping and de-sexing domestic cats (with some exemptions).

Moved (Cr Mandy Mayhem/Cr Doug Hall):

That the Committee:

Adjourns the meeting.

Motion carried (CH/2026/022)

The meeting adjourned at 12.46 pm and reconvened at 1.08pm.

Moved (Cr Mandy Mayhem/Cr Doug Hall):

That the Committee:

a) **Considered** the submissions received on the proposed Keeping of Animals Bylaw, including the staff analysis and recommendations, and deliberated on the amendments requested by submitters through both written and oral submissions.

b) **Recommends** that Council approves a revised statement of proposal on matters relating to cats for the Keeping of Animals Bylaw review for further consultation.

c) **Recommends** that Council approves a revised draft Keeping of Animals Bylaw for further consultation.

d) **Requests** staff to provide information on costs associated with increased education, microchipping and desexing for responsible cat ownership.

Motion carried (CH/2026/023)

The meeting concluded at 1.10 pm.

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

Attachment B: Memorandum

TO:	Hearings Committee for Keeping of Animals Bylaw review
FROM:	Paul Henderson General Manager Corporate and Regulatory Services
DATE:	15 October 2026
SUBJECT:	**COSTS ASSOCIATED WITH EDUCATION, MICROCHIPPING AND DESEXING REQUIREMENTS FOR RESPONSIBLE CAT OWNERSHIP**

PURPOSE

1. The Hearings Committee requested information on the costs associated with increased education, microchipping and desexing requirements for responsible cat ownership.

2. This memorandum provides indicative cost information should mandatory microchipping and desexing requirements be introduced through the Keeping of Animals Bylaw. The estimates are intended to assist the Committee's consideration of potential implementation costs and should not be regarded as budget estimates. No detailed business case or operational modelling has been undertaken.

SUMMARY

3. Staff estimate that implementing and administering mandatory microchipping and desexing requirements could result in indicative costs of approximately **$140,300 per annum**, excluding any prosecution costs and excluding any financial assistance programme.

4. The principal cost drivers are:

   - education and awareness activities
   - compliance and enforcement activities
   - operational costs associated with administering and enforcing the requirements.

5. Council may also choose to provide financial assistance to support microchipping and desexing. The cost of any subsidy programme would depend on the level of assistance approved by Council, eligibility criteria, uptake rates and the final implementation model. As no decisions have been made, these costs are presented separately in this memorandum.

EDUCATION AND AWARENESS

6. Additional communications and education would likely be required to explain any new requirements, promote compliance, communicate transition arrangements and provide information on available support programmes.

7. Indicative communications and education costs are estimated at approximately **$9,000 per annum**.

COMPLIANCE AND ENFORCEMENT

8. Mandatory requirements would create an expectation that Council maintains a process for receiving complaints, assessing compliance and responding to alleged breaches.
9. Public expectations regarding Council's role in responding to roaming cats, stray cats and reports of non-compliance may also increase.
10. For the purposes of this estimate, staff have assumed a **minimum** dedicated compliance resource together with associated operational and equipment costs.
11. On this basis, indicative compliance and enforcement costs are estimated at approximately **$131,300 per annum**, excluding prosecution costs.
12. Unlike dog control legislation, the Local Government Act 2002 does not provide infringement notice powers for offences such as failing to microchip or desex a cat. Enforcement would therefore rely primarily on education, engagement and voluntary compliance, with prosecution available for persistent or serious non-compliance.
13. The consequences of prosecution are significant, potentially resulting in a criminal conviction and a fine of up to $20,000, with any fine payable to the Court rather than the Council. Consequently, staff would expect enforcement to focus primarily on education, engagement and voluntary compliance, with prosecution generally reserved for serious or persistent breaches. Prosecution would involve legal and evidential costs, estimated at approximately **$15,000-$20,000 per case**.

OPTIONAL FINANCIAL ASSISTANCE

14. Council may wish to consider financial assistance to improve affordability and encourage compliance.
15. Potential assistance could include support for:
    - microchipping costs
    - desexing costs
    - specific groups such as low-income households or community rescue organisations.
16. The cost of any financial assistance programme would depend on:
    - the level of subsidy approved
    - eligibility criteria
    - uptake rates
    - the number of cats requiring assistance
    - delivery arrangements
    - the capacity of veterinarians to meet increased demand
    - the capacity of animal welfare and rescue organisations to support implementation.

17. Staff have undertaken preliminary modelling using assumptions based on previous local programmes and available animal welfare information. If Council wished to provide financial assistance, indicative annual costs could be in the order of:
    - approximately **$88,980** for microchipping assistance
    - approximately **$46,840** for desexing assistance.
18. These figures are provided for illustrative purposes only and do not represent a recommended subsidy level or a proposed Council funding commitment.
19. The additional information at the end of this memo provides more detail on the costs, and outlines the assumptions made.
20. Further work would be required should Council wish to establish a subsidy programme.

SUMMARY OF INDICATIVE COSTS

Cost Category	**Indicative Cost**
Education and awareness	$9,000
Compliance and enforcement	$131,300
Indicative implementation subtotal	**$140,300**

21. Prosecution costs, if incurred, would be additional to the figures above.

SUMMARY OF OPTIONAL INDICATIVE COSTS

Optional microchipping assistance	$88,980*
Optional desexing assistance	$46,840*
Potential additional subsidy costs	**$135,820***

* See the Additional Information at the end of this memo for a detailed breakdown of indicative costs and assumptions. Actual costs would depend on whether a subsidy model was adopted by Council and the actual take up rates.

CONCLUSION

22. The indicative cost of implementing and administering mandatory microchipping and desexing requirements is estimated at approximately **$140,300 per annum**, excluding prosecution costs.
23. Additional costs may arise if Council chooses to provide financial assistance to support compliance. The extent of those costs would depend on future Council decisions regarding eligibility, subsidy levels and programme design.
24. Should the Committee wish to proceed with mandatory requirements, further work would be required to confirm implementation options, service levels, funding requirements and any proposed financial assistance programme.

ADDITIONAL INFORMATION

The additional information below provides:

1. Communications, education, compliance and enforcement indicative annual cost breakdown
2. Optional financial subsidies to support microchipping and desexing indicative annual cost breakdown
3. Assumptions made to estimate these figures.

1. Indicative annual costs for communications, education compliance and enforcement

Table 1 provides greater detail on the indicative annual costs discussed in this memo.

Table 1: Summary of Indicative Annual Costs

Budget Item	Indicative Cost ($)
Communications and education campaigns Including radio and newspaper advertising, social media, educational brochures.	$9,000
Staff – education and enforcement (1FTE)	$90,000
Equipment and operating costs • Vehicle costs = $20,000 • Scanner + CAR software = $250 • Cat traps and cat carriers = $200 • Miscellaneous e.g. training, uniform, towels, gloves = $1550	$22,000
Cat holding and welfare costs • 85 cats impounded x $154 per cat (7 days) = $13,000 • 34 strays euthanised x $175 = $6,000 • Vet fees for injured cats = $300	$19,300
Indicative annual total	**Approximately $140,300** (excludes prosecution costs)

2. Indicative Optional Annual Costs

Table 2 provides more detail on the indicative optional annual costs discussed in this memo.

Table 2: Indicative Optional Annual Costs

Budget Item	Indicative Cost ($)
Desexing financial subsidies	**$46,840**
879 cats to be desexed. 50% subsidised (440)	
$65 per neuter x 45% (198) = $12,870	
$140 per spey x 53% (233) = $32,620	
$150 for other procedures x 2% (9) = $1,350	
Microchipping financial subsidies	**$88,980**
5,931 cats to be microchipped. 50% subsidised (2,966)	
$30 per microchip x 2,966 = $88,980	
Total indicative optional annual costs	**$135,820**

3. Assumptions

The following assumptions for desexing and microchipping subsidies have been made:

Number of cats in Dunedin - the number of cats in Dunedin is estimated at **21,968**. This is based on two reports:

- Companion Animals New Zealand (CANZ) has reported 19,400 live cats registered in Dunedin.
- A separate research article that estimates Dunedin-specific density of 233 owned cats per km² was also applied to Dunedin and Mosgiel urban areas to provide an estimate of 24,535 cats in the Dunedin area. ("Problematic cats in urban reserves: implications for native biodiversity and urban cat management" 2025).

Together, the two methods indicate a plausible range of 19,400–24,535 owned cats; their simple average is approximately **21,968.** The CANZ registration figure is an observed administrative count, while the density figure is a modelled estimate, so they are presented as complementary benchmarks and an average taken.

Number of cats that are not desexed in Dunedin – it is estimated that approximately **879** owned cats in Dunedin are not desexed.

There is limited local information on how many owned cats are already desexed. However, CANZ NZ Pet Data Report 2, includes extended analysis of 2024 and 2025 data, and indicates that approximately 96% of owned cats are desexed. The assumption then is that approximately 4% of the total owned-cat population may still require desexing. This equates to 879 owned cats not being desexed in Dunedin.

Number of cats that are not microchipped in Dunedin – it is estimated that approximately that **5,931** owned cats in Dunedin are not microchipped.

This is based on cat number estimates as well as the CANZ NZ Pet Data Report 2 which indicates that approximately 73% of owned cats are microchipped. It is therefore assumed that 27% of the total owned-cat population may still require microchipping. This equates to 5,931 owned cats not being microchipped in Dunedin.

Cost of providing financial subsidy for desexing – the estimated cost of **$46,840** to subsidise desexing is based on:

- approximately 879 cats needing to be desexed
- 50% of these cat owners requiring financial assistance
- SPCA/DCC 2025/26 Snip n Chip campaign subsidy costs (to the DCC) of:
    - $65 per neuter,
    - $140 per spey
    - $150 for other procedures
    - The owner also paid $30 per procedure.
- SPCA/DCC 2025/26 Snip n Chip campaign procedure mix of
    - 45% (198) neuters
    - 53% (233) speys
    - 2% (9) other procedures.

Cost of providing financial subsidy for microchipping – the estimated cost of **$88,980** to subsidise microchipping is based on:

- approximately 5,931 cats needing to be microchipped
- 50% of these cat owners requiring financial assistance
- SPCA/DCC 2025/26 Snip n Chip campaign subsidy costs (to the DCC) of
    - $30 per microchip and registration
    - The owner also paid $30 per procedure.

Cat holding and welfare costs – the estimated cost of **$19,300** for holding cats and related welfare costs is based on:

- Wellington Predator Free figures which have been scaled to Dunedin's estimated cat population figures
- holding cost of pound fees (at $154 for a seven-day hold)
- $175 euthanasia fee for a cat not fit to be rehomed.

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

Keeping of Animals Bylaw Review 2026
Statement of Proposal on cat restrictions

This statement of proposal is prepared under sections 83, 155, 156, 159 and 160 of the Local Government Act 2002.

INTRODUCTION

We are continuing the review of the Keeping of Animals Bylaw and would like to know what you think about a proposal to introduce specific cat restrictions that would require cat owners to have their cats microchipped and de-sexed (with some exceptions).

BACKGROUND

The Keeping of Animals (excluding Dogs) and Birds Bylaw was introduced in 2010 to protect the public from nuisance and to protect, promote and maintain public health and safety by controlling the keeping of animals and birds within the residential and rural-residential district. It does not extend to dogs which are regulated by the Dog Control Act 1996 and Dog Control Bylaw.

PROPOSAL

Following consultation on this review, the Hearings Committee is now proposing to introduce specific cat restrictions. This would require cat owners to have their cats over four months microchipped and de-sexed. Microchips would need to be registered with the New Zealand Companion Animals Register. Exceptions to de-sexing would be cats kept for breeding purposes and registered with a nationally recognised cat breeders' body or a veterinarian determines that de-sexing would adversely affect the cat's health or welfare. A transition period of six months is proposed. This proposal is to help manage cat-related nuisance issues in Dunedin.

More information, including reasons for this proposal, is included in the options section.

What do you think about the proposal?

OPTIONS

Cats – add to Bylaw mandatory microchipping and de-sexing cats over four months

Option 1 (proposed) Require cats over 4 months to be microchipped and desexed via bylaw (with some exceptions)	
Advantages	Disadvantages
- Could provide an additional tool to manage cat-related issues - Potentially fewer unwanted or feral cats.	- Would require rate payer funding for additional staff - Enforcement is problematic and costly e.g. proving cat ownership.

Cats – no Bylaw rules but promote and educate responsible cat ownership

Option 2: Promote responsible cat ownership (microchipping and de-sexing) e.g. via education, collaboration and marketing	
Advantages	*Disadvantages*
- Minimal, if any, ratepayer funding required - Encourages responsible cat ownership	- May not be so effective as including within a bylaw.

- Potentially fewer unwanted or feral cats.	

DOCUMENTS

Draft revised Keeping of Animals Bylaw with tracked changes showing proposed changes.

HAVE YOUR SAY

What do you think about the proposed bylaw? Are proposed changes appropriate?

Please fill out the feedback form so we can take your views into account.

1. Where to from here?

- Public submissions period closes **5 pm XX date.**
- Hearings will be held around XX date.
- The Council considers submissions and decides on any changes to the bylaw.
- The Council adopts the reviewed bylaw.

Keeping of Animals Bylaw (cats) November 2026 submission form

Submissions are due by 5 pm XX date

Late submissions may not be accepted.

The provision of your personal information is optional, however, should you provide this information please note your name and organisation may be included in papers for the public and media. Information you have provided will only be used for the purpose of the consultation on the Keeping of Animals Bylaw review. The Council will collect, use and store your information in accordance with the Privacy Policy which can be found on the Council website www.dunedin.govt.nz/privacy-policy . If you would like a copy of the personal information we hold about you, or to have the information corrected, please contact us at dcc@dcc.govt.nz or 03 477 4000.

Send to: Keeping of Animals Bylaw
Dunedin City Council
PO Box 5045
Dunedin 9054

Deliver: Keeping of Animals Bylaw
DCC Customer Services Centre
Civic Centre
50 The Octagon
Dunedin

Online: www.dunedin.govt.nz/consultation
Email: AnimalRules@dcc.govt.nz

First Name: _____ Last Name: _____

Organisation (if applicable): _____

Postal address: _____

Postcode: _____

Email Address: _____ Phone: _____

Would you like to speak to the hearing panel in person?

(If you do not tick a box, we will assume you do not wish to be heard.)

❑ Yes ❑ No

If you wish to speak, you will be contacted with a speaking time as soon as possible after submissions close. *(Note: You may also be able to present your views by audio or audio-visual link.)*

4

You may answer as many or as few questions as you wish.

1. Which option do you support in relation to managing cat-related issues in Dunedin?
    - Option 1 (proposed): Mandatory microchipping and de-sexing
    - Option 2: No bylaw rules – but promote and educate on responsible cat ownership
    - Other, please specify: _____

    Please explain your answer: _____
2. Do you have any other comments relating to cat management in Dunedin? _____

Remember your submission needs to reach the Council by 5 pm XX date.

Thank you for your feedback.

KEEPING OF ANIMALS BYLAW			
Keeping of Animals Bylaw 2026~~2~~			
Approved by:	The Council		
Date approved:	~~22 February 2022~~ TBC		
Date of effect:	~~1 July 2022~~TBC	**Reviewed:**	2026
Next review date:	~~By 22 February 2027~~ 2036	**DOC ID:**	

This bylaw is made by the Dunedin City Council under sections 145 and 146 of the Local Government Act 2002 (LGA 2002).

Explanatory note: This bylaw has been assessed for consistency with the principles of responsible regulation in section 9 of the Regulatory Standards Act 2025. See the Dunedin City Council's Consistency Accountability Statement and Summary of Underpinning Analysis at www.dunedin.govt.nz/regulatory-analysis-documents

1.1 The bylaw shall be known as the Keeping of Animals Bylaw 2026.

1. APPLICATION

1.1 This bylaw applies to Dunedin City residential and rural-residential zones unless otherwise specified.

Explanatory note: Dog control in Dunedin is addressed in the Dog Control Policy and Dog Control Bylaw.

2. PURPOSE

2.1 The purpose of this bylaw is to protect the public from nuisance and to protect, promote and maintain public health and safety by controlling the keeping of animals.

3. INTERPRETATION

3.1 Explanatory notes are for information purposes, are not part of this bylaw and the Council may add, amend or delete explanatory notes at any time without amending the bylaw.

Explanatory note: Explanatory notes are used for a number of reasons, including to explain the intent of a clause in less formal language, to include additional helpful information, or because the information may be subject to change and need to be updated before the bylaw itself has to be updated.

3.2 The Legislation Act 2019 applies to this bylaw.

3.3 Where not otherwise defined in this bylaw, all words and phrases are as defined in the LGA 2002.

4. DEFINITIONS

4.1 In this bylaw, unless context otherwise requires:

Animal	Has the ~~same~~ meaning as defined in the Animal Welfare Act 1999~~, except that it excludes dogs~~. and also includes insects and invertebrates but excludes dogs and humans.
Council	Means the Dunedin City Council and includes any person authorised by the Council to act on its behalf.
Enclosure	Includes any coop, pen or other structure designed for the purpose of keeping an animal or animals.
Enforcement Officer	Has the same meaning as defined in the Local Government Act.
Keeping of animals	Includes owning, looking after, caring for, or being in charge of, a custodian of, or in possession of, any animal. 'Keep' has a corresponding meaning.
Noise nuisance	Means any noise emitted by an Animal that is of such a nature as to unreasonably interfere with the peace, comfort, and convenience of any person, or likely to be injurious to human health.
Nuisance	Has the same meaning as section 29 of the Health Act 1956. *Explanatory note:* *Without limiting the meaning of the term 'nuisance', section 29 of the Health Act 1956 states that a nuisance shall be deemed to be created in any of the following cases, that is to say:* *(a) Where any accumulation or deposit is in such a state or so situated as to be offensive or likely to be injurious to human health;* *(b) Where any premises, including any accumulation or deposit thereon, are in such a state as to harbour or likely to harbour rats or other vermin;* *(c) Where any buildings or premises used for the keeping of animals are so constructed, situated, used, or kept, or are in such a condition, as to be offensive or likely to be injurious to human health;* *(d) Where any animal, or any carcass, is so kept or allowed to remain as to be offensive or likely to be injurious to human health.*
Owner	In relation to any animal, means the person who owns the animal and includes the parent or guardian of a person under the age of 16 years who: (a) Owns the animal; and (b) Is a member of the parent or guardian's household living with and dependant on the parent or guardian.

Person in charge	In relation to any animal, includes a person who has the animal in that person's possession or custody, or under that person's care, control, or supervision.
Residential Land	Means any area zoned "residential" in the Council's operative District Plan.
Rural-Residential Land	Means any area zoned "rural-residential" in the Council's operative District Plan.

5. OBLIGATIONS OF ANIMAL OWNERS

5.1 The owner of any animal must at all times ensure that the animal is kept in a manner that:

(a) Does not or is not likely to cause a nuisance to any person; and

(b) Does not or is not likely to cause a noise nuisance to any person; and

(c) Ensures that the animal is kept in conditions which are not offensive or injurious to human health.

5.2 Every person in charge of an animal shall ensure that the animal is kept in an enclosure or otherwise restrained within the boundaries of the land on which it is kept.

5.3 Clause 6.2 does not apply to a person in charge of cats, pigeons, doves, or bees.

6. KEEPING OF ROOSTERS

6.1 No person shall keep or allow to be kept any rooster on any property zoned Residential, except with the written permission of the Chief Executive or an Enforcement Officer.

7. KEEPING OF CATS

7.1 Every person who keeps cats must ensure that:

(a) Any cat over four (4) months must be microchipped and the cat's microchip registered with the New Zealand Companion Animal Register. Owners must ensure the microchip information is kept up to date; and

(b) Any cat over four (4) months must be de-sexed unless:

i. The cat is kept for breeding purposes; and registered with a nationally recognised cat breeders' body; or

ii. The owner provides a certificate from a veterinarian stating that the de-sexing of the cat will adversely affect its health and/or welfare.

7.2 The requirements of clause 7.1 do not apply to any lawfully established:

(a) Veterinary practice

(b) By the SPCA or a similar registered charity; or

(c) Cat boarding premises; or

(d) Dunedin City Council.

7.3 Clause 7.1 comes into force in relation to existing cat owners on the date that is six (6) months after the commencement of this bylaw.

~~7.~~8. FURTHER CONTROL BY COUNCIL RESOLUTION

~~7.1~~8.1 The Council may from time to time resolve to make controls for the keeping of any breed or type of animal.

~~7.2~~8.2 The Council must, before making, amending or revoking a control:

(a) Comply with the requirements under Subpart 1 of Part 6 of the Local Government Act 2002; and

(b) Be satisfied that the controls give effect to the purpose of this bylaw.

~~8.~~9. NON-COMPLIANCE

~~8.1~~9.1 If the Council considers that any part of this bylaw is not being complied with, it may issue a written notice requiring the owner of the animal or occupier of the land to take such action the Council considers necessary to achieve compliance with this bylaw, specifying the time in which actions must be taken.

~~8.2~~9.2 Such actions may include, but are not limited to, limiting numbers, removing certain animals, and prohibiting owners from keeping certain animals.

~~8.3~~9.3 The recipient of any notice issued by the Council under clause ~~9~~9.1 must comply with it by the time specified in the notice.

~~9.~~10. RIGHT OF REVIEW

~~9.1~~10.1 Any owner affected by a decision made under this bylaw may apply in writing to the Chief Executive for a review of this decision within 14 days after receiving notification of the decision.

~~10.~~11. GIVING AND CONTENT OF NOTICES

~~10.1~~11.1 Any notice under this bylaw that is to be given to an owner must be in writing and may be given by the following means:

(a) By delivering it personally to the owner; or

(b) By leaving it, or sending it by post addressed to the owner, at their usual or last known place of residence; or

(c) By sending it in electronic form to an email address that the owner has specified as an address for service.

~~10.2~~11.2 A notice will be deemed to have been received by the owner when:

~~10.2.1~~11.2.1 In the case of personal delivery, when received by the owner;

~~10.2.2~~11.2.2 In the case of post by mail, on the third working day following the date of posting to the owner's last known address;

~~10.2.3~~11.2.3 In the case of email, on the day following the day it was sent.

~~10.3~~11.3 Every notice shall specify:

(a) The purpose of the notice; and

(b) The name and address of the Authorised Officer to whom inquiries in respect of the notice may be made; and

(c) If entry on land or premises is intended, the statutory authority for the entry.

~~11.~~12. BREACH OF BYLAW

~~11.1~~12.1 A person breaches this bylaw when they:

(a) Breach a provision in this bylaw; and

(b) Fail to carry out any action required by an Authorised Officer; or

(c) Fail to comply with a notice issued under clause ~~11~~9.

~~12.~~13. PENALTIES

~~12.1~~13.1 Any person who breaches this bylaw commits an offence and is liable on conviction to a fine not exceeding $20,000 as set out in the Local Government Act 2002.

~~12.2~~13.2 Any property involved in the commission of an offence against the Local Government Act 2002 which includes a breach of this bylaw, may be seized and impounded by the Council in accordance with that Act.

Explanatory note: Sections 165-168 of the Local Government Act 2002 sets out Council powers, conditions of entry onto land involved in the commission of an offence, and the seizure and return of property.

~~13.~~14. ADDITIONAL INFORMATION TO THE KEEPING OF ANIMALS BYLAW

~~13.1~~14.1 This additional information does not form part of the bylaw. It contains information to help users understand, use and maintain the bylaw. This information may be updated at any time.

Relevant Legislation:	Includes: Animal Welfare Act 1999 Health Act 1956 Legislation Act 2019 Local Government Act 2002

	Resource Management Act 1991
Associated Documents:	Operative Dunedin City Council District Plan
History of bylaw (and related bylaws):	Keeping of Animals Bylaw reviewed in 2026 Keeping of Animals Bylaw made in 2022 Keeping of Animals (excluding Dogs) and Birds Bylaw revoked in 2022 Keeping of Animals (excluding Dogs) and Birds Bylaw made in 2016 Keeping of Animals (excluding Dogs) and Birds Bylaw revoked in 2016 Keeping of Animals (excluding Dogs) and Birds Bylaw made in 2010

PROPOSED EVENT ROAD CLOSURES

Department: Transport

EXECUTIVE SUMMARY

1 The DCC has received temporary road closure applications relating to the following events:

i) Motorsport Hillclimb

ii) Green Island Market Day

iii) Santa Parade

iv) Graduation Parades

2 This report recommends that Council approves the temporary closure of the affected roads.

RECOMMENDATIONS

That the Council:

a) **Resolves** to close the roads detailed below (pursuant to Section 319, Section 342, and Schedule 10 clause 11(e) of the Local Government Act 1974 (LGA 1974)):

i) Motorsport Hillclimb

Saturday, 14 November 2026	7.30am to 6.00pm	• Flagstaff Whare Flat Road, between Rollinsons Road and Longridge Road
Sunday, 15 November 2026	7.30am to 6.00pm	• Three Mile Hill Road, between Halfway Bush Road and Silverstream Valley Road

ii) Green Island Market Day

Saturday, 5 December 2026	7.00am to 3.00pm	• Main South Road, between Howden Street and Church Street • Jenkins Street, between Main South Road and Shand Street

* *Parking restrictions will be in place in Howden Street and Shand Street*

iii) Santa Parade

Sunday, 6 December 2026	8.00am to 2.00pm	• George Street, between Duke Street and Regent Road
	2.00pm to 5.00pm	• George Street, between Regent Road and The Octagon • Octagon Central Carriageway, between George Street and Princes Street

		• Princes Street, between The Octagon and Moray Place • Moray Place, between Princes Street and Lower Stuart Street

iv) Graduation Parades

Saturday, 12 December 2026 AND	11.00am to 11.45am (12 & 19 December) 10.00am to 10.45am (16 December)	• Great King Street, between Frederick Street and Albany Street
Wednesday, 16 December 2026 AND	11.10am to 12.00pm (12 & 19 December) 10.10am to 11.00am (16 December)	• Frederick Street, between Great King Street and George Street • George Street, between Frederick Street and Moray Place
Saturday, 19 December 2026	11.10am to 12.30pm (12 & 19 December) 10.10am to 11.30am (16 December)	• Moray Place, between George Street and Upper Stuart Street • Filleul Street, between Moray Place and St Andrew Street
	11.30am to 12.15pm (12 & 19 December) 10.30am to 11.15am (16 December)	• Intersection of George Street and Moray Place

BACKGROUND

3 Council's Dunedin Festival and Events Plan supports the goal of a successful city with a diverse, innovative, and productive economy and a hub for skill and talent.

4 The areas proposed to be used for these events are legal roads and can therefore be temporarily closed to normal traffic if statutory temporary road closure procedures are followed. The procedures are set out in Section 319 of the LGA 1974 and give Council the power to stop or close any road (or part of a road) within the parameters of Section 342 and Schedule 10 of the LGA 1974 (Schedule 10 is included as Attachment A).

5 These procedures include:

- Consultation with the New Zealand Transport Authority Waka Kotahi and the Police.
- Public notice being given of the proposal to close any road (or part of a road), and public notice of a decision to close the road.
- Council being satisfied that traffic is not likely to be unreasonably impeded.

6 A resolution of Council is required where a proposal to temporarily close a road relates to public functions.

7 Council is required to give public notice of its decision. This notice will be published after this meeting and prior to the event, if approved.

DISCUSSION

Consultation and Notification

8 The Police and the New Zealand Transport Authority Waka Kotahi have no objections to the proposed road closures.

9 On Saturday, 12 September 2026 the proposed temporary road closures were advertised in the Otago Daily Times (Attachments B) with a deadline for feedback.

10 Schedule 10 clause 11(e) states a road cannot be closed more than 31 days in the aggregate in any one year. This limit will not be exceeded by the approval of the proposed temporary road closures.

Traffic Impacts

11 The event locations of these events have had identical road closures for the same, or similar event(s) in prior years without causing unreasonable delays to the travelling public.

12 Emergency services and public transport services will be managed through the temporary traffic management process.

13 The Temporary Traffic Management Plan process ensures that other issues such as temporary relocation of certain parking (e.g. taxi, mobility and Authorised Vehicles Only) are managed.

OPTIONS

14 Note any amendment to this report's recommendations cannot be implemented without further consultation with the affected parties, New Zealand Transport Agency Waka Kotahi, the Police, and verifying that traffic impacts are acceptable.

Option One – Recommended Option

15 That the Council closes the sections of road as recommended in this report.

Advantages

- Roads can be closed, and the event will be able to proceed.
- The closures will assist in realising the economic, social, and cultural benefits associated with the events.

Disadvantages

- There will be temporary loss of vehicular access through the closed areas. However, there are detours available, and safety can be assured using temporary traffic management.

Option Two – Status Quo

16 That the Council decides not to close the roads in question.

Advantages

- There would be no detour required for the travelling public, and the roads would be able to be used as normal.

Disadvantages

- The events would not be able to go ahead, and the benefits of the events would be lost.

NEXT STEPS

17 Should the resolution be made to temporarily close the roads, Council staff will accept the temporary traffic management plans that have been received for the events and notify the public of the closures.

Signatories

Authoriser:	Simon Smith - Acting Group Manager Transport Scott MacLean - General Manager, City Services

Attachments

	Title	Page
⇩A	Local Government Act 1974, Schedule 10	92
⇩B	ODT Advert - 12 September 2026	97

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	✓	☐	☐
Economic Development Strategy	✓	☐	☐
Environment Strategy	☐	☐	✓
Arts and Culture Strategy	✓	☐	☐
3 Waters Strategy	☐	☐	✓
Future Development Strategy	☐	☐	✓
Integrated Transport Strategy	☐	☐	✓
Parks and Recreation Strategy	☐	☐	✓
Other strategic projects/policies/plans	✓	☐	☐

Events contribute to the Strategic Framework. Events contribute to the Economic Development Strategy, the Social Wellbeing Strategy. There is a Festival and Events Plan 2018-2023.

Māori Impact Statement

Mana whenua have not been directly engaged with in relation to these road closures.

Sustainability

There are no implications for sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications, as the decision is a regulatory one and there are no direct costs to Council.

Financial considerations

There are no financial implications. The cost of the proposed road closure is not a cost to Council.

Significance

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

Engagement – external

There has been external engagement (as required by the LGA 1974), with the Police and New Zealand Transport Agency Waka Kotahi. Affected parties were notified and provided a time period for feedback.

Engagement - internal

There has been engagement with DCC Events and Transport. There is support for the events to proceed.

Risks: Legal / Health and Safety etc.

There are no identified risks should the recommended resolution be made.

Conflict of Interest

There are no known conflicts of interest.

Community Boards

There are no implications for Community Boards.

Schedule 10
Conditions as to stopping of roads and the temporary prohibition of traffic on roads

ss 319(h), 342

Schedule 10: inserted, on 1 April 1979, by section 3(1) of the Local Government Amendment Act 1978 (1978 No 43).

Stopping of roads

1 The council shall prepare a plan of the road proposed to be stopped, together with an explanation as to why the road is to be stopped and the purpose or purposes to which the stopped road will be put, and a survey made and a plan prepared of any new road proposed to be made in lieu thereof, showing the lands through which it is proposed to pass, and the owners and occupiers of those lands so far as known, and shall lodge the plan in the office of the Chief Surveyor of the land district in which the road is situated. The plan shall separately show any area of esplanade reserve which will become vested in the council under section 345(3).

Schedule 10 clause 1: amended, on 1 October 1991, by section 362 of the Resource Management Act 1991 (1991 No 69).

2 On receipt of the Chief Surveyor's notice of approval and plan number the council shall open the plan for public inspection at the office of the council, and the council shall at least twice, at intervals of not less than 7 days, give public notice of the proposals and of the place where the plan may be inspected, and shall in the notice call upon persons objecting to the proposals to lodge their objections in writing at the office of the council on or before a date to be specified in the notice, being not earlier than 40 days after the date of the first publication thereof. The council shall also forthwith after that first publication serve a notice in the same form on the occupiers of all land adjoining the road proposed to be stopped or any new road proposed to be made in lieu thereof, and, in the case of any such land of which the occupier is not also the owner, on the owner of the land also, so far as they can be ascertained.

3 A notice of the proposed stoppage shall, during the period between the first publication of the notice and the expiration of the last day for lodging objections as aforesaid, be kept fixed in a conspicuous place at each end of the road proposed to be stopped:

provided that the council shall not be deemed to have failed to comply with the provisions of this clause in any case where any such notice is removed without the authority of the council, but in any such case the council shall, as soon as conveniently may be after being informed of the unauthorised removal of the notice, cause a new notice complying with the provisions of this clause to be affixed in place of the notice so removed and to be kept so affixed for the period aforesaid.

4 If no objections are received within the time limited as aforesaid, the council may by public notice declare that the road is stopped; and the road shall, subject to the council's compliance with clause 9, thereafter cease to be a road.

5 If objections are received as aforesaid, the council shall, after the expiration of the period within which an objection must be lodged, unless it decides to allow the objections, send the objections together with the plans aforesaid, and a full description of the proposed alterations to the Environment Court.

Schedule 10 clause 5: amended, on 2 September 1996, pursuant to section 6(2)(a) of the Resource Management Amendment Act 1996 (1996 No 160).

6 The Environment Court shall consider the district plan, the plan of the road proposed to be stopped, the council's explanation under clause 1, and any objection made thereto by any person, and confirm, modify, or reverse the decision of the council which shall be final and conclusive on all questions.

Schedule 10 clause 6: replaced, on 1 October 1991, by section 362 of the Resource Management Act 1991 (1991 No 69).

Schedule 10 clause 6: amended, on 2 September 1996, pursuant to section 6(2)(a) of the Resource Management Amendment Act 1996 (1996 No 160).

7 If the Environment Court reverses the decision of the council, no proceedings shall be entertained by the Environment Court for stopping the road for 2 years thereafter.

Schedule 10 clause 7: amended, on 2 September 1996, pursuant to section 6(2)(a) of the Resource Management Amendment Act 1996 (1996 No 160).

8 If the Environment Court confirms the decision of the council, the council may declare by public notice that the road is stopped; and the road shall, subject to the council's compliance with clause 9, thereafter cease to be a road.

Schedule 10 clause 8: amended, on 2 September 1996, pursuant to section 6(2)(a) of the Resource Management Amendment Act 1996 (1996 No 160).

9 Two copies of that notice and of the plans hereinbefore referred to shall be transmitted by the council for record in the office of the Chief Surveyor of the land district in which the road is situated, and no notice of the stoppage of the road shall take effect until that record is made.

10 The Chief Surveyor shall allocate a new description of the land comprising the stopped road, and shall forward to the Registrar-General of Land or the Registrar of Deeds, as the case may require, a copy of that description and a copy of the notice and the plans transmitted to him by the council, and the Registrar shall amend his records accordingly.

Schedule 10 clause 10: amended, on 12 November 2018, by section 250 of the Land Transfer Act 2017 (2017 No 30).

Temporary prohibition of traffic

11 The council may, subject to such conditions as it thinks fit (including the imposition of a reasonable bond), and after consultation with the Police and the New Zealand Transport Agency, close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic)—

(a) while the road, or any drain, water race, pipe, or apparatus under, upon, or over the road is being constructed or repaired; or

(b) where, in order to resolve problems associated with traffic operations on a road network, experimental diversions of traffic are required; or

(c) during a period when public disorder exists or is anticipated; or

(d) when for any reason it is considered desirable that traffic should be temporarily diverted to other roads; or

(e) for a period or periods not exceeding in the aggregate 31 days in any year for any exhibition, fair, show, market, concert, film-making, race or other sporting event, or public function:

provided that no road may be closed for any purpose specified in paragraph (e) if that closure would, in the opinion of the council, be likely to impede traffic unreasonably.

Schedule 10 clause 11: replaced, on 14 August 1986, by section 14(1) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).

Schedule 10 clause 11: amended, on 26 March 2015, by section 5 of the Local Government Act 1974 Amendment Act 2015 (2015 No 20).

11A The council shall give public notice of its intention to consider closing any road or part of a road under clause 11(e); and shall give public notice of any decision to close any road or part of a road under that provision.

Schedule 10 clause 11A: inserted, on 14 August 1986, by section 14(1) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).

11B Where any road or part of a road is closed under clause 11(e), the council or, with the consent of the council, the promoter of any activity for the purpose of which the road has been closed may impose charges for the entry of persons and vehicles to the area of closed road, any structure erected on the road, or any structure or area under the control of the council or the promoter on adjoining land.

Schedule 10 clause 11B: inserted, on 14 August 1986, by section 14(1) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).

11C Where any road or part of a road is closed under clause 11(e), the road or part of a road shall be deemed for the purposes of—

(a) *[Repealed]*

(b) the Traffic Regulations 1976:

(c) the Transport (Drivers Licensing) Regulations 1985:

(d) *[Repealed]*

(e) the Transport (Vehicle Registration and Licensing) Notice 1986:

(ea) the Land Transport Act 1998:

(f) any enactment made in substitution for any enactment referred to in paragraphs (a) to (ea)—

not to be a road; but nothing in this clause shall affect the status of the road or part of a road as a public place for the purposes of this or any other enactment.

Schedule 10 clause 11C: inserted, on 14 August 1986, by section 14(1) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).

Schedule 10 clause 11C(a): repealed, on 10 May 2011, by section 100(3) of the Land Transport (Road Safety and Other Matters) Amendment Act 2011 (2011 No 13).

Schedule 10 clause 11C(d): repealed, on 1 May 2011, by section 35(4) of the Land Transport Amendment Act 2009 (2009 No 17).

Schedule 10 clause 11C(ea): inserted, on 1 March 1999, by section 215(1) of the Land Transport Act 1998 (1998 No 110).

Schedule 10 clause 11C(f): amended, on 1 March 1999, by section 215(1) of the Land Transport Act 1998 (1998 No 110).

12 The powers conferred on the council by clause 11 (except paragraph (e)) may be exercised by the chairman on behalf of the council or by any officer of the council authorised by the council in that behalf.

13 Where it appears to the council that owing to climatic conditions the continued use of any road in a rural area, other than a State highway or government road, not being a road generally used by motor vehicles for business or commercial purposes or for the purpose of any public work, may cause damage to the road, the council may by resolution prohibit, either conditionally or absolutely, the use of that road by motor vehicles or by any specified class of motor vehicle for such period as the council considers necessary.

14 Where a road is closed under clause 13, an appropriate notice shall be posted at every entry to the road affected, and shall also be published in a newspaper circulating in the district.

15 A copy of every resolution made under clause 13 shall, within 1 week after the making thereof, be sent to the Minister of Transport, who may at any time, by notice to the council, disallow the resolution, in whole or in part, and thereupon the resolution, to the extent that it has been disallowed, shall be deemed to have been revoked.

16 No person shall—

(a) use a vehicle, or permit a vehicle to be used, on any road which is for the time being closed for such vehicles pursuant to clause 11; or

(aa) without the consent of the council or the promoter of any activity permitted by the council, enter or attempt to enter, or be present, on any road or part of a road that is for the time being closed to pedestrian traffic pursuant to clause 11; or

(b) use a motor vehicle, or permit a motor vehicle to be used, on any road where its use has for the time being been prohibited by a resolution under clause 13.

Schedule 10 clause 16(aa): inserted, on 14 August 1986, by section 14(2) of the Local Government Amendment Act (No 3) 1986 (1986 No 50).

Schedule 11
Width of roads, access ways, and service lanes

[Expired]

s 325(1)

Schedule 11: expired, on 1 January 1993, by section 325(3).

ODT Advert – 12 September 2026

TEMPORARY ROAD CLOSURE PROPOSALS

(Pursuant to the Local Government Act 1974)

Green Island market day

The DCC is considering closing Main South Road, between Howden and Church Streets, and Jenkins Street, between Main South Road and Shand Street, on Saturday, 5 December, 7am to 3pm, for this event. Parking restrictions will be in place in Howden and Shand Streets.

Santa parade

The DCC is considering closing George Street, between Duke Street and Regent Road, on Sunday, 6 December from 8am to 2pm; George Street, between Regent Road and the Octagon, Octagon central carriageway, between George and Princes Streets, Princes Street, between the Octagon and Moray Place, and Moray Place, between Princes and lower Stuart Streets from 2pm to 5pm for this event. Every side street along George Street will be affected when the parade starts from 3pm.

Motorsport Hillclimb

The DCC is considering closing Flagstaff Whare Flat Road, between Rollinsons and Longridge Roads, on Saturday, 14 November; and Three Mile Hill Road, between Halfway Bush and Silverstream Valley Roads, on Sunday, 15 November from 7.30am to 6pm for this event.

December graduation parades

The DCC is considering closing Great King Street, between Frederick and Albany Streets on Saturday 12 and 19 December from 11am to 11.45am, and on Wednesday 16 December from 10am to 10.45am; Moray Place, between George and upper Stuart Streets, and Filleul Street, between Moray Place and St Andrew Street on Saturday 12 and 19 December from 11.10am to 12.30pm, and on Wednesday 16 December from 10.10am to 11.30am;

Frederick Street, between Great King and George Streets and George Street, between Frederick Street and Moray Place, on Saturday 12 and 19 December from 11.10am to 12pm, and on Wednesday 16 December from 10.10am to 11am; and the intersection of George Street and Moray Place on Saturday 12 and 19 December from 11.30am to 12.15pm, and on Wednesday 16 December from 10.30am to 11.15am for these events.

These closures will be considered at the Dunedin City Council meeting on Thursday, 15 October. Please provide any feedback on the proposals by emailing *tmp@dcc.govt.nz* before 5pm on Saturday, 19 September.

ŌTEPOTI PERFORMING ARTS ACTION PLAN

Department: Corporate Policy and Ara Toi

EXECUTIVE SUMMARY

1 This report seeks adoption of the draft Ōtepoti Performing Arts Action Plan 2026 (ŌPAAP) that consists of the Ōtepoti Performing Arts Action Plan (Attachment A) and its Implementation Plan (Attachment B).)

2 The ŌPAAP draft (Attachment A) sets out the background, rationale, and steps taken in the development of this Plan.

3 The Implementation Plan (Attachment B) takes into account the knowledge and expertise provided by Dunedin City Council's (DCC) Performing Arts Panel, and other performing arts stakeholders in the city.

4 The OPAAP Implementation Plan follows the format of the DCC's Community and Local Events Implementation Plan 2025 and includes high-level actions that will be further articulated and implemented at an operational level by DCC staff, including timeframes for delivery.

5 The ŌPAAP builds on the achievements and lessons learnt from the Ōtepoti Live Music Action Plan which was adopted in September 2023 and is currently being refreshed.

6 The benefits to the community of adopting the ŌPAAP include building on the foundations of Ōtepoti Dunedin's strong performing arts heritage with a planned approach to supporting Ōtepoti Dunedin's performing arts ecosystem to thrive and grow through supporting practitioners and developing and maintaining audiences.

7 The ŌPAAP has been developed while DCC staff are also working with the performing arts community on the cornerstone funding for venues in the city.

8 The ŌPAAP and its actions have been designed so that they are able to be delivered separately from any developments or timeframes relating to the cornerstone venues workstream.

RECOMMENDATIONS

That the Council:

a) **Adopts** the Ōtepoti Performing Arts Action Plan

b) **Delegates** authority to the Chief Executive Officer to incorporate minor editorial amendments

c) **Notes** the Implementation Plan for the Ōtepoti Performing Arts Action Plan (Attachment B)

BACKGROUND

9 The Ōtepoti Performing Arts Action Plan (ŌPAAP) is an outcome of resolutions relating to Ōtepoti Dunedin's performing arts communities that were approved by Council during its 9-Year-Plan deliberations in May 2025.

10 The following resolution approved the establishment of the Performing Arts Advisory Panel and the development of the ŌPAAP:

Theatre Action Plan and Group

Moved (Cr Carmen Houlahan/Cr Mandy Mayhem):

That the Council:

a) **Establishes** a Performing Arts Governance Group to oversee the development of a Theatre Action Plan.

b) **Notes** the proposed Terms of Reference for the group would be presented to the July 2025 Council meeting.

c) **Notes** the group would include members of the performing arts community and councillors and would be supported by staff.

Motion carried (CNL/2025/137)

11 The Performing Arts Advisory Panel (the Panel) was convened in mid-2025. Its membership currently comprises: Martyn Roberts (Chair), Crs Garey and Mayhem, Tom Acklin, Jeremy Beck, Brent Caldwell, Cindy Diver, Rachel Ruckstuhl-Mann, and Kim Morgan.

12 The Panel has played an ongoing active role in the development of the ŌPAAP, including working with DCC staff through the drafting process and engaging with external stakeholders to gather additional feedback.

13 At the same meeting, Council approved $75,000 towards the development of the Theatre Action Plan, which has been directed towards stakeholder engagement for the ŌPAAP and exploring the options for performing arts venues in the city.

DISCUSSION

Purpose of the Ōtepoti Performing Arts Action Plan

14 The purpose of the ŌLPAAP is to:

- enhance and embrace the mana of performing arts in Ōtepoti
- acknowledge and celebrate the cultural, social, and economic value a strong performing arts sector and infrastructure provides to Ōtepoti
- identify strengths, opportunities, challenges, and responses for performing arts in Ōtepoti
- work with performing arts communities to ensure solutions are relevant and fit-for-purpose

- provide a dedicated Implementation Plan that sets out the high-level actions to achieve the purpose of the Plan.

Strategic Context

15 The ŌPAAP sits under the DCC Arts and Culture strategy Ara Toi Ōtepoti – Our Creative Future (Ara Toi Ōtepoti Strategy), which was developed after extensive city-wide engagement, input from key stakeholders, and partnership with the arts and culture collective Transforming Dunedin. This strategy was adopted by Council in 2015. The Ara Toi Ōtepoti Strategy was designed to support all creative sectors in Ōtepoti Dunedin and develop an environment which acknowledges the intrinsic value of arts, culture, and creativity.

16 Alignment to the Ōtepoti Dunedin Live Music Action Plan Music (ŌLMAP) will play a key role in achieving the purpose and action of the ŌPAAP. The ŌLMAP is structured around key themes — Supporting artists; Supporting audiences; Supporting the live music ecosystem and infrastructure — to strengthen our cultural identity and develop a thriving and enduring music scene in Ōtepoti Dunedin.

17 In September 2023 Council adopted Te Taki Haruru – the DCC's Māori Strategic Framework, developed in partnership with mana whenua and Māori in Ōtepoti Dunedin. Actions in the ŌPAAP Implementation Plan are aligned with the key directions of Te Taki Haruru.

18 The ŌPAAP aligns with the DCC's Festival and Events Plan, adopted in 2025. The DCC's Community and Local Events Implementation Plan 2025 supports performing arts activity in the city through its goals: Events for Profile and Prosperity; Events for everyone; An event-ready city; Collaborative and sustainable events; and Events made easy.

19 To align with the DCC's Zero Carbon Policy, the operational level actions to implement the ŌPAAP will include environmental sustainability considerations, supporting performing arts practitioners and organisations to minimise emissions and contribute to achieving city-wide and DCC organisational emission reduction targets.

Economic Context

20 In late 2024 Massey University released the major report "Measuring and Articulating the Value of Live Performance in Aotearoa".

21 This report notes that in addition to tickets, live performance attendees also spend money on related expenses such as food and drink, transport, accommodation, merchandise, and childcare.

22 The report notes the following economic, social and cultural benefits that live performance contributes in Aotearoa New Zealand:

- this research values the economic and social contributions of live performance to Aotearoa in the twelve months ending June 30 2024 at $17.3 billion
- for every dollar spent on live performance $3.20 is returned in benefits to the wider community
- live performance-motivated expenditure contributes 1.4% to Gross Domestic Product (GDP)

- attending live performances provides an immediate boost to life satisfaction and contributes to a lasting improvement in overall wellbeing
- volunteers contribute $1.2 billion worth of skills and professional expertise to support the live performance sector
- audiences value live performance for its ability to affirm identity, build and maintain social connections and enliven public spaces.

Recent Changes in Audience Behaviour for Performing Arts

23 Every five years, Creative New Zealand commissions the Audience Atlas Aotearoa. The 2025 survey results indicate that, since 2020, sizable "lapsed markets" have developed for performing arts.

24 According to this report, Close to 4 in 10 in the culture market could recall at least one instance in the past 12 months when they had wanted to attend a specific arts event but were prevented from doing so. This represents a significantly larger proportion of the market than five years ago (36% in 2020) and equates to an estimated 1.6 million 'missed' opportunities for arts engagement in 2025.

25 Compared to the culture market average, younger adults, Māori and Pacific audiences and disabled people are over-represented among those recalling a recent occasion they were prevented from attending. While not all barriers are within an organisation's control, cost emerged as a more prominent concern than in 2020.

Cultural and Creative Context

26 Since Council approved development of a Theatre Action Plan in May 2025, a shifting landscape for arts funding in Aotearoa New Zealand has meant potential impacts for the performing arts in Ōtepoti Dunedin, and the scope and timeframes for actions in the ŌPAAP.

27 These shifts include a savings requirement of $27.7 million over four years for the Ministry for Culture and Heritage announced in the 2026 Budget, and an associated savings requirement of $1.3 million over four years for Creative New Zealand.

28 The ŌPAAP and its Implementation Plan have been drafted while a shift to regional funding models for Creative New Zealand is underway, with an announcement of how this will affect Ōtepoti Dunedin not expected until November.

29 In terms of research and up-to-date data to support the implementation actions, this has been impacted by organisations such as Creative New Zealand pausing the publication of some regular arts sector research. This plan has also been affected by no longer having new information from Toi Mai, the former Workforce Development Council for the Creative and Cultural sector, which was disestablished at the end of 2025.

30 When arts research and survey results are available, these often group Ōtepoti Dunedin as "other" with towns and cities outside of Auckland, Wellington, and Christchurch. In response to this, the Implementation Plan includes an action for the DCC to facilitate an audience data-gathering project for performing arts activities in the city.

31 DCC contestable arts funding programmes will continue to operate under the current DCC grants policy criteria and budget pending any further decisions from Council in response to the wider

review of DCC grants. Any subsequent changes to DCC arts grants that relate to actions in the ŌPAAP will be incorporated into its Implementation Plan following the grants review.

32 In recognition of these factors, the high-level actions that will be further articulated and implemented at an operational level by DCC staff, including timeframes for delivery as more information from central government about support for the arts becomes available.

Community Feedback

33 To inform the development of the ŌPAAP, DCC staff held conversations with performers, creatives, venue operators, promoters, event organisers, Māori and Pasifika performing artists young people, older people, people with disabilities, and audience members.

34 Feedback included that there are challenges and difficulties with creating and performing work in the city, and barriers to attending performances. Responses also included performers, and the deep passion and aspirations that performing arts communities have for their art.

35 The conversations were structured around set questions: “What do you like about the performing arts in /Dunedin?”; “What are the main challenges or issues for performing arts in Dunedin?”; “What would a great performing arts scene in Dunedin look like?”

36 Positive points from the conversations included:

- Community and supportive networks
- Festivals and the city ‘buzz’
- Talent base and the quality of performance in a small city
- Opportunities, accessibility and affordability
- University of Otago performing arts “pipeline” and the education ecosystem
- Diversity and variety of work happening in the city
- Pride in the history and creative legacy of Ōtepoti Dunedin
- Venues that work for some needs

37 Challenges and issues identified included:

- Funding and financial pressure
- Audience decline and booking behaviour
- Burnout and capacity shortages
- Talent drain and lack of career pathways
- Marketing and visibility problems
- Access and inclusivity gaps

- Governance, structure and legal issues

38 Feedback on "what a great performing arts scene would look like included:

- Inclusion, access and kaupapa Māori/Pasifika leadership
- Touring circuit and national connections
- Collaboration and coordination
- Spaces
- Career pathways and professional development
- Artists paid fairly / sustainable careers
- Funding

39 Other challenges were identified in the course of the conversations, including: the debilitating cost of living pressures on creative communities, including performing arts; public perception of arts in general as a 'nice to have', rather than as essential social infrastructure; no longer having meaningful relationships with sponsors, philanthropists, or business support; and existing challenges being exacerbated by the contestable funding structure for public funding.

Structure of the OPAAP

40 The ŌPAAP is structured around three themes. It has been organised in such a way to reflect the feedback received from the community and the themes that have emerged from these discussions. The three themes are:

- **Accessibility, Advocacy, and Awareness:** Performing arts are valued in Ōtepoti Dunedin and the DCC advocates for the importance of performing arts.
- **Regeneration and Elevation:** The DCC supports the growth and development of Ōtepoti Dunedin's performing arts practitioners, groups and organisations.
- **Capacity and Capability:** The DCC supports performing arts communities to access and develop the creative and professional skills they need.

41 The ŌPAAP concludes with a section about how its delivery will be measured, wherein:

- The Council will have strong relationships with Māori and mana whenua, our event organisers and community stakeholders
- All members of our community will benefit from the way we support and promote performing arts
- Performing arts will contribute to the city's economy, and be recognised for the positive impact this makes
- Ōtepoti Dunedin will have a vibrant calendar of performing arts experiences that celebrate our culture and diversity,

- Local and community performing arts activities will contribute to social connectedness and civic pride
- There will be an improvement in the standard of physical accessibility of the Dunedin City Council's new and existing event spaces, facilities and assets for the performing arts
- There will be opportunities for performing arts practitioners to regularly connect, network and share knowledge
- The DCC will encourage sustainable practices within the sector to support a Carbon Zero city
- Ōtepoti Dunedin will be recognised as a great place for the performing arts.

42 The ŌPAAP is supported by a high-level Implementation plan with actions grouped under the three themes (Attachment B).

43 The implementation actions include increasing and improving accessibility; supporting performing arts practitioners to work/ be based in Ōtepoti Dunedin; information and promotional resources; and networking opportunities.

OPTIONS

Option One – Council Adopts the Ōtepoti Performing Arts Action Plan

44 Advantages and disadvantages to Council adopting the Ōtepoti Performing Arts Action Plan:

Advantages

- Opportunity to demonstrate leadership in the creative sector, and supporting performing arts specifically
- Opportunity to communicate the DCC's ongoing commitment to supporting performing arts in Ōtepoti Dunedin.
- Opportunity to consolidate relationships built with communities across Ōtepoti Dunedin in the formation of the Performing Arts Panel and the development of the ŌPAAP.
- Opportunity to celebrate Ōtepoti Dunedin's rich performing arts heritage and ensure that continues.
- Opportunity to increase the positive economic, cultural, and social impacts that are created by a thriving performing arts sector in the city.

Disadvantages

- There are no identified disadvantages for this option.

Option Two – Council Does Not Adopt the Ōtepoti Performing Arts Action Plan

45 Advantages and disadvantages to Council not adopting the Ōtepoti Performing Arts Action Plan:

Advantages

- There are no identified advantages for this option.

Disadvantages

- Missed opportunity to demonstrate leadership in the creative sector, and supporting performing arts specifically
- Missed opportunity to communicate the DCC's ongoing commitment to supporting performing arts in Ōtepoti Dunedin.
- Missed opportunity to consolidate relationships built with communities across Ōtepoti Dunedin in the formation of the Performing Arts Panel and the development of the ŌPAAP.
- Missed opportunity to celebrate Ōtepoti Dunedin's rich performing arts heritage and ensure that continues.
- Missed opportunity to increase the positive economic, cultural, and social impacts that are created by a thriving performing art sector in the city.

NEXT STEPS

46 If Council adopts the Ōtepoti Performing Arts Action Plan, DCC staff will proceed to the final editing and the design stage to prepare it for publication, and will start the implementation of actions in the Plan.

Signatories

Author:	Danielle Tolson - Policy Analyst Amie Taua - Ara Toi Partnerships Team Leader
Authoriser:	Mike Costelloe - General Manager, Arts, Culture & Economic Development

Attachments

	Title	Page
⇩A	Draft Otepoti Performing Arts Action Plan	108
⇩B	Draft Otepoti Performing Arts Action Plan - Implementation Plan	122

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision promotes the cultural, social, and economic well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	✓	☐	☐
Economic Development Strategy	✓	☐	☐
Environment Strategy	☐	☐	☐
Arts and Culture Strategy	✓	☐	☐
3 Waters Strategy	☐	☐	✓
Future Development Strategy	☐	☐	✓
Integrated Transport Strategy	☐	☐	✓
Parks and Recreation Strategy	✓	☐	☐
Other strategic projects/policies/plans	✓	☐	☐

The Ōtepoti Performing Arts Action Plan aligns with: Te Taki Haruru — the DCC's Māori Strategic Framework, the Ōtepoti Live Music Action Plan, the Festival and Events Plan, and the Zero Carbon Policy.

Māori Impact Statement

The Ōtepoti Performing Arts Action Plan has a strategic alignment with Te Taki Haruru, the DCC's Māori Strategic Framework, and actions in its Implementation Plan are aligned with key directions in Te Taki Haruru.

Sustainability

As part of operational level actions to implement this Plan, DCC staff will include environmental sustainability considerations, and will support performing arts practitioners and organisations to minimise emissions and contribute to achieving city-wide and DCC organisational emission reduction targets.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications

Financial considerations

There are no financial implications.

Significance

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

SUMMARY OF CONSIDERATIONS
Engagement – external DCC staff undertook extensive external engagement to inform the development of this plan, including performers, creatives, venue operators, promoters, event organisers, Māori and Pasifika performing artists, young people, older people, people with disabilities, and audience members. The DCC's Performing Arts Advisory Panel provided detailed input and feedback to DCC staff throughout the development of the Plan, and also facilitated feedback from other external stakeholders in the local performing arts sector. DCC staff consulted with Living Well and Arts Access Aotearoa on the Accessibility actions in the Implementation Plan.
Engagement - internal The development of this Plan has been led by the Ara Toi and Corporate Policy teams, with input from other DCC teams including the Events, Enterprise Dunedin, and Property teams. Staff consulted with the DCC's Disability Issues Advisory Group and Dunedin Youth Council, and feedback from these groups has been incorporated into the Plan and its implementation actions.
Risks: Legal / Health and Safety etc. There are no identified risks.
Conflict of Interest There is no conflict of interest.
Community Boards There are potential implications, including benefits, for Community Boards when actions from the draft Ōtepoti Performing Arts Action Plan occur in Community Board areas.

INTRODUCTION

Tēnā koutou katoa,

He mihi tēnei I kā huamohopuna o tēnei whenua

kā uri o Tahupōtiki, o Hotu Māmoe, o Waitaha hoki.

Ka rere atu kā mihi i kā hapū o Kāi Te Ruahikihiki me Kāti

Huirapa, mai i kā mauka tapu o Pukekura, a Hikaroroa hoki ki

a koutou e noho karapotia nei i tō tātou awa o Ōtākou tae atu

ki kā kete kai o Waikouaiti. Kai te mihi, kai te mihi.

Karaka atu, karaka atu, karaka atu ki ka karakataka maha e

noho ana i te rohe nei. E hāpai ana i kā Toi tā tēnā ahurea tā

tēnā ahurea. Kia mau, kia ita, kia Toitu

Greetings to all,

This is an acknowledgement from the grandchildren of this land, the descendants of Tahupōtiki, Hotu Māmoe and Waitaha.

The acknowledgement is extended from the subtribes of Te Ruahikihiku and Huirapa, from the sacred mountains of Pukekura and Hikaroroa to all who live around our waterway, Ōtākou and Puketeraki. Salutations.

We call to the many people of all cultures who live in this area to hold on to and uplift their cultural practices.

EXECUTIVE SUMMARY

Two important resolutions for Ōtepoti Dunedin's performing arts communities were approved by Council during the 9-Year-Plan deliberations in May 2025.

The first was the allocation of phased cornerstone funding to support refurbishment of the Playhouse Theatre, the development of performance spaces in the Athenaeum Building, and the building of a new performing arts centre.

The second resolution was for the creation of an *Ōtepoti Dunedin Performing Arts Action Plan*. Using the successful *Ōtepoti Dunedin Live Music Action Plan* as a model, the Performing Arts Plan has been guided and developed by an engaged and dedicated Performing Arts Advisory Panel and DCC staff.

The *Ōtepoti Dunedin Performing Arts Action Plan* draws upon generous feedback from diverse performing arts communities and acknowledges the fortitude shown by practitioners, administrators, and supporters during many years of conversations and engagement.

Key issues and challenges were identified during this process, and actions that DCC could take to remedy these were proposed.

THE PURPOSE OF THE ŌTEPOTI DUNEDIN PERFORMING ARTS ACTION PLAN

- Enhance and embrace the mana of performing arts in Ōtepoti Dunedin.
- Acknowledge and celebrate the cultural, social, and economic value a strong performing arts sector and infrastructure provides to Ōtepoti Dunedin.
- Identify strengths, opportunities, challenges, and responses for performing arts in Ōtepoti Dunedin.
- Work with performing arts communities to ensure solutions are relevant and fit-for-purpose.
- Provide a dedicated Implementation Plan that sets out the high-level actions to achieve the purpose of the Plan.

The *Ōtepoti Dunedin Performing Arts Action Plan's* purpose is grouped under three main themes:

ACCESSIBILITY, ADVOCACY, AWARENESS

- Performing arts are valued in Ōtepoti Dunedin, and
- The DCC advocates for the importance of performing arts locally, nationally, and internationally.

REGENERATION AND ELEVATION

- The DCC supports the growth and development of Ōtepoti Dunedin's performing arts practitioners, groups and organisations.

CAPACITY AND CAPABILITY

- The DCC supports performing arts communities to access and develop the creative and professional skills they need.

KIA KAWEA TĀTOU E TE RĒHIA / LET US BE TAKEN BY JOY AND ENTERTAINMENT

For hundreds of years, whare tapere embraced the diverse forms of kā waiata, kā haka, kā taoka pūoro, kā tākaro, kā momo kōrero, and kā taoka o wharawhara.[ii] As well as bringing joy, these performance arts continue to be avenues for transmitting histories, knowledge, and culture.

Beloved playwright, poet, and teacher Rua McCallum (Kāi Tahu, Kāti Hāteatea ki Moeraki) embodied these enduring performance traditions in Ōtepoti Dunedin. Her words below capture the transformative potential of performing arts.

"I want them to know it and feel it. To be transformed, to be blessed, not by seeing it but by engaging with something that helps them engage with themselves." [ii]

Ōtepoti Dunedin's European settlers brought their own performing arts traditions with them. Amateur dramatic and musical societies flourished in the settler city. Dunedin's choral society was established in 1856 and the first professional theatre production in the city took place in March 1862 at the Princess Theatre, a horse bazaar by day, and performance venue by night.

Performing arts have been valued and supported by the city's institutions and people from its earliest days. Music was one of the four degrees the University of Otago was authorised to grant when it was founded in 1869, although students had to wait until 1926 for the establishment of a Department of Music. This was made possible thanks to the generosity of successful seed merchant and music lover, John Blair. The Allen Hall Theatre had it's official opening in 1914. It was named after the former University Chancellor Hon. Sir James Allen, who led the charge in raising nearly £3,000.00 for the Hall's construction[i].

Following on from the opening of Te Korokoro o te Tūī in 2020, Allen Hall Theatre is undergoing refurbishment to ensure the facilities continue to enable the highest quality of practical education to current and future students of the School of Performing Arts.

Subsequently, Ōtepoti Dunedin welcomed the establishment of such enduring organisations as The Dunedin Repertory Society (1933), the Otago Southland Chinese Association (1935), Opera Otago (1957), the Globe Theatre (1961), and the Dunedin Symphony Orchestra (1965).

Founded in the Athenaeum Building (1973) before moving to the former Trinity Methodist Church (1978), the Fortune Theatre became the world's southernmost professional theatre and Dunedin's only full-time professional company until its closure in 2018.

In 1957, Dunedin-born, Vienna-trained Shona Dunlop MacTavish returned from dancing and teaching abroad to establish New Zealand's first modern dance school, followed by the Dunedin Dance Theatre company. Lauded as the country's 'mother of modern dance', she trained and mentored generations of dancers.

Nurturing young performers has been a cornerstone of Otago Polyfest since its inception. Established in 1993[ii], it was the first festival in the lower South Island set up to celebrate the performance traditions of Tagata Moana and Māori

The five-day festival welcomes thousands of tamariki, rakatahi, and whānau from across Otago and Southland, and many young performers return to take up kaiako roles. Storytelling and expression through kapa haka, lakalaka, and siva fosters connection, pride, language, and intergenerational learning.

The Dunedin Arts Festival (1999) and Dunedin Fringe Festival (est. 2000) have fostered experimental live performances across dance, theatre, and cultural narratives for over a quarter of a century. These festivals foster practitioner work to develop, and local audiences to access cutting-edge shows and stories. The New Zealand Young Writers Festival was founded in 2014 and continues to run annually in September / October, focusing events for and by young writers aged 15 to 35 from all over Aotearoa.

Writers' residencies connect our city, nationally and internationally. The Burns Fellowship[iii] has been providing local and national writers opportunities at the University of Otago since 1958. Formative playwrights like Roger Hall, Jo Randerson, and Victor Rodger have undertaken this residency, as well as Robert Lord. To this day, the Robert Lord writer's cottage[iv] continues to support up to twelve writers annually to visit the city via residency programmes. Other residencies hosted by the University include the Caroline Plummer [v] fellowship, a six-month dance residency that offers space and studio time as well as salary to deliver a proposed dance programme, and the Mozart Fellowship, which was established in 1969[vi].

As a UNESCO City of Literature, stories are embedded in our streets, in the pages of our books and on our stages. The overlap between literature and performing arts continues to build strong connections that tether locality with national audiences.

The combination of UNESCO City of Literature status and residencies attract established playwrights, theatre practitioners, dance choreographers, facilitators and performers from all over the country and the world.

In recognition of our history of performing arts and contemporary identity as a city of the arts, this Plan actively seeks to build on the importance of performing arts sector to the city's economic, cultural, and social wellbeing.

Taiāmiotia tōku ahi ohooho | Gather around my precious fire

Our past, present, and future performing artists, kaiako, educators, and learners enrich Ōtepoti Dunedin with their storytelling and invite people in with new perspectives. A city filled with performing arts is a city filled with innovation, expression, and visionary thinking.

Toutoua te ahi Toi Puaki, kia mura ai | Stoke the fire of performing arts so it burns brightly

CONTEXT

To achieve its vision — "Dunedin is one of the world's great small cities" — the DCC undertakes various role and responsibilities:



In delivering within these parameters, DCC supports the performing arts community to realise goals and aspirations that convey what it means to actively be a great, small city. Understanding the part we all play is integral in activating change is a key feature of successful collaborations, partnerships and city-wide plans.

Ara Toi Dunedin Strategy – Our Creative Future

Dunedin is one of the world's great small cities with arts and culture at its core.[vii]

The DCC Arts and Culture strategy Ara Toi Ōtepoti Dunedin – Our Creative Future (Ara Toi Ōtepoti Dunedin Strategy) was developed after extensive city-wide engagement, input from key stakeholders, and partnership with the arts and culture collective Transforming Dunedin and was adopted by Council in 2015.[10] The Ara Toi Ōtepoti Dunedin Strategy was designed to support all creative sectors in Ōtepoti Dunedin and develop an environment which acknowledges the intrinsic value of arts, culture, and creativity.

The Ōtepoti Dunedin Performing Arts Action Plan sits under the umbrella of the Ara Toi Ōtepoti Dunedin Strategy, along with the Ōtepoti Dunedin Live Music Action Plan.

Ōtepoti Dunedin Live Music Action Plan

Alignment to the Ōtepoti Dunedin Live Music Action Plan Music will a key role in achieving the purpose and action of the Ōtepoti Dunedin Performing Arts Action Plan. The Ōtepoti Dunedin Live Music Action Plan outlines several key themes and supporting actions to strengthen our cultural identity and develop a thriving and enduring music scene in Ōtepoti Dunedin. These themes,

Supporting Artists, Supporting Audience, Support the Live Music Ecosystem, and Supporting Live Music Infrastructure, interweave the value of prioritising accessibility, utilising green spaces, and audience development.

Te Taki Haruru

In September 2023 Council adopted Te Taki Haruru – the DCC's Māori Strategic Framework, developed in partnership with mana whenua and Māori in Ōtepoti Dunedin.

This framework outlines the principles, values, and key directions of mana whenua for cultural, social, economic and environmental wellbeing. It also reaffirms a shared commitment to a Treaty of Waitangi partnership, highlighting how Māori wellbeing fits into the wellbeing framework for Local Government.

Te Taki Haruru has four primary statements of intent, which are:

a. Mana whenua are leaders, influencers and partners (Autūroa)

b. The mauri of Ōtepoti Dunedin is restored and enhanced (Auora)

c. Balance is restored and the future of our people and resources are protected (Autaketake)

d. The traditional authority of mana whenua in Ōtepoti Dunedin is recognised through partnerships based on reciprocity and respect (Autakata).

Te Taki Haruru will help the DCC respond effectively to its Treaty obligations and strengthen its partnership with mana whenua and Māori. The framework fosters collaboration between mana whenua and Māori with the Council, allowing all at the DCC to better understand mana whenua within a local government context.

Te Taki Haruru has three pou (pillars) or components that sit under this primary framework:

• Tū Kotahi – the DCC Staff and Cultural Capability Framework. Tū Kotahi is designed to strengthen the cultural ability by providing all at the DCC with a deeper understanding of te ao Māori and the Treaty as it relates to DCC mahi.

• Tū Ake – is the operationalisation of the values, principles, and key directions of Te Taki Haruru. It enables the DCC to integrate these elements of Te Taki Haruru into event planning, design and programming. Additionally, it will enable systems that acknowledges Māori and mana whenua contributions to performing arts in Ōtepoti Dunedin.

• Tū Hono – the Māori Engagement Framework. This provides DCC staff with guidelines and resources to be able to effectively engage with mana whenua and Māori in Ōtepoti Dunedin. Overall, Te Taki Haruru provides the required guidance to integrate the principles and values of mana whenua, through the key directions, into this Performing Arts Plan.

DCC Festivals and Events Plan

The DCC's Community and Local Events Implementation Plan 2025 supports performing arts activity in the city through its goals: Events for Profile and Prosperity; Events for everyone; An event-ready city; Collaborative and sustainable events; and Events made easy.

Zero Carbon Policy

In 2019 the DCC declared a climate emergency and set the goal to become a Zero Carbon city by 2030. To align with the DCC's Zero Carbon Policy, as part of our operational level actions to implement this Plan, we will include environmental sustainability considerations and will support performing arts practitioners and organisations to minimise emissions and contribute to achieving city-wide and DCC organisational emission reduction targets.

A. WHAT IS PERFORMING ARTS?

Performing arts refers to any art form that involves performing in front of an audience, and involves movement, sound, and storytelling. It comes in many forms, including theatre, dance, kapa haka, musical theatre, siva, opera, spoken word/poetry.

Performing arts in Ōtepoti Dunedin is tamariki putting on a school holiday show at the Playhouse Theatre, locally based professionals developing new work inspired and informed by this place, nationally known comedians coming to the city as part of the Fringe Festival, Otago University students performing at Allen Hall, professionals and emerging artists coming together for the annual Dunedin Summer Shakespeare production, and community groups performing at Chinese New Year and Diwali events.

Our historic narratives are shared in marae around Te Waipounamu like Cindy Diver's *Wahine Mātātoa: The (Mostly) True Story of Erihāpeti Pātahi.* Our stories are shared on stage at Edinburgh Fringe Festival by practitioners like Abby Howells. These diverse performing arts activities are connected because they are live experiences shared by performers and audiences, supported by an eco-system of creatives, venues, promoters, and community organizations.

B. WHY DO THE PERFORMING ARTS MATTER?

"Performing arts across our city bring communities and audiences together to share vibrant, diverse and rewarding experiences. This vibrant cultural wellbeing for the city expands into economic benefits from those events flowing into a wide section of our city.

The performing arts sector of Ōtepoti Dunedin has always punched above its weight, however we cannot continue to lean on the goodwill of artists to keep this going. This action plan is a pathway forward for Council and the community to work together to build a solid and lasting foundation for the arts in Ōtepoti Dunedin. "

Martyn Roberts, Chair, Performing Arts Advisory Panel

Audiences are motivated to attend live performances for enjoyment, social connection, and to be inspired. They value live performance as somewhere their cultural identity can be upheld and shared with other people. Audiences also value live performance for its ability to build and maintain social connections.

People typically attend live performances with two or three others. Not having others to go with was a barrier for people attending live performances more often. Audiences believe it is important that all members of the community can access live performance. They value live performance as an inter-generational and family activity that can enliven public space[viii].

C. WHAT MAKES A VIBRANT AND THRIVING PERFORMING ARTS SCENE?

A Cohesive Ecosystem

A thriving performing arts scene relies on a healthy ecosystem where grassroots talent, accessible community involvement, and professional infrastructure intersect. It is built upon dynamic artist development, diverse programming, and strong community engagement.

A Creative Infrastructure

Venues and promoters are empowered and do not face unreasonable barriers when setting up and operating their enterprises and activities

Connected Audiences

Local audiences can and do access quality, affordable, and enjoyable performing arts experiences across diverse genres and cultural contexts.

Supported Artists

Performing arts practitioners have pathways to develop their practice, perform to audiences, and build sustainable careers

Community Wellbeing

The community appreciates and values the contribution that performing arts make to the wellbeing of individuals, groups and to the cultural identity and wellbeing of the city.

D. ŌTEPOTI DUNEDIN'S ARTS, CULTURE, AND CREATIVE SECTOR

Ōtepoti Dunedin's arts, culture, and creative sector is a key contributor to the wellbeing of our people and communities and plays an important role in the city's identity, vibrancy and character.

Creative Contribution

Across Aotearoa New Zealand, the performing arts are enjoying a continuing wave of broad growth. Attendance is up across all audiences compared to 2022, from younger groups (18-29, 61% v. 41%), to mid-life (40-59, 58% v. 34%), to older generations (65+, 45% v. 24%), Pākehā (54% v. 33%), Māori (66% v. 48%), and Pacific peoples (67% v. 53%), suggesting these experiences are connecting widely.

Performing arts attendees are more likely to be: • Māori (66% v. 55% non-Māori) • 18-29 (61% v. 52% 30+) • Women (58% v. 49% men).

Theatre performances are attended more frequently than in 2020. For each performing arts form, most Otago residents who attended that form did so one to three times. Frequency of attending the other two art forms is similar to 2020[ix].

Economic Contribution

In late 2024, Massey University released the major report "Measuring and Articulating the Value of Live Performance in Aotearoa". According to this report:

- this research values the economic and social contributions of live performance to Aotearoa in the twelve months ending June 30, 2024 at $17.3 billion.

- For every dollar spent on live performance $3.20 is returned in benefits to the wider community
- Live performance-motivated expenditure contributes 1.4% to Gross Domestic Product (GDP).
- Attending live performances provides an immediate boost to life satisfaction and contributes to a lasting improvement in overall wellbeing.
- Volunteers contribute $1.2 billion worth of skills and professional expertise to support the live performance sector.
- Audiences value live performance for its ability to affirm identity, build and maintain social connections and enliven public space.

Volunteering represents a proactive choice by individuals to invest time, skills, and expertise (often professional) to achieve positive results. This includes network building, mentoring, and skills development.

Volunteers were estimated to have contributed $1.2 billion worth of their time, skills, and professional expertise to support the live performance sector[x]. However, while volunteers play an important role there can be issues around the reliance on unpaid labour in operational roles.

Audiences

This report also notes live performance attendees contribute to economic benefits beyond the cost of tickets. They also spend money on related expenses such as food and drink, transport, accommodation, merchandise, and childcare.

Audience Atlas Aotearoa New Zealand 2025 survey results indicate that, since 2020, sizable "lapsed markets" have developed for performing arts. This report also notes that while these audiences have chosen to engage with performing arts before, to bring them back they will need to know what makes a particular offering unique and how they will benefit from attending a performance[xi].

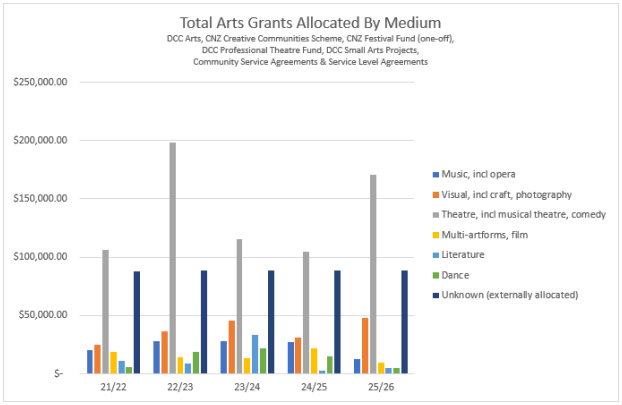
According to this report, Close to 4 in 10 in the culture market could recall at least one instance in the past 12 months when they had wanted to attend a specific arts organisation or event but were prevented from doing so. This represents a significantly larger proportion of the market than five years ago (36% in 2020) and equates to an estimated 1.6 million 'missed' opportunities for arts engagement in 2025.

Compared to the culture market average, younger adults, Māori and Pacific audiences and disabled people are over-represented among those recalling a recent occasion they were prevented from attending. While not all barriers are within an organisation's control, cost emerged as a more prominent concern than in 2020.

Local Context

Creative Contribution

The DCC actively supports the arts, including the Performing Arts, through grants funding:



✱ "Unknown (externally allocated)" refers to funding administered on the DCC's behalf through Otago Community Arts Capability, Boosted and the Dunedin Dream Brokerage.

The DCC's Professional Theatre Fund helps support professional theatre-making in Dunedin. This funding can assist with the costs of the creation, development, and presentation of high-quality, new work from established theatre practitioners and organisations. Priority will be given to projects that involve local practitioners and content.

The DCC also supports performing artists and activities through the providing community halls and promoting other venues available for community use throughout the city.

E. OUR STRENGTH IS OUR COMMUNITY

A vibrant performing arts scene enhances the quality of life in our community. It stimulates cultural wellbeing, drives economic growth, and cultivates creativity. It is an essential component of a thriving and dynamic community, offering benefits to individuals and the wider populace. If performing arts thrives in the city, it creates opportunities for us to:

- elevate mana whenua visions for performing arts in the city
- celebrate and support all performing arts voices to foster energetic, diverse performing arts communities from all cultural contexts
- support and nurture local performing arts practitioners so that they can develop their practices, grow their careers, and establish themselves within the performing arts landscape
- provide accessible opportunities for people to engage with and contribute to local performing arts activities as makers, supporters, and audiences
- support a wealth of performing arts expression by encouraging performers and audiences to push their creative boundaries and embrace risks
- facilitate opportunities for collaboration and connection within and between performing arts communities, practitioners, and businesses at local and national levels
- foster a cultural identity where performing arts contributes to the local economy.

F. PERSPECTIVES ON ŌTEPOTI DUNEDIN'S PERFORMING ARTS SCENE

To ensure this Plan captured and reflected the wants and needs of Ōtepoti Dunedin's residents about performing arts in the city, the DCC held conversations with performers, creatives, venue operators, promoters, event organisers, Māori and Pasifika performing artists, young people, older people, people with disabilities, and audience members.

People told us that there were challenges and difficulties with creating and performing work in the city, and barriers to attending performances. We also heard about the performers, and the deep passion and aspirations that performing arts communities have for their art. These perspectives are summarised here.

What people loved:

- Community and supportive networks
- Festivals and the city 'buzz'
- Talent base and the quality of performance in a small city
- Opportunities, accessibility and affordability
- University of Otago performing arts "pipeline" and the education ecosystem
- Diversity and variety of work happening in the city
- Pride in the history and creative legacy of Ōtepoti Dunedin
- Venues that work for some needs

What people saw as challenges or issues:

- Funding & financial pressure
- Audience decline & booking behaviour
- Burnout & capacity shortages
- Talent drain & lack of pathways
- Marketing and visibility problems
- Access & inclusivity gaps
- Governance, structure & legal issues
- Fragmentation, silos & disconnection
- Career pathways

What a great performing arts scene in Ōtepoti Dunedin would look like:

- Inclusion, access and kaupapa Māori/Pasifika leadership
- Touring circuit and national connections
- Collaboration and coordination
- Spaces
- Career pathways and professional development
- Artists paid fairly / sustainable careers
- Funding

Other important challenges raised in the conversations:

- the debilitating cost of living pressures on creative communities, including performing arts

- public perception of arts in general as a 'nice to have', rather than as essential social infrastructure.
- no longer have meaningful relationships with sponsors, philanthropists, business support
- existing challenges are exacerbated by contestable funding structure for public funding

G. WHAT OUR COMMUNITIES HAVE TO SAY

"so many practitioners scattered around the country, or the world even, that started their careers in Dunedin"

"So many have gone through (The Playhouse Theatre) as children and are now giving back"

"The festival buzz: more than one thing is happening, and people are out and about and spoilt for choice."

"The arts has us using our brain in a different way (it) promote creative problem solving… because we invent work out of nothing and that's where the creative economy comes from"

"The Youth Orchestra and Dunedin Symphony Orchestra are a treasure"

"I love all the little things about theatre. I love people's eyes. I love the vulnerability of people on stage. I love props... i love to be transported"

"It's really important to have musicians in our schools teaching"

"Enabling every wee [tamariki] who wants be, you know, wants to do some work or be a star for a while, be valued or feel clever for 5 minutes and have someone look at them and go 'Jeez you're [really] amazing mate! That."

"we've got the two main elements we need, enough talented musicians and enough audience"

"We need somewhere to dig our feet in and grow roots. A space where everyone can be at home"

H. THE ŌTEPOTI DUNEDIN PERFORMING ARTS ACTION PLAN

i. ŌTEPOTI DUNEDIN PERFORMING ARTS ADVISORY PANEL

The development of the Ōtepoti Dunedin Performing Arts Action Plan has been informed and supported by the DCC's Performing Arts Advisory Panel. The Panel comprises a range of experienced local performing arts practitioners from across genres and skill bases.

ii. ŌTEPOTI DUNEDIN PERFORMING ARTS ACTION PLAN THEMES

The Ōtepoti Dunedin Performing Arts Action Plan is a dedicated plan developed in partnership with the community to strengthen and sustain performing arts in the city.

From these conversations the following three themes emerged:

Accessibility, Advocacy, and Awareness: Performing arts are valued in Ōtepoti Dunedin and the DCC advocates for the importance of performing arts.

Regeneration and Elevation: The DCC supports the growth and development of Ōtepoti Dunedin's performing arts practitioners, groups and organisations.

Capacity and Capability: The DCC supports performing arts communities to access and develop the creative and professional skills they need.

HOW WE WILL KNOW WE HAVE DELIVERED ON THE ŌTEPOTI DUNEDIN PERFORMING ARTS ACTION PLAN

- The Council will have strong relationships with Māori and mana whenua, our event organisers and community stakeholders
- All members of our community will benefit from the way we support and promote performing arts
- Performing arts will contribute to the city's economy, and be recognised for the positive impact this makes
- Ōtepoti Dunedin will have a vibrant calendar of performing arts experiences that celebrate our culture and diversity,
- Local and community performing arts activities will contribute to social connectedness and civic pride
- There will be an improvement in the standard of accessibility of the Dunedin City Council's new and existing event spaces, facilities and assets for the performing arts
- There will be opportunities for performing arts practitioners to regularly connect, network and share knowledge
- The DCC will encourage sustainable practices within the sector to support a Carbon Zero city
- Ōtepoti Dunedin will be recognised as a great place for the performing arts.

[i] Otago on Location: Allen Hall Theare, https://www.otago.ac.nz/dev/otago-connection-restore-for-backups./otago-on-location-allen-hall-theatre

[ii] Mackley-Crump, Jared, Johnson, Henry, & Bendrups, Dan. (2012). *The Festivalisation of Pacific Cultures in New Zealand: Diasporic Flow and Identity within "a Sea of Islands."* University of Otago.

[iii] The Robert Burns Fellowship, https://www.otago.ac.nz/humanities/about/otago-fellows/robert-burns-fellowship

[iv] Robert Lord Writers Cottage Trust Announces Residencies For 2025-26, https://www.cityofliterature.co.nz/news/article/K5vdLe4/robert-lord-writers-cottage-trust-announces-residencies-for-202526

[v] The Caroline Plummer Fellowship in Community Dance, https://www.otago.ac.nz/humanities/about/otago-fellows/caroline-plummer-fellowship

[vi] The Mozart Fellowship, https://www.otago.ac.nz/humanities/about/otago-fellows/mozart-fellowship

[vii] Ara Toi Strategy, https://www.dunedin.govt.nz/__data/assets/pdf_file/0015/522060/Ara-Toi-Viewable.pdf

[viii] Measuring and Articulating the Value of Live Performance in Aotearoa: Key Findings, https://www.massey.ac.nz/about/colleges-schools-and-institutes/college-of-creative-arts/college-of-creative-arts-research/measuring-and-articulating-the-value-of-live-performance-in-aotearoa/

[ix] Audience Atlas Aotearoa New Zealand 2025, https://creativenz.govt.nz/-/media/project/creative-nz/creativenz/publicationsfiles/2025-audience-atlas/20250926-creativenewzealandaudienceatlas2025report.pdf

[x] Measuring and Articulating the Value of Live Performance in Aotearoa, https://www.massey.ac.nz/about/colleges-schools-and-institutes/college-of-creative-arts/college-of-creative-arts-research/measuring-and-articulating-the-value-of-live-performance-in-aotearoa/

[xi] Audience Atlas Aotearoa New Zealand 2025, https://creativenz.govt.nz/-/media/project/creative-nz/creativenz/publicationsfiles/2025-audience-atlas/20250926-creativenewzealandaudienceatlas2025report.pdf

DRAFT: Ōtepoti Dunedin Performing Arts Action Plan 2027-2029
Implementation Plan

THEME: Accessibility, Advocacy, and Awareness ***Performing arts are valued in Ōtepoti Dunedin, and the Dunedin City Council (DCC) advocates for the importance of performing arts***			
Action	**How we will deliver**	**How we will measure success**	**Alignment with Te Taki Haruru**
Align the ŌPAAP with other DCC arts initiatives (for example, Ōtepoti Live Music Action Plan & UNESCO City of Literature)	DCC teams will work together to maximise opportunities to promote arts initiatives in Ōtepoti Dunedin	DCC arts initiatives include and promote crossovers and collaborations between artforms, including music.	Māori heritage and culture are visible, celebrated, protected and future-proofed. We are guided by tikaka and kawa (protocols) for the wellbeing of our whānau and wider community. Māori networks are well connected and supported to build a prosperous future.
Embed performing arts into the DCC's festivals and events programming	DCC teams will work together to deliver vibrant experiences and opportunities that include and promote performing arts in the city Performance-rich festivals will be	DCC festivals and events are enhanced and enriched by performing arts in ways which strengthen our cultural identity and develop a thriving and enduring performing arts scene in Ōtepoti Dunedin.	Māori heritage and culture are visible, celebrated, protected and future-proofed. We are guided by tikaka and kawa (protocols) for the wellbeing of our whānau and wider community.

	incorporated into DCC marketing programmes		
Regional networking opportunity hosted in Ōtepoti Dunedin	We will support a hui for performing arts practitioners and supporters to develop an understanding of the arts ecology of Ōtepoti/Te Tai o Araiteuru/Murihiku, and how their practice is playing a value adding role within this larger space.	Regional connections are established and enhanced across performing arts practitioners and supporters in the region of Ōtepoti/Te Tai o Araiteuru/Murihiku. Connections lead to the development of a regional touring circuit for the performing arts.	Māori networks are well connected and supported to build a prosperous future. Māori heritage and culture are visible, celebrated, protected and future-proofed.
Support the visibility of local performing arts events	DCC teams will work together and with the community to promote performing arts in the city.	Performing arts events are featured in DCC promotional material and campaigns.	Māori heritage and culture are visible, celebrated, protected and future-proofed.
DCC spaces are accessible to all	We will undertake accessibility audits on DCC spaces used for performing arts and implement recommendations. We will work with DCC advisory groups and industry specialists to	DCC spaces used for performing arts meet the compliance requirements for accessibility for disabled people. All people feel welcome and safe, and can easily access performing arts events and activities in DCC spaces.	Public facilities and services meet the cultural needs, practices and values of Māori. We are guided by tikaka and kawa for the wellbeing of our whānau and wider community. Māori will have access to opportunities that enable social equity.

	ensure accessibility needs are met.		
Ensure performing arts information on the DCC website and social media channels are in adaptive/ accessible formats	We will work with DCC advisory groups to identify and road test adaptive and accessible formats and make changes based on this advice.	Performing arts information on the DCC website and social media platforms is provided in adaptive/ accessible formats.	Public facilities and services meet the cultural needs, practices and values of Māori. Māori will have access to opportunities that enable social equity.
Support continued delivery of Front of House accessibility training for Front of House teams at venues in Ōtepoti Dunedin	We will partner with Arts Access Aotearoa on promoting Front of House accessibility training in Ōtepoti Dunedin.	Front of House teams working in venues in Ōtepoti Dunedin have the confidence and practical tools to respond respectfully, offer support in a mana-enhancing way, and navigate accessibility situations as they arise.	Public facilities and services meet the cultural needs, practices and values of Māori. Māori will have access to opportunities that enable social equity.
Arts for All Network activation in Ōtepoti Dunedin	We will partner with Arts Access Aotearoa on activating the Arts for All Network in Ōtepoti Dunedin.	Facilitate a national hui in Ōtepoti Dunedin as part of national network building, and support attendance by the local network.	We are guided by tikaka and kawa for the wellbeing of our whānau and wider community. Māori will have access to opportunities that enable social equity. Māori networks are well connected and supported to build a prosperous future.

Support use of DCC Green spaces	We will identify opportunities to further support inclusion and accessibility at performing arts events at DCC Green Spaces	Our residents feel welcome and safe, and can easily access performing arts events and activities in Ōtepoti Dunedin	We are guided by tikaka and kawa for the wellbeing of our whānau and wider community. Māori will have access to opportunities that enable social equity. Public facilities and services meet the cultural needs, practices and values of Māori.
THEME: <u>Regeneration and Elevation</u> ***The DCC supports the growth and development of Ōtepoti Dunedin's performing arts practitioners, groups and organisations.***			
Support through DCC grants funding	We will continue to support local performing arts through providing funding through DCC grants funding mechanisms	Performing arts practitioners, groups, and organisations are enabled to develop and perform work created in in Ōtepoti Dunedin	Māori will have access to opportunities that enable social equity. Māori heritage and culture are visible, celebrated, protected and future-proofed.

Support audience development for the performing arts in Ōtepoti Dunedin	We will research and investigate methods to grow and maintain audiences for the performing arts in Ōtepoti Dunedin	New audiences are attracted to performing arts activities and events in Ōtepoti Dunedin Existing or lapsed audiences for the performing arts are sustained/revived in Ōtepoti Dunedin	Māori heritage and culture are visible, celebrated, protected and future-proofed. The Māori economy is recognised as a critical part of our collective wellbeing.
Facilitate an audience data-gathering project for performing arts activities	We will work with venue operators and event organisers on a coordinated approach to measuring audience data	Accurate quantitative data is available to measure the economic impact of performing arts in Ōtepoti Dunedin and inform future performing arts activities	The Māori economy is recognised as a critical part of our collective wellbeing. Māori networks are well connected and supported to build a prosperous future.
THEME: Capacity and Capability ***The DCC supports performing arts communities to access and develop the creative and professional skills they need.***			
Produce a "PERF 101" resource aimed at providing advice and guidance for emerging practitioners.	We will develop a resource similar to the "GIGS 101" resource which is an outcome of the ŌLMAP	Emerging practitioners access the resource and provide positive feedback about its usefulness Feedback from the wider performing arts community is that the resource has a positive and worthwhile impact for emerging practitioners	Māori networks are well connected and supported to build a prosperous future. Māori will have access to opportunities that enable social equity.
Assist with the establishment of a	We will work with the performing arts community and other	Performing arts practitioners in Ōtepoti Dunedin can access a suitable shared office space to	

creative office hub in the city	city stakeholders to establish a shared office space for practitioners	develop work, network, and collaborate	Māori networks are well connected and supported to build a prosperous future.
Update and maintain the DCC's Creative Register	We will review and update the purpose and functionality of the current Creative Register so that it can effectively support the procurement of local performing arts practitioners.	Feedback from local performing arts practitioners is that the Creative Register is an effective promotional and networking tool for them and their skills and practice Businesses and organisations who use the Creative Register report that is a useful mechanism for sourcing performing arts practitioners located in Ōtepoti Dunedin.	Māori networks are well connected and supported to build a prosperous future. Māori will have access to opportunities that enable social equity.

NOTICE OF MOTION - ELECTORAL SYSTEM POLL

Department: Civic

EXECUTIVE SUMMARY

1 In accordance with Standing Order 26.1, the following Notice of Motion has been received from Cr Andrew Simms for inclusion on the agenda for the meeting being held on Thursday, 29 October 2026.

2 The Local Electoral Act 2001 specifically provides for the electoral system to be decided by the electors within the community.

3 It is appropriate that the preferred electoral system be decided by the community that the council serves, rather than by the currently elected members, as this will allow greater participation in the democratic process.

4 The cost of a separate poll triggered by a petition, estimated at $400,000, is avoided. The cost of adding the poll to the 2028 local body election is estimated to be $40,000, a small cost for the community to have its say.

5 Supporters of both systems are given adequate time and opportunity to put the case for each system in front of the community.

6 The timing of the poll will allow electors and campaigners to take into account any electoral reform delivered by the forthcoming electoral review.

7 Aligning the poll to the election will better facilitate engagement and turnout, compared to a separate poll.

RECOMMENDATIONS

That the Council:

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

b) **Resolves,** pursuant to the provisions of the Local Electoral Act 2001, to hold a poll in conjunction with the 2028 triennial general election to determine the electoral system to be used for future elections of the Dunedin City Council.

c) **Resolves**, that the poll ask electors to choose between:

i) First Past the Post (FPP); and
ii) Single Transferable Voting (STV)

d) **Notes** that the outcome of the poll will determine the electoral system to be used for Dunedin City Council elections from the 2031 triennial general election, in accordance with the requirements of the Local Electoral Act 2001.

e) **Requests** that the Chief Executive undertake all actions necessary to give effect to this resolution, including compliance with statutory requirements relating to the conduct and public notification of the poll.

Attachments

	Title	Page
⇩A	Notice of Motion - Cr Simms	130

In accordance with Standing Order 26.1, the following Notice of Motion has been received from Cr Andrew Simms for inclusion on the agenda for the meeting being held on Thursday, 29 October 2026.

Preamble.

1. The Local Electoral Act 2001 specifically provides for the electoral system to be decided by the electors within the community.
2. It is appropriate that the preferred electoral system be decided by the community that the council serves, rather than by the currently elected members, as this will allow greater participation in the democratic process.
3. The cost of a separate poll triggered by a petition, estimated at $400 000, is avoided. The cost of adding the poll to the 2028 local body election is estimated to be $40 000, a small cost for the community to have its say.
4. Supporters of both systems are given adequate time and opportunity to put the case for each system in front of the community.
5. The timing of the poll will allow electors and campaigners to take into account any electoral reform delivered by the forthcoming electoral review.
6. Aligning the poll to the election will better facilitate engagement and turnout, compared to a separate poll.

That the Council:

Resolves, pursuant to the provisions of the Local Electoral Act 2001, to hold a poll in conjunction with the 2028 triennial general election to determine the electoral system to be used for future elections of the Dunedin City Council.

Resolves that the poll ask electors to choose between: i. First Past the Post (FPP); and ii. Single Transferable Voting (STV).

Notes that the outcome of the poll will determine the electoral system to be used for Dunedin City Council elections from the 2031 triennial general election, in accordance with the requirements of the Local Electoral Act 2001.

Requests the Chief Executive to undertake all actions necessary to give effect to this resolution, including compliance with the statutory requirements relating to the conduct and public notification of the poll.

Cr Andrew Simms

HEARINGS COMMITTEE RECOMMENDATIONS ON PROPOSED PARKING CHANGES - SEPTEMBER 2026

Department: Transport

EXECUTIVE SUMMARY

1 This report presents the recommendations of the Hearings Committee (the Committee) on proposed parking changes for Council approval, as reviewed in the Committee meeting on 14 September 2026 (**Attachment A – Minutes of the Hearings Committee meeting).**

2 The proposed changes in parking and traffic restrictions are presented in three sections:

a) minor general parking changes – this section includes parking changes arising from requests from the public and businesses to change parking restrictions and other general changes, safety and infrastructure changes;

b) parking changes to enable school safety improvements in South Dunedin; and

c) corrections to parking restrictions to ensure that the Geographic Information Systems (GIS) database matches the parking controls on the ground and clarifications of markings on the road to reflect restrictions in the Land Transport (Road User) Rule 2004, where safety concerns or repeated issues highlight a need for clarifications to be made.

3 Where required, consultation has been undertaken separately for the minor general parking changes. One hundred and four submissions were received from the public on proposed changes. These are presented in full in **Attachment C – Feedback Received.**

4 Overall, proposed parking changes in this report would result in the net removal of three restricted car parks and 13 unrestricted car parks, and a change of restriction on 25 parks.

RECOMMENDATIONS

That the Council:

a) **Adopts** the proposed changes to parking and traffic restrictions shown in the September 2026 update of the Dunedin City Council's traffic and parking restrictions database found here: September 2026 Proposed Parking Changes, with any amendments proposed;

b) **Notes** that the Hearings Committee has considered feedback from consultation on the proposed changes relating to changes and restrictions;

c) **Notes** that all other parking restrictions previously approved by the Council remain unchanged.

BACKGROUND

Traffic and parking controls

5 Traffic and parking controls contribute to the objectives of the Dunedin Integrated Transport Strategy 2013 and the Dunedin City Council 9 Year Plan 2025-2034 by supporting a safe, efficient, and accessible transport network.

6 The Council maintains a Geographic Information System (GIS) map bylaw database of traffic and parking restrictions (the database) that reflects all on-street parking restrictions that are implemented with markings and/or signs.

7 Parking controls are made under the Dunedin City Council Traffic and Parking Bylaw 2026. The Committee has the delegation to consider changes to parking controls and to make recommendations to the Council, which subsequently approves traffic restrictions and parking controls.

Context for proposed changes

8 The Council often receives requests from individuals and businesses to change parking restrictions. When considering these requests, officers assess a range of factors including safety concerns, commuters' needs, commercial users' needs, road width and topography, traffic flow, neighbouring on-street parking spaces, visibility concerns and crash statistics. Where a proposed change is supported by officers, consultation is undertaken with affected residents, businesses and property owners to assess their level of support for the requested change.

9 The proposed changes in parking and traffic restrictions are presented in three sections:

a) minor general parking changes that include requests from residents, property owners, or business owners; changes made to enhance safety or amenity; and recommendations from officers. These changes include:

i. changes to time restrictions to encourage more parking turnover, supporting better access to local businesses and recreation areas for communities,

ii. improvements to enable more efficient public transport services, and

iii. introduction of various no stopping areas following safety assessments,

b) parking changes to enable school safety improvements in South Dunedin, and

c) corrections to the bylaw database to ensure that it matches existing markings, parking restrictions, and signage, and clarifications of markings on the road to reflect restrictions in the Land Transport (Road User) Rule 2004.

10 Consultation on proposed minor general parking changes occurred on a rolling basis from July-September 2026. The 104 submissions received represented 76 individuals; 23 businesses, community groups, schools, and the Otago Regional Council; and the Mosgiel-Taieri Community Board.

DISCUSSION

11 Officers followed up on actions from the 12 June Hearings Committee meeting as follows:

a) For the mobility park originally proposed for installation on Dunbar Street across from the entrance to the Ōtepoti Dunedin District Court, Transport staff brought a new proposal to install a two-hour mobility park near 1 Stuart Street (replacing one paid sixty-minute park). Submitters expressed support for the proposal (proposed change #18 in Attachment B), including the Ōtepoti Dunedin District Court.

b) Transport staff are still considering an alternative proposal for the installation of a mobility park in Roslyn Village and will bring a proposal to a later Committee meeting.

12 The proposed general parking changes and South Dunedin school safety improvements are shown in September 2026 Proposed Parking Changes and are set out in **Attachment B – Minor General Parking Changes.** The GIS layer includes a bookmark feature that links the proposed change numbers presented in the Attachment B tables to their specific location.

13 Submissions received during consultation undertaken with affected parties, including owners, residents and businesses, are presented in full in **Attachment C – Feedback Received.** In addition to the parking change submission forms being made available online, officers mailed and delivered consultation letters to affected residents and property owners where necessary.

Minor General Parking Changes – Traffic or Parking Change (TPC-57) (Attachment B)

Changes to support public transport efficiency

14 Several proposals would install no stopping lines for entry and exit tapers to provide better access for public transport busses manoeuvring in and out of stops. Entry and exit tapers ensure safer boarding and offboarding for passengers by ensuring that buses can access the kerb.

15 In June 2025, the Otago Regional Council (ORC) established a trial bus stop outside of 2 Orr Street (Concord) to improve access to public transport for residents in the area, serving bus route 37. Based on the success of the trial, proposed change #8 (PC#8) would make the bus stop permanent, replacing 20 metres of road reserve with a 15 metre stop and exit taper.

16 In Port Chalmers, proposed changes at 3 George Street and 12 George Street would install an exit and entry taper (respectively) for route 14 public transport buses, based on issues identified by the ORC with buses being able to safely manoeuvre into the stops. At 3 George Street, a six-metre exit taper would replace one thirty-minute (P30) car park (PC#10 in Attachment B), and at 12 George Street, a six-metre entry taper would replace one sixty-minute (P60) car park (PC#11). Nine submissions were received related to 3 George Street (four supportive, five opposed), and seven submissions related to 12 George Street (two supportive, five opposed).

17 Related to 3 George Street, three submitters highlighted using the existing P30 park to pick up and drop off disabled children and adults attending Conductive Education Otago, a clinic for professionals providing conductive education services for people with movement disorders (located at 3 George Street). Submitters expressed support for converting the P30 park into a mobility park instead of an exit taper for the bus. However, Transport staff would not recommend this alternative for safety reasons—placing a mobility park next to a bus stop without a taper would place users of the mobility park at risk from buses manoeuvring in and out of the stop. Similarly, topography and frequent heavy vehicle movements would make placing a mobility park on the state highway infeasible.

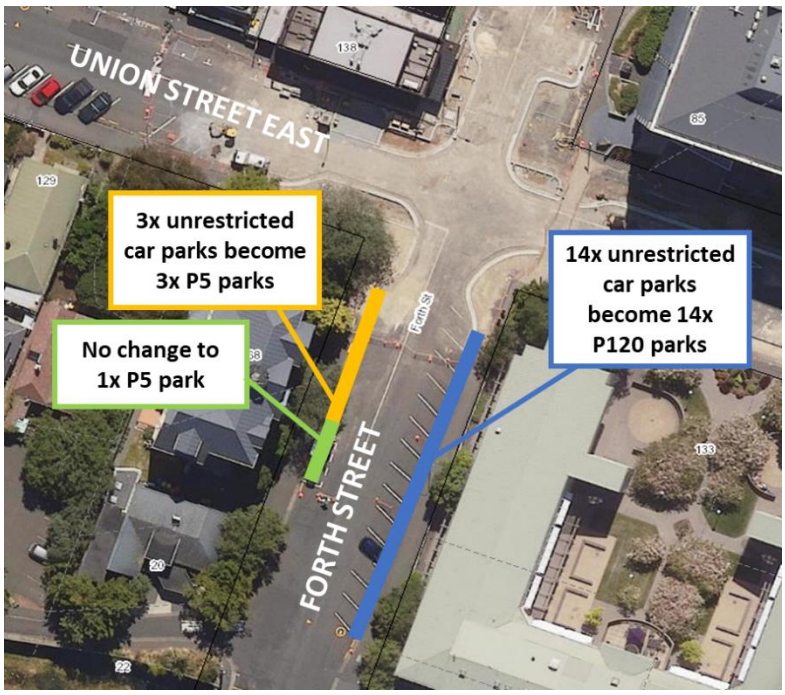
18 Three submissions highlighted challenges with using the mobility park on Grey Street due to the park's location on a hill, making the park inaccessible for wheelchair and mobility frame users. Transport staff note that the mobility park on Grey Street was installed at the request of the

West Harbour Community Board in 2017, after an application from Port Chalmers Senior Citizens requesting mobility parking on Grey Street to improve access to the Town Hall (which has a disability access ramp located opposite the mobility park): West Harbour Community Board Public Agenda 15 March 2017. Staff recommended submitters reach out to the West Harbour Community Board if interested in discussing the Grey Street mobility park location further.

Changes to better serve local businesses and communities

19 Most proposed parking changes in this report involve changing the time restrictions or permit in place for parks to better serve businesses and communities. Reducing the time restriction on a park supports more parking turnover, meaning more people can use the park to access local businesses and amenities, while changing the permit in place can also improve access. Changes to time or permit restrictions are proposed near Forth Street and Clyde Street (near the Union Street East intersection), 94B Victoria Road, 60 Dundas Street, 17 Elm Row, 3 & 9 Fernhill Street, 592 Great King Street, 169 Princes Street, and 650 George Street. Two changes proposed would restrict some of the car parks in two Council-owned carparks (at Lan Yuan, Dunedin Chinese Garden and at the Crosswharf Reserve respectively). One change to regulate unrestricted parking near the entrance to the Tunnels Trail track (near 326 Gladstone Road North) provides more parking capacity to accommodate an increase in visitors.

20 On Forth Street (PC#2), there are over 45 unrestricted parks between the Albany Street and Union Street intersections, a large number of long-stay parks in an area with a mix of business and university needs. The proposal to convert three unrestricted car parks near the intersection with Union Street East to three five-minute (P5) parks would provide more short-term access to surrounding businesses, including a nearby dairy and two cafés. The original proposal (included below for reference) also included converting 14 unrestricted car parks to two-hour parking to improve access for shorter visits to the area. Twelve submissions were received against the proposal. On reviewing feedback received, the Hearings Committee amended the original proposal to leave the 14 parks as unrestricted and include the three P5 parks in the proposed change (see PC#2 for the updated diagram in Attachment B).



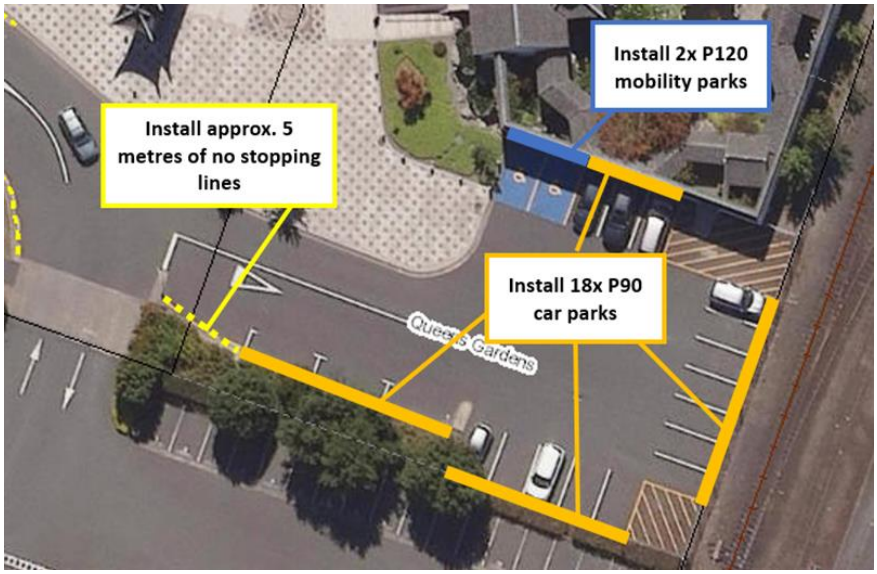
21 On Clyde Street near the Union Street East intersection (PC#3), a proposed change would convert one thirty-minute (P30) park into a variable car park for mobile traders to use. This would offset the change to unrestricted car parks on Forth Street (some of which are routinely

used by mobile traders), and provides an alternative for food trucks to use near the University's recently established pocket park. Two submissions were received against the proposal.

22 On Elder Street (PC#5), a proposed change would convert 11 unrestricted car parks to 11 two-hour (P120) parks based on long-stay parking and limited turnover in the area. Twenty-four submissions were received against and one submission in support, with one speaker presenting to the Hearings Committee. The Hearings Committee recommended that the proposed change be removed, which is reflected in Attachment B.

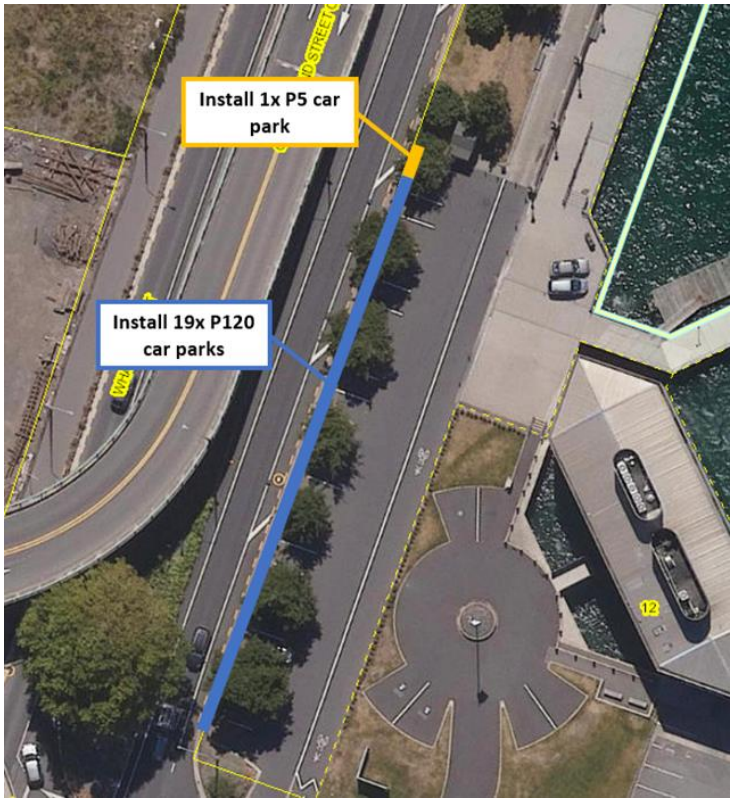
23 On 250 Andersons Bay Road, a proposed parking change would convert four unrestricted car parks to four two-hour (P120) parks, following a request from a nearby business to improve parking turnover (PC#12). One submission was received in support of the change.

24 One proposed change was included to regulate the restrictions that are already signposted at Lan Yuan, Dunedin Chinese Garden. The original proposal (included below for reference) would regulate 18 ninety-minute (P90) parks and two P120 mobility parks at Lan Yuan (PC#6). Transport staff worked with Property staff on the proposed regulations.



25 The Hearings Committee recommended changing the original proposal to leave 15 of the proposed P90 parks as unrestricted for use by commuters, and to regulate three parks as P90s and two P120 mobility parks for visitors to Lan Yuan. The Committee recommendation is reflected in Attachment B.

26 One proposed change would install one five-minute (P5) park at Crosswharf Reserve Car Park (PC#7). The original proposal would have also converted 19 unrestricted parks to P120 parks to support parking turnover for people visiting the wharf to fish and cycle, noting that nearby businesses have their own car parks. Transport staff worked with Parks and Recreation staff on the below proposal (included below for reference).



27 On review, the Hearings Committee recommended regulating the P5 park next to the public toilet and leaving the other car parks as unrestricted to support all-day commuter parking. The updated recommendation is reflected in Attachment B.

28 Near 94B Victoria Road (St Kilda) (PC#14), the short-term time restrictions on seven car parks are no longer meeting the needs of the surrounding area, as the dairy formerly served by these parks has been demolished. The proposed change would reflect the largely residential needs of the area in converting four ten-minute (P10) parks to unrestricted parks and converting three five-minute (P5) parks to three unrestricted car parks (outside of the hours of operation of the Book Bus, which uses those spaces on Thursdays from 1:30pm-2pm). No submissions were received on this proposal.

29 Four proposals would change the restriction on underutilised Residents Only car parks (meaning no residents applied for permits for the parks, so they remained unused) so that they can be used by the wider public. These changes are proposed for:

a) 60 Dundas Street (PC#15) – replacing one Residents Only park with a P5 park (no submissions received),

b) 17 Elm Row (PC#16) – replacing one Residents Only park with an unrestricted park (one supportive submission received),

c) 9 Fernhill Street (PC#17) – replacing two Residents Only parks with two unrestricted parks (one opposed submission received), and

d) 592 Great King Street (PC#18) – replacing one Residents Only park with an unrestricted park (one supportive submission received).

30 A proposed change at 1 Stuart Street near the entrance to the Ōtepoti Dunedin District Court (PC#19) would improve access for mobility parking permit users, replacing one paid P60 car park with a P120 mobility park. This location was identified as an alternative to the 12 June Hearings Committee proposal to install a mobility park on Dunbar Street and would also provide access for larger vehicles as a park that is already 8 metres long. Two submissions were received in support of the proposal, including from the Ōtepoti Dunedin District Court.

31 At 169 Princes Street (PC #20) near Op Shop Social, a proposed change requested by a local business would improve short-term parking access for people picking up and dropping off goods and clients in the area, converting one P30 park to a P5 park. Fifteen submissions were received in support of the proposal, with two submissions received against. The Hearings Committee considered that another P5 in the area may prove beneficial in the future, and Transport staff will monitor the uptake of the 169 Princes Street P5 to assess level of demand and inform future proposals.

32 A proposed change near 650 George Street (PC#22) would convert two unrestricted car parks to P5 parks, improving short-term access for people accessing services in the area (which include a medical centre and a pharmacy). Two submissions from adjacent businesses were received in support of the proposal.

33 At 126 Gordon Road (Mosgiel), a proposed change responds to requests from couriers to improve access for picking up and dropping off goods (PC#23) on a busy main street. The change would replace one P30 park with an Authorised Vehicles Only (AVO) park for use by AVO permit holders, including delivery drivers. Two submissions were received against the proposal, including one from the Mosgiel-Taieri Community Board. On review, the Hearings Committee recommended withdrawing the proposal (reflected in Attachment B).

34 In December 2025, the first section of the Dunedin Tunnels Trail opened to pedestrians and cyclists, running from Gladstone Road North through the historic Chain Hills Tunnel. To meet the increased demand for parking from visitors to the trail, approximately 25 unrestricted car parks were installed on Council road reserve in July, near the intersection of Gladstone Road North and Magazine Road. The creation of more parking amenity also helps offset proposed no stopping restrictions closer to the entrance of the Tunnels Trail, as discussed in the following section.

Changes as a result of safety assessments

35 Safety improvements that affect parking include improving sightlines for road users at intersections or along narrow road corridors where visibility is limited. This often involves installing no stopping lines or restrictions so that visibility is not obstructed by parked vehicles.

36 Parking changes as a result of safety assessments are proposed on Gladstone Road North (Mosgiel) across from the Tunnels Trail entrance (PC#4), where an increase in visitors has resulted in more parking on grass berms in boggy areas, parking at unsafe distances from residential driveways, and parking too close to the live lane. In light of feedback raised by residents, the proposed change would install approximately 65 metres of no stopping restrictions across from the Tunnels Trail entrance between 291-301 Gladstone Road North. Seven submissions were received on the proposal, with five in support and two opposed. The Hearings Committee considered the request in one of the submissions to extend the no stopping restriction further past 301 Gladstone North Road, and recommend maintaining the original

proposal rather than extending the no stopping restriction at this time (noting that further monitoring of the issues is required before proposing an extension to the no stopping restriction).

37 On Riccarton Road East (East Taieri), a proposed change would bring back the left turn lane onto Gladstone Road South by approximately 9 metres to provide more visibility and more room for queuing in the left turn lane (PC#9). Two submissions were received in support of the change, including from the Mosgiel-Taieri Community Board.

38 Near 8 Gowan Close, a proposed parking change would help larger vehicles (including rubbish trucks) navigate a narrow cul-de-sac without needing to drive over the centre island to avoid parked cars. The change would install 18 metres of no stopping lines (PC#21), and four submissions were received in support of the change.

South Dunedin School Safety Improvements – Parking Changes (TPC-57 #13) (Attachment B)

39 In South Dunedin, a series of proposed improvements near six schools will support the safety of school communities and residents. Proposed changes include improved intersections, new roundabouts, and safer crossings with positive impacts for St Clair School, St Bernadette's School, Carisbrook School, Bathgate School, and King's High School and Queen's High School. More information about the safety improvements is available online: South Dunedin School Safety Improvements - Dunedin City Council, with the completion date for construction works estimated for June 2027.

40 Transport Safety officers consulted with the community on the South Dunedin school safety improvements in 2023 and notified schools and surrounding residents of the planned works via a letter drop in August 2026. Of the 10 improvements in the current programme, four impact on-street parking and therefore required an additional regulatory consultation through the standard Hearings Committee process:

a) At Macandrew Road and Surrey Street (PC#13a), the existing priority-controlled intersection will be upgraded to a roundabout. Roundabouts are designed to reduce vehicle speeds and improve safety, as drivers are required to give way to traffic, creating a safer environment for people (including school children) crossing near the intersection. The installation of the new roundabout and safer crossing points, traffic islands, speed cushions and no stopping lines to enable visibility will replace six unrestricted car parks and one bus stop (discussed with the Otago Regional Council). Former users of the bus stop (serving the route 8) will continue to be able to use nearby bus stops at the corner of Macandrew Road and Forbury Road, and near 203 Macandrew Road. Five submissions were received in support of the change, including from Queen's High School and St Bernadette's School (both schools also indicated support for the other South Dunedin school safety improvements).

b) At Bayview Road, Surrey Street and West Avenue (PC#13b), the existing intersection will be upgraded to a roundabout. The enabling infrastructure and no stopping lines will result in the removal of 10 unrestricted car parks, a higher parking loss than for the Macandrew Road and Surrey Street roundabout due to the narrowness of the live lanes (particularly on Surrey Street). Two submissions were received against the proposal.

c) At South Road and Surrey Street (PC#13c), the intersection will have an upgraded permanent raised zebra crossing and no stopping lines installed around two new kerb

buildouts. One unrestricted car park will be replaced by the installation of no stopping lines. No specific feedback was received related to this change.

d) At Albert Street and Kennedy Street (PC#13d), a tight corner with limited visibility presents safety risks for people (particularly school children) crossing the street. New kerb buildouts will enable pedestrians to see more clearly around the corner before crossing, and results in the removal of one P5 car park. No specific feedback was received related to this change.

e) At Albert Street and Hargest Crescent (PC#13e), the installation of painted kerb buildouts will improve safety for pedestrians crossing at a busy intersection during school hours. The paint kerb buildouts will replace five unrestricted car parks. No specific feedback was received related to this change.

41 One submission was received in general support of the South Dunedin school safety improvements from Disabled Persons Assembly, while also highlighted concerns about the reduction in parking amenity and recommendations to include more short-term parking in the area for pick-ups and drop-offs.

Parking counts for parking changes

42 Proposed minor general parking changes and the South Dunedin school safety improvement parking changes presented in this report will result in a net loss of three restricted car parks, 13 unrestricted car parks, and a change of restriction on 25 parks. Table A presents the totals as discussed in this report.

TABLE A - PARKING COUNTS				
MINOR GENERAL PARKING CHANGES – TPC 57				
Proposed changes	**Restricted car parks**	**Unrestricted car parks**	**Bus stops**	**Restriction change only**
Changes to support public transport efficiency	-2	-3	1	
Changes to better serve local businesses & communities		25		25
Changes as a result of safety assessments		-12		
Changes related to South Dunedin School Safety Improvements	-1	-22	-1	
TOTAL	**-3**	**-13**	**0**	**25**

Corrections and Clarifications – TPC-58 (Attachment D)

43 Corrections of parking restrictions to the bylaw database are detailed in **Attachment D – Corrections and Clarifications.** They do not change current parking restrictions, but make corrections to the database to accurately reflect the parking restrictions and markings which are on the ground.

44 Clarifications of parking restrictions are also detailed in **Attachment D.** They do not change parking restrictions on the ground but install markings and update the bylaw database to clarify

for road users where restrictions apply as per the Land Transport (Road User) Rule 2004, in areas where safety concerns or repeated issues highlight a need for clarifications to be made.

OPTIONS

Option One – Adopt some or all of the proposed parking changes (recommended)

45 That the Council approves some or all of the changes to the traffic and parking bylaw database recommended by the Hearings Committee.

Advantages

- Improves the efficiency of public transport services and infrastructure by enabling enough capacity for buses and ensuring that they can safely enter and exit bus stops.
- Contributes to achieving an integrated, affordable, responsive, and effective transport network, by ensuring the right parking time restrictions and parking amenity are in place to support local communities and businesses.
- Improves the safety of the transport network by preventing obstructive parking, increasing visibility, and making existing parking controls clearer.
- Provides positive benefits for safety around schools in South Dunedin.

Disadvantages

- Business as usual costs of implementing the parking changes (e.g. installation of markings and signage).

Option Two – Status quo

46 Retain current parking restrictions without amendment.

Advantages

- The costs of implementing parking changes can be allocated elsewhere.

Disadvantages

- Does not align with the recommendation of the Hearings Committee.
- Does not improve the efficiency of public transport services and infrastructure.
- Does not meet the expressed parking needs of local communities and businesses, nor contribute to the goals of the Integrated Transport Strategy.
- Does not improve the safety of the network, nor reduce conflict points.
- Does not provide positive safety outcomes for schoolchildren in South Dunedin.

NEXT STEPS

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

Signatories

Authoriser:	Cr Cherry Lucas - Chairperson

Attachments

	Title	Page
⇩A	Attachment A - Hearings Committee - Proposed Parking Changes Minutes - 14 September 2026	144
⇩B	Attachment B - Minor General Parking Changes and South Dunedin School Safety Improvements	149
⇩C	Attachment C - Feedback Received	165
⇩D	Attachment D - Clarifications and Corrections	192

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

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

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	✓	☐	☐
Economic Development Strategy	✓	☐	☐
Environment Strategy	☐	☐	✓
Arts and Culture Strategy	☐	☐	✓
3 Waters Strategy	☐	☐	✓
Future Development Strategy	☐	☐	✓
Integrated Transport Strategy	✓	☐	☐
Parks and Recreation Strategy	✓	☐	☐
Other strategic projects/policies/plans	✓	☐	☐

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

Māori Impact Statement

Mana whenua have expressed support for a safe and efficient transport network through previous consultations with the Dunedin City Council.

Sustainability

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

LTP/Annual Plan / Financial Strategy/Infrastructure Strategy

The implementation of traffic and parking controls in Dunedin supports the levels of service set out in the 9 Year Plan, e.g. “The DCC provides the transport network that facilitates safe travel.”

Financial considerations

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

Significance

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

Engagement – external

There has been engagement with affected parties, including residents, property owners and business owners adjacent to proposed parking changes. Transport Safety officers have engaged with schools on the programme of safety improvements in South Dunedin.

Engagement has occurred with Otago Regional Council with regard to proposed changes on the public transport network.

SUMMARY OF CONSIDERATIONS
Engagement - internal Engagement has occurred on the proposed parking changes with Transport and Property officers.
Risks: Legal / Health and Safety etc. Many of the proposed changes aim to improve safety of vulnerable users of the transport network.
Conflict of Interest There are no known conflicts of interest.
Community Boards The Chair of the West Harbour Community Board was notified of the parking proposals in Port Chalmers, which were subsequently shared via the Board's Facebook page. The Chair of the Mosgiel-Taieri Community Board submitted on three parking proposals and a representative of the Board presented to the Hearings Committee.

DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

Hearings Committee

Proposed Parking Changes

MINUTES

Minutes of an ordinary meeting of the Hearings Committee held in the Council Chambers, Dunedin Public Art Gallery, The Octagon, Dunedin, on Monday 14 September 2026, commencing at 9.30 am

PRESENT

Chairperson	Cr Cherry Lucas
Members	Cr Mandy Mayhem Cr Lee Vandervis
IN ATTENDANCE	Scott MacLean (General Manager City Services), Simon Smith (Acting Group Manager Transport), Simon Spiers (Team Leader Regulation Management – Transport), Ian Martin (Principal Advisor Road Safety – Transport), Rose Wunrow (Policy Analyst – Transport Regulation) and Sacha Hatton (Transport Regulation Coordinator)
Governance Support Officer	Rebecca Murray

1 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 Cherry Lucas/Cr Lee Vandervis):

That the Committee:

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

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

Motion carried (HEAR/2026/010)

1 SPEAKING SCHEDULE

A report from Governance provided a schedule of submitters who wished to present to the Committee.

The following submitters presented to the Committee:

Mr Steve Wilson on behalf of the Mosgiel-Taieri Community Board
Mr Steve Wilson spoke in opposition to the proposed AVO parking space at 126 Gordon Road, citing safety concerns, potential impacts on traffic management measures, and the availability of existing rear-access delivery arrangements. He also supported extending the proposed parking restrictions on Gladstone Road North, noting safety concerns arising from increased visitor parking associated with the Tunnel Trail. Mr Wilson responded to questions.

Mr Andrew Herbert
A written submission from Mr Andrew Herbert was received and taken as read. The submission included a photograph and comments regarding parking issues on Gladstone Road North near the Tunnel Trail and supported the proposed parking restrictions. Members discussed the matters raised with staff, including parking enforcement, no-stopping restrictions, and the provision of additional parking.

Ms Cristin Waite on behalf of Presbyterian Support Otago
Ms Cristin Waite spoke in support of reducing the parking restriction outside 169 Princes Street from 30 minutes to five minutes to improve access for people dropping off donations. The submitter advised that donation levels had declined since relocating to the site and attributed this in part to parking and access constraints. Ms Waite responded to questions.

Moved (Cr Cherry Lucas/Cr Mandy Mayhem):

Adjourns the meeting for five minutes.

Motion carried

The meeting adjourned at 10.08am and reconvened at 10.25am.

Mr Dominic Drumm (via Zoom)
Mr Dominic Drumm spoke in opposition to the proposed parking changes in the Pitt Street area, citing concerns about the loss of unrestricted parking used by student residents. He submitted that the changes could make it more difficult for residents to access parking near their accommodation and potentially affect future tenancy demand. Mr Drumm responded to questions.

2 PROPOSED PARKING CHANGES - SEPTEMBER 2026

The report presented information for the Committee to consider proposed changes, corrections, and clarifications to parking restrictions regulated by the Dunedin City Council.

The General Manager City Services (Scott MacLean), Team Leader Regulation Management – Transport (Simon Spiers), Principal Advisor Road Safety – Transport (Ian Martin), Policy Analyst – Transport Regulation (Rose Wunrow) and Transport Regulation Coordinator (Sacha Hatton) responded to questions.

Moved (Cr Cherry Lucas/Cr Mandy Mayhem):

That the Committee:

a) **Recommends** that Council approve the proposed changes to parking and traffic restrictions shown in the September 2026 update of the Dunedin City Council's traffic and parking restrictions database found here: September 2026 Proposed Parking Changes, subject to the following amendments:

i. PC#2 Forth Street and Union Street: Approve the installation of three P5 parks and decline the conversion of 14 unrestricted parks to P120 parks.

ii. PC#5 16 Elder Street: Decline the proposed change.

iii. PC#6 Lan Yuan, Dunedin Chinese Garden Public Car Park: Approve two P120 mobility parks and three parks adjacent to the wall as proposed, with the remaining parks to be unrestricted and the parking arrangements to be reviewed.

iv. PC#7 Crosswharf Reserve Car Park: Decline the proposed change, except for the installation of one P5 park adjacent to the public toilets.

v. PC#10 3 George Street, Port Chalmers: Approve removal of the P30 park to provide additional room for the bus stop.

vi. PC#12 250 Andersons Bay Road: Decline the proposed change.

vii. PC#23 126 Gordon Road, Mosgiel: Decline the proposed change.

viii. PC#24 Gladstone Road North: Retrospectively approves the change.

ix. Approve all remaining proposed changes as recommended.

b) **Notes** that all parking restrictions previously approved by the Council remain unchanged.

Motion carried (HEAR/2026/011) Cr Lee Vandervis requested that his vote against be recorded for: PC#13a Macandrew Road and Surrey Street School Safety Improvement, PC#13b Bayview Road, Surrey Street and West Avenue School Safety Improvement and PC#24 Gladstone Road North retrospective approval.

3 OVERVIEW OF AUTHORISED VEHICLE ONLY PARKING ZONES AND PERMITS

This report provided an overview of Authorised Vehicle Only parking zones and permits in Dunedin.

Moved (Cr Cherry Lucas/Cr Mandy Mayhem):

That the Committee:

Notes the report.

Motion carried (HEAR/2026/012)

The meeting concluded at 11.53am.

CHAIRPERSON

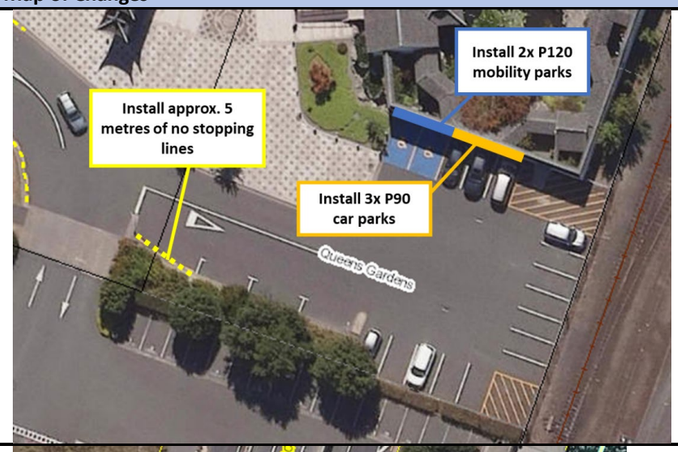
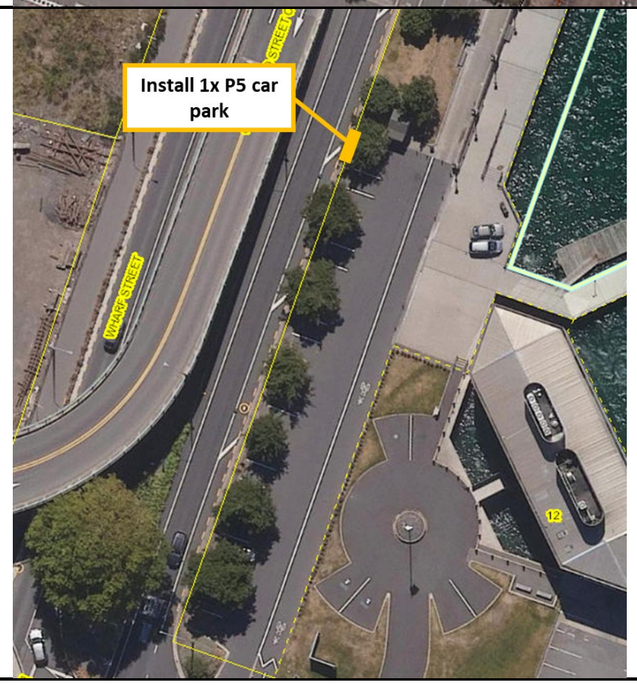
ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
2	**Forth Street and Union Street** **[PROPOSAL AMENDED AFTER HEARINGS COMMITTEE]**	Change of time restrictions to improve parking turnover	Replace 3x unrestricted car parks with 3x P5 car parks **[PROPOSAL AMENDED AFTER HEARINGS COMMITTEE – proposal to convert 14x unrestricted car parks with 14x P120 parks on Forth Street removed]**	Open for consultation from 23 July – 20 August.	
3	**Clyde Street and Union Street (111 Union Street)**	Change of restriction to provide access for mobile trading	Replace 1x P30 park with 1x variable park (for mobile traders)	Open for consultation from 23 July – 20 August.	

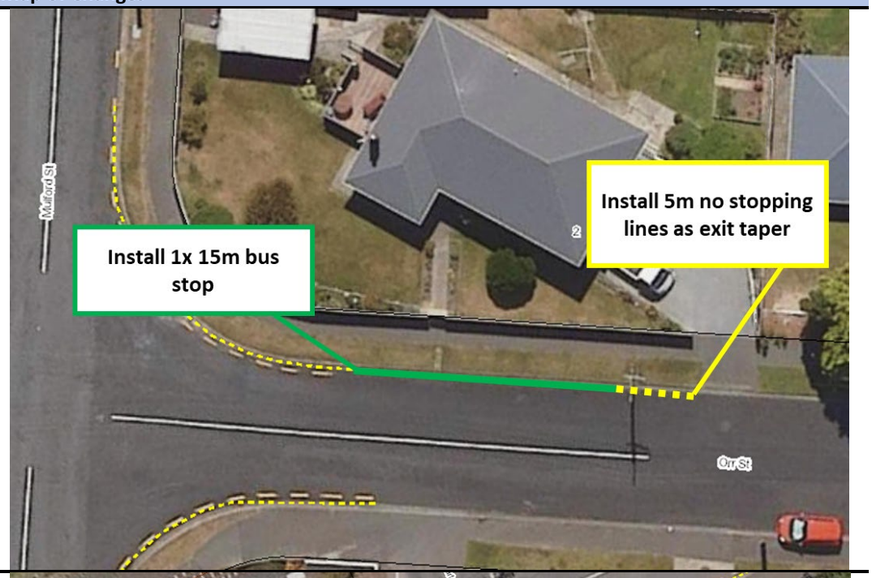
ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
4	**Gladstone Road North Mosgiel (293 Gladstone Road)**	Installation of no stopping restriction to improve safety and visibility around vehicle crossings	Install no stopping restriction along approximately 65 metres of road across from Tunnels Trail entrance	Open for consultation from 23 July – 20 August.	
5	**16 Elder Street** **[PROPOSAL REMOVED AFTER HEARINGS COMMITTEE]**	Change of time restrictions to improve parking turnover	Convert 11x unrestricted car parks to 11x P120 parks	Open for consultation from 23 July – 20 August.	

ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
6	**Lan Yuan, Dunedin Chinese Garden public car park (30 Queens Gardens)** **[PROPOSAL AMENDED AFTER HEARINGS COMMITTEE]**	Regulate mobility park and P90 restrictions in public car park	Install 2x P120 mobility parks and 3x P90 car parks, along with approx. 5 metres of no stopping lines **[PROPOSAL AMENDED AFTER HEARINGS COMMITTEE – proposal to regulate 18x car parks as P90s changed to 3x P90s and 15x unrestricted parks]**	Inform letter only – direct consultation with Property staff	
7	**Crosswharf Reserve car park (16 Wharf Street)** **[PROPOSAL AMENDED AFTER HEARINGS COMMITTEE]**	Install P5 in public car park next to public toilet	Install 1x P5 car park **[PROPOSAL AMENDED AFTER HEARINGS COMMITTEE – proposal to regulate 19x car parks as P120s removed]**	Inform letter only – direct consultation with Parks and Recreation staff	

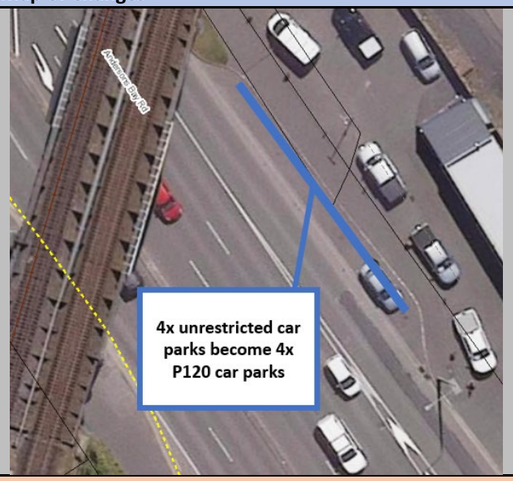
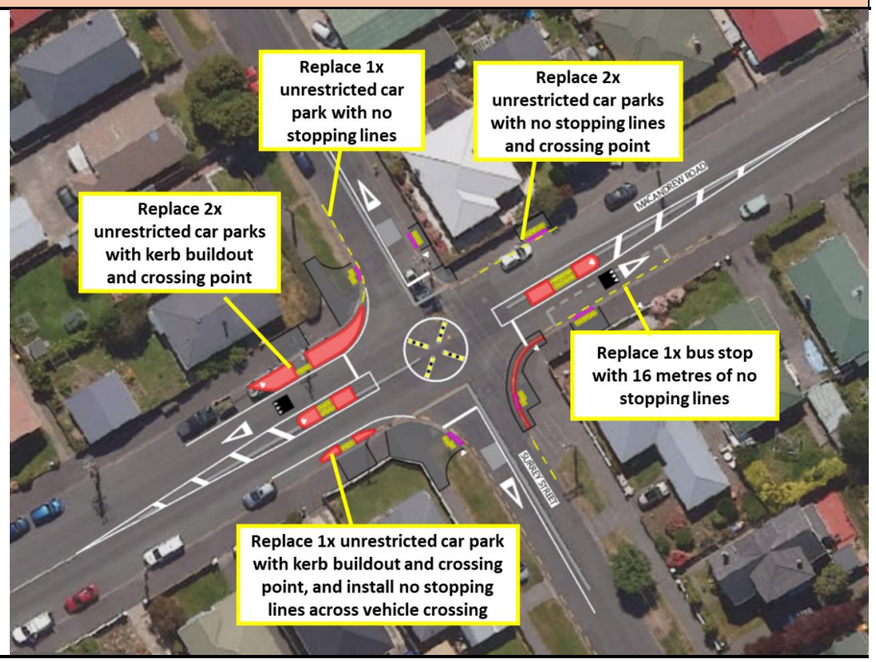
ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
8	**2 Orr Street (Concord)**	Installation of bus stop to improve access to public transport	Install 1x 15 metre bus stop and 5 metres of no stopping lines (replacing 3 unrestricted car parks)	Open for consultation from 10 August – 2 September.	
9	**Riccarton Road East and Gladstone Road South**	Installation of no stopping lines following safety assessment	Install approximately 9 metres of no stopping lines to bring back left turn lane	Open for consultation from 23 July – 20 August.	

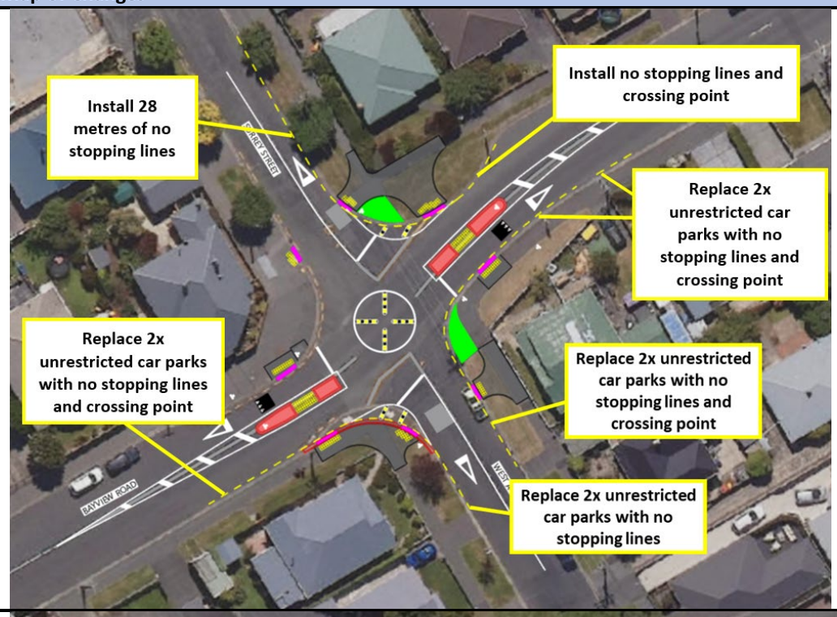
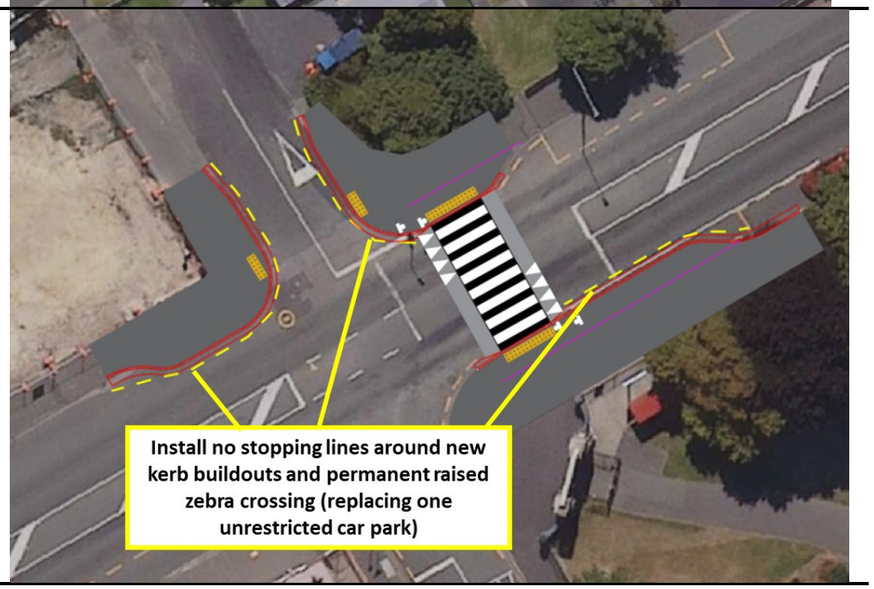
ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
10	**3 George Street (Port Chalmers)**	Installation of no stopping lines to provide busses with safe exit taper	Replace 1x P30 park with approximately 6 metres of no stopping lines	Open for consultation from 23 July – 20 August.	
11	**12 George Street (Port Chalmers)**	Installation of no stopping lines to provide busses with safe entry taper	Replace 1x P60 park with approximately 6 metres of no stopping lines	Open for consultation from 10 August – 2 September.	

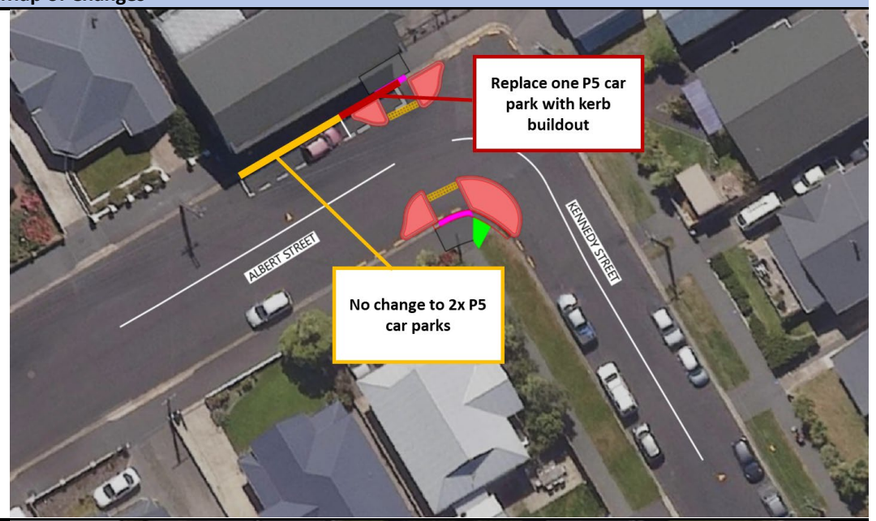
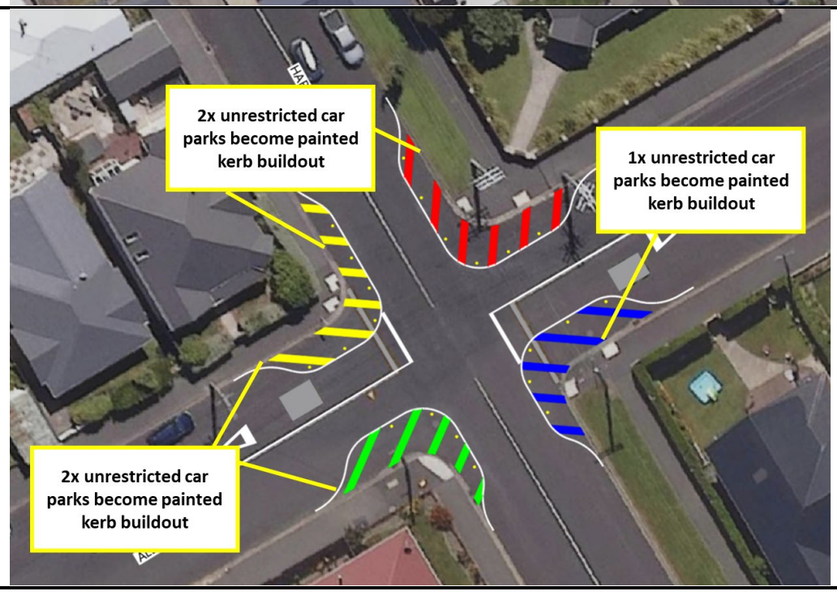
ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
12	**250 Andersons Bay Road** **[PROPOSAL REMOVED AFTER HEARINGS COMMITTEE]**	Change of time restrictions to improve parking turnover	Convert approximately 4x unrestricted car parks (24 metres) to 4x P120 parks	Open for consultation from 23 July – 20 August.	
13	**SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS**				
13a	**Macandrew Road and Surrey Street**	Safety improvements to improve visibility and crossing safety near busy intersection	Replace 6 unrestricted car parks and one bus stop with infrastructure and no stopping lines around new roundabout	Open for consultation from 10 August – 2 September.	

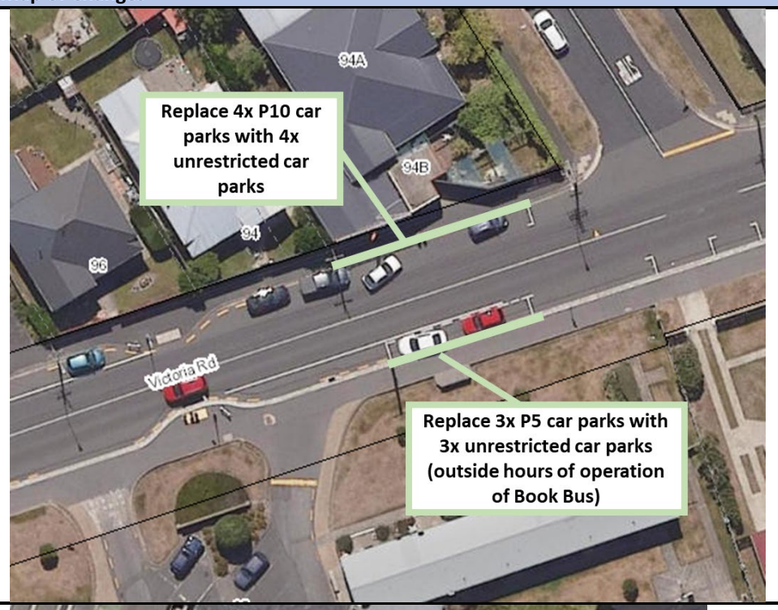
ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
13b	**Bayview Road, Surrey Street and West Avenue**	Safety improvements to improve visibility and crossing safety near busy intersection	Replace 10 unrestricted car parks with infrastructure and no stopping lines around new roundaboutAt Sout	Open for consultation from 10 August – 2 September.	
13c	**South Road and Surrey Street**	Safety improvements to improve visibility and crossing safety near busy intersection	Removal of one unrestricted car park and installation of no stopping lines to enable infrastructure changes near zebra crossing	Open for consultation from 10 August – 2 September.	

ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
13d	**Albert Street and Kennedy Street**	Safety improvements to improve visibility at intersection	Replace 1x P5 car park with kerb buildout on Albert Street	Open for consultation from 10 August – 2 September.	
13e	**Albert Street and Hargest Crescent**	Safety improvements to add painted kerb buildouts and improve visibility at intersection	Replace 5x unrestricted car parks with painted kerb buildouts	Open for consultation from 10 August – 2 September.	

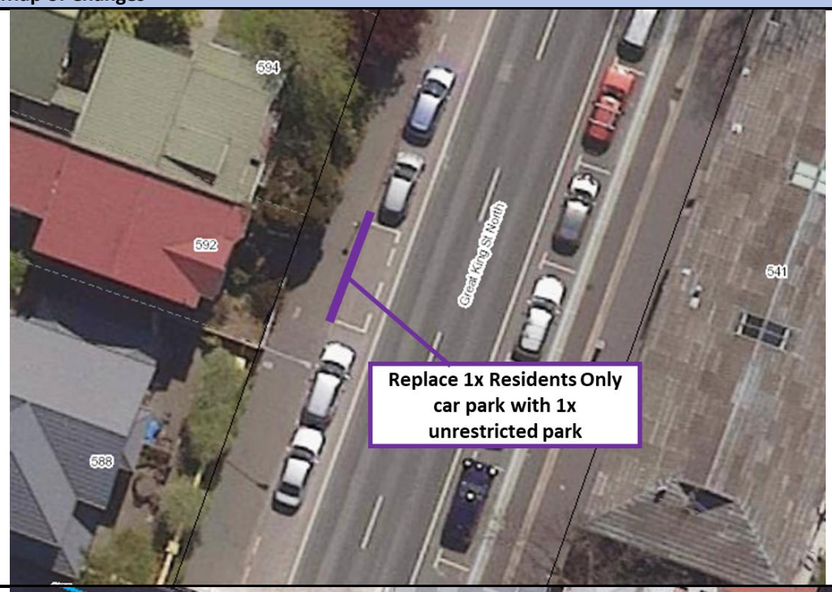
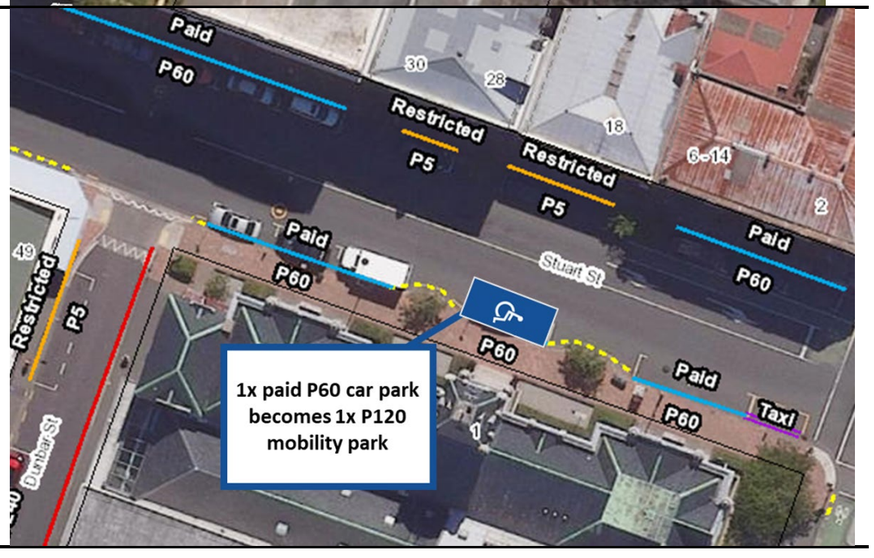
ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
14	**94B Victoria Road**	Change of parking restrictions to reflect needs of surrounding area	Replace 4x P10 car parks with 4 unrestricted parks, and 3x P5 car parks with 3x unrestricted parks (outside hours of operation of Book Bus)	Open for consultation from 23 July – 20 August.	
15	**60 Dundas Street**	Removal of underutilised Residents Only car park	Change 1x Residents Only car park to 1x P5	Open for consultation from 23 July – 20 August.	

ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
16	**17 Elm Row**	Removal of underutilised Residents Only car park	Change 1x Residents Only car park to an unrestricted park	Open for consultation from 23 July – 20 August.	
17	**3 and 9 Fernhill Street**	Removal of underutilised Residents Only car park	Change 2x Residents Only car parks to unrestricted parks	Open for consultation from 23 July – 20 August.	

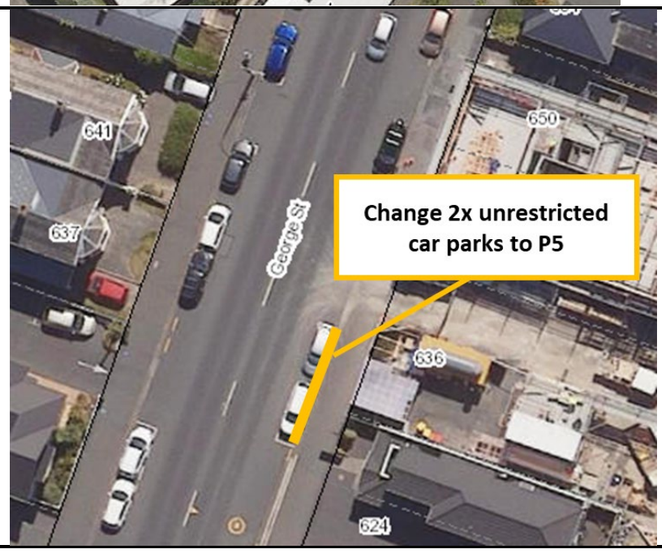
ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
18	**592 Great King Street**	Removal of underutilised Residents Only car park	Change 1x Residents Only car park to an unrestricted park	Open for consultation from 23 July – 20 August.	
19	**1 Stuart Street**	Installation of mobility park to improve access for permit holders	Replace 1x paid P60 park with 1x P120 mobility park	Open for consultation from 23 July – 20 August.	

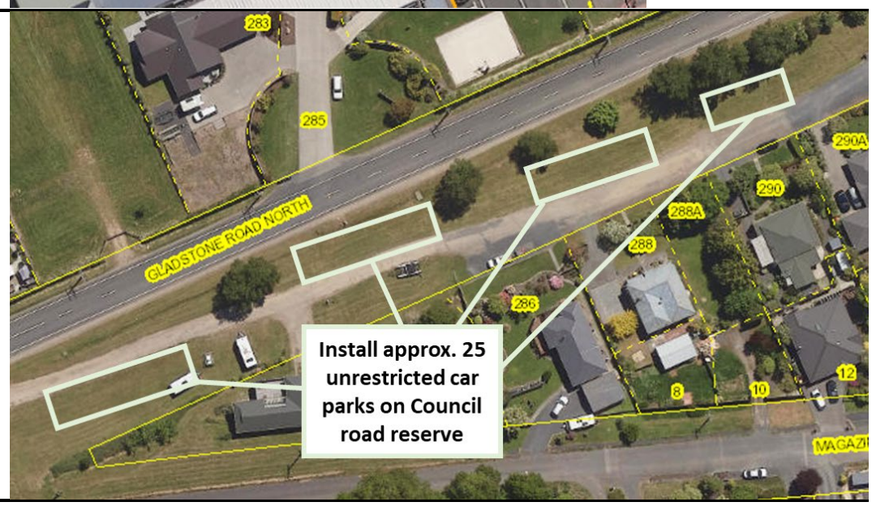
ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
20	**169 Princes Street**	Change of time restrictions to improve parking turnover	Replace 1x P30 car park with 1x P5 park	Open for consultation from 10 August – 2 September.	

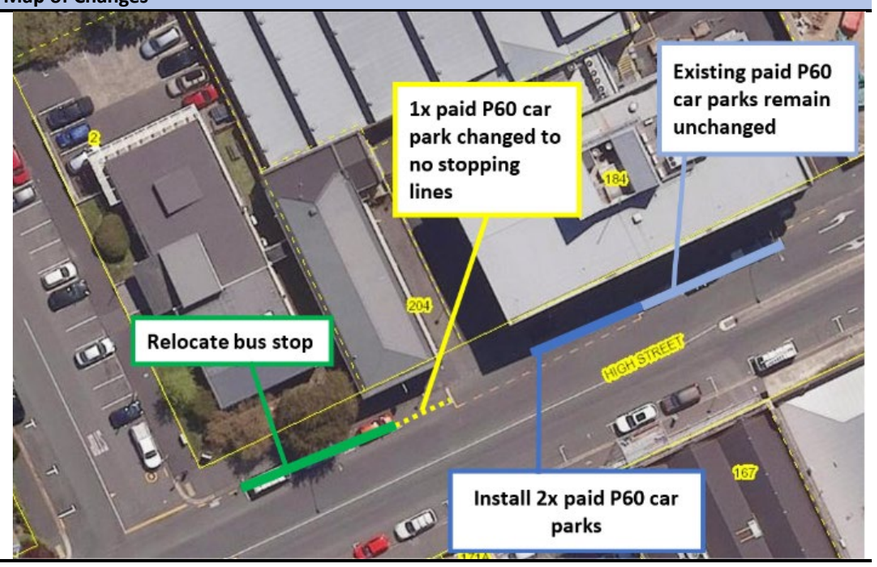
ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
21	**8 Gowan Close**	Installation of no stopping lines following safety assessment	Install approximately 18 metres of no stopping lines to allow clear access for rubbish trucks	Open for consultation from 10 August – 2 September.	
22	**650 George Street**	Change of time restrictions to improve parking turnover	Replace 2x unrestricted car parks with 2x P5 parks	Open for consultation from 10 August – 2 September.	

ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
23	**126 Gordon Road**	Install new Authorised Vehicles Only (AVO) car park to provide a dedicated space for delivery drivers to load and unload	Replace 1x P30 car park with 1x AVO park	Open for consultation from 10 August – 2 September.	
24	**Gladstone Road North (near 286 Gladstone Road North)**	Creation of new parking amenity to meet increase in visitor demand	Install approximately 25 unrestricted car parks on Council road reserve near Tunnels Trail entrance	Inform letter only	

ATTACHMENT B – MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) | 14 September Hearings Committee | 29 October Council Meeting

PC #	Location	General Description	Change Proposed	Consultation	Map of Changes
25	**204 High Street**	Relocation of existing parking restrictions to enable new development	Extend no stopping lines by approximately 7 metres to enable upgraded vehicle crossing (replacing one paid P60), relocate bus stop closer to the intersection of High Street and Clark Street, and relocate two paid P60 parks from corner of High Street and Clark Street to section of existing paid P60s in front of 184 Clark Street	Inform letter only	

15 of 15

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
Forth Street and Union Street [PROPOSAL AMENDED AFTER HEARINGS COMMITTEE]					
1307415	Anonymous		No	No	With the change on Albany street, it makes it harder to find all day parks for people that work around the area. Changing the parks on Forth street will make it even harder to find an all day park. I think it's unfair to the people that work and live around this area for parking all day.
1307875	Anonymous		No	No	There are a few workers and jobs around there that need parks and taking them away will only cause more issues the reason why everyone is parking there currently is because of all the road works on Albany street as soon as those are done and students can park back at their flats it would be easier but you can't expect to take away all the parking for those that work around that area or students who commute in it's just unfair
1308021	Anonymous		No	No	
1308988	Felipe Silvestre		No	No	This is an absurd request after almost half of year without having where to park in the road. Because of roadworks. There is an hotel across the road with 30 apartments that need carpark.
1308989	Erica Barbosa da Fortuna Silva		No	No	
1308991	Charles Beagle		No	No	There should be more longer term parking rather than looking for a quick turn around
1309046	Haritha Surendran Nair		No	No	It's already really difficult to find a parking spot. If you make the proposed changes, it's going to be a huge blow for people like us who live from paycheck to paycheck
1309049	Yazhlini Prabhakar		No	No	
1309108	Sonya Maple		No	No	As a nearby resident who has a car but no allotted parking space, these are vital to me, as there are already very few free spots nearby, and all monthly carpark lease options are far or expensive.
1309373	Ginger Lu		No	No	
1309917	Svetlana McGregor		No	No	I start work at 6am and there are already very few parks available at this time, my manager starts at 8am and has to park near Logan Park and walk across the field, often in poor weather conditions and she is in her 50s. Please please just leave these ones. Students, staff, and residents have been struggling to find parks in this area and the parking wardens can be pretty brutal. A lot of people really can't afford parking tickets especially in this area but it feels like there aren't many ways around it. I'm honestly begging <3 Thank you for your consideration.

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
1313600	Charles Jago		No	No	I work on Campus as a commercial cleaner from 7am till 2pm, Parking in the area is a nightmare already with long term parking either being pushed further out to the boundaries of the campus area or being charged beyond reason for. The removal of unlimited parking is causing problems for many of us who work on campus, and for those of us who need to be on campus very early in the morning, a Safety issue, as some of us need to walk considerable distances in the dark. Public Transport isn't an option as buses does run early enough, and many long term parking is taken by residents in the area already
Clyde Street and Union Street					
1309820	Anonymous		No	No	Parking space is limited enough that it's difficult to find a parking spot during the semester.
1311923	Lynley Verkerk		No	Yes *(note: did not attend Hearings Committee meeting]*	Kia ora Dunedin City Council, We agree with the proposed changes to the parking outside the Executive Residence being P10, and we also support P120 parking on Forth Street. We understand the need to manage parking in the area and are supportive of these changes. However, we strongly disagree with food trucks being allowed to operate within metres of our business on Forth Street. We are a small, locally owned Dunedin business and have owned our building and operated our dairy and café here for more than 30 years. We are proud to be a long standing part of the local community. Over this time, we have employed many local people, and we currently employ more than 25 staff. We pay our rates, contribute to the local economy and have invested a significant amount of time and money into our business and this location. Our concern is not that food trucks are allowed to operate in Dunedin. We understand that they are businesses too, and we have no issue with them operating in suitable locations. Our concern is specifically allowing them to set up within metres of our small local business and sell the same or very similar food directly outside our premises. We already have limited parking available for our staff and customers, and our staff regularly struggle to find parks. Having food trucks operating in such close proximity would put further pressure on the limited parking available and could create additional congestion, queues and difficulty accessing our premises. We also feel there is an important fairness issue. We have been operating from this location

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					for more than 30 years and have the ongoing costs that come with owning and operating a permanent premises, including rates, wages, building costs, equipment, insurance and compliance. We employ more than 20 people and have made a long-term commitment to our business and to Dunedin. Allowing a competing food business to operate directly outside our premises would have a direct impact on our business. We have spent many years building our customer base and reputation, and we feel Council should consider the impact of placing a competing trader so close to an established small local business. I believe there are much more suitable locations available. We would be happy for food trucks to operate on Clyde Street, where they could still trade and attract customers without being positioned directly outside an existing business. It makes much more sense. We feel this is a fair and reasonable compromise. We are not asking Council to prevent food trucks from operating. We are simply asking that they are not permitted to operate directly outside, or within metres of, our business on Union & Forth Street. We would be extremely disappointed if the proposal went ahead as it currently stands. We ask Council to consider the impact on our business, our staff and our customers, particularly given our 30 year history as a small, locally owned Dunedin business. Thank you for taking the time to consider our concerns. Kind regards, Lynley Verkerk
Gladstone Road North (Mosgiel)					
1308623	Anonymous		Yes	No	
1308630	John Mason	Resident	No	No	You will note the entrance way to the Tunnels Trail track is opposite 299 Gladstone Rd.Our concern is that the no stopping restrictions need to be extended to at least 307 Gladstone Rd North ie301-307 Gladstone Rd inclusive. Numbers 303-305 Gladstone Rd North are both down a driveway and upon exiting this driveway it is often impossible to see traffic coming both ways as vehicles are parked on grass berms and too close to our driveway at times. In addition there is a ditch beside the grass berm which recently had a car land in it while

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					parking resulting in a tow truck having to be called to extricate the vehicle.The churned up grass berm is a horrible sight for residents to have to put up with especially with our properties being in the million dollar category.We deserve better than this type of frontage. We understand our side of the road was supposed to have a footpath yet this is now on the opposite side of the road.Also the entrance to our driveway is full of pot holes and needs serious sealing like has happened on the other side of the road. With still four stages of the cycle way yet to be completed the volume of traffic will no doubt increase so safety will be paramount both now and in the future. Also to fix the front verges it would be good to have the culverts piped and covered to stop the area looking like an eyesore.
1308703	Ann Mee	G C Mee Stables	Yes	No	Thankyou for these proposed changes to our side of the road as there are ditches even further than the 65 m where the new No Stopping signs are proposed. Good job done. Thankyou Ann Mee
1308708	Anonymous		Yes	No	
1309011	Andrew Herbert	Resident	Yes	Yes *(note: did not attend Hearings Committee meeting]*	Thank you for making the changes however we live at 289B Gladstone Road North which is where you have decided to stop the no parking area. This is unsafe as our shared driveway is below the road and when cars are parked to the south of our driveway we cannot see cars driving towards us. I have had multiple close calls by pulling out in front of oncoming traffic. PLEASE reconsider where the no parking lines stop and continue them past the horse Floyd entrance to the race track.
1309077	Lee Grigg	Resident	Yes	No	Very happy with this proposal. Cars are half parking in the actual road which make it hazardous and hard to see any oncoming traffic when coming out of our driveway.

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
1311674	Rebecca Shepherd (Chair)	Mosgiel Taieri Community Board	No	Yes *(note: did not attend Hearings Committee meeting – Steve Wilson spoke on behalf)*	The Mosgiel Taieri Community Board supports measures that improve road safety, but parking restrictions alone will not resolve the underlying access problem. The DCC should prioritise a safe and coherent route that separates pedestrians and cyclists from the constrained section of Gladstone Road North wherever practicable. A serious assessment of the Magazine Road option, together with a long-term connection into Mosgiel, is essential to provide a durable and safe outcome for the community. The Mosgiel-Taieri Community Board requests that Dunedin City Council: 1. Does not treat the proposed no-parking controls as a complete solution to safe access for Dunedin Tunnels Trail users; 2. Undertakes a full safety assessment of pedestrian and cycle movements on Gladstone Road North, including the cumulative effects of traffic, roadside parking, and future growth in trail use; 3. Formally investigates a Magazine Road connection as the preferred off-road option, including viable options to connect along the original rail route at the end of Magazine Road, while still supporting the owners of affected properties. 4. Considers options for incorporating Wingatui Railway Station parking into the access strategy, supported by appropriate signage and wayfinding where feasible; and 5. Develops a safe, connected active-transport route between Wingatui, the Tunnels Trail, and Mosgiel, with improvements to Gladstone Road North where an off-road alternative cannot be achieved. This feedback should be read alongside the additional supporting document which further outlines the reasons for the Mosgiel Taieri Community Board opposition to the proposal. **[SEE ATTACHMENT]**
Elder Street [PROPOSAL WITHDRAWN BY THE HEARINGS COMMITTEE]					
1310054	Ruby Roberts	Resident	No	No	This is because you have enough paid parking and for residents I do not want to have to pay for my parking. Especially as there are a lot of paid parking and not enough unpaid for residents as we do not have driveways
1310056	Brooke Brown	Resident	No	No	There is already very limited parking available in the surrounding area, and the existing street parking is an important resource for local residents. Introducing paid parking would make it more difficult and costly for residents and their visitors to park near their homes, without providing a practical alternative. Given the limited availability of off-street parking in the area, I believe the current parking arrangements should be maintained and the needs of residents should be prioritised. I understand the need to manage parking demand and ensure appropriate use of public spaces; however, I do not believe introducing paid parking is an appropriate solution in an area where parking is already limited and heavily relied upon by residents. I encourage the

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					Council to consider alternatives that address parking pressures while recognising the needs of existing residents and the wider community.
1310564	Harrison Miller	Resident	No	No	Already struggling to find parking outside our house on 12 Elder Street, it would be worse after this change as the guy who lives across the road from the parks proposed to be changed will just move all his cars that sit in those parks without moving up into the parks above where they will continue to sit for months,therefore making our already bad parking situation even worse.
1310565	Sam Ashley	Resident	No	No	Already find it hard to get parking along elder street, in a flat with 9 others, 7 of us with cars so parking already very difficult, sometimes having to park ages away/in illegal spots if in a rush which leads to tickets. Would be good if was resident parking only or at least for some of the street. Cheers
1310668	Libby Carran	Resident	No	No	We live on this street and it's hard enough finding a park this will make it even harder
1310669	Amy Gray	Visitor	No	No	Student area, should be free considering there's about 12 parks.
1310670	Anonymous		No	No	
1310671	Ingrid Patterson	Resident	No	No	I think there is plenty of parking in the town area and not enough for the people flatting in this area, with living costs it is not fair. It is a residential area there needs to be parking. This is ridiculous.
1310672	Shayla Tamakehu		No	No	I think this is stupid, you guys know it's a student area where cost of living is already expensive as it is and to have to now pay for parking when we were promised free parking when we had signed our lease. I think close to town as well we struggle already with parking as it is close to town and people already take our parks on our street not leaving any space for residents who actually live on that street.
1310673	I Templeton	Resident	No	No	Why would you put paid parking in a residential area where there are only student houses and no other parks around because its goes off a main street. This is completely ridiculous.
1310674	Abbie Middlemass		No	No	How are people flatting meant to park there cars when there is one garage for a whole house. I live in 12 person flat on elder street how are we supposed to park our car if we have to pay for it for move it every two hours when we have class. Such a dumb idea
1310675	Anonymous		No	No	As this street is composed of mainly large student flats, it is hard enough to find parks in the surrounding areas, this change would limit the parks per flat and make it even more challenging to find a safe but close location to park your vehicle.
1310677	Holly Cunliffe	Resident	No	No	The residents around this area are mostly students I think it's unfair to expect them to pay extra on top of already expensive living costs. Students also often park there cars in this area

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					for the whole day while at study/work I think it's unreasonable to expect them to move there car throughout the day or constantly top up on parking payments. This is a massive no from me
1310719	Anonymous		No	No	Whats the point there's nothing wrong with it as is and it'll make no one happy? Most people that park there are student who are trying to go to uni for goodness sake and who have enough in their plate and things to pay for already. The other half are like us, citizens that live here and need somewhere to park our car?! We struggle enkugh with bills etc to pay so why change this and make everyone's life harder? Fully against it
1310883	Reynders De Bruyn		No	No	This is unacceptable this is a residential area and there are multiple parking garages at the mall and opposite new world Further more the entire street leading up to Elder street is already paid parking.
1310884	Danni Feisst		No	No	Residential area, don't have own parking at house this would not fit in budget.
1310885	Anonymous		No	No	1. The whole of Pitt Street leading to Elder is already paid parking. 2. It's a residential area where people who live in the houses need somewhere to park 3. There are already lots of parks and mall parking if people need somewhere to park while in town.
1311108	Mia Chapman		No	No	As a Nurse at Dunedin Public Hospital parking is hard enough to come by for an 8hr shift in the morning or the evening. There is already too few parks nurses are able to use for the duration of their shift without paying or having to move their cars at their 10 minute morning tea/afternoon tea and lunch/dinner breaks. I and most other nurses at the hospital oppose these changes as the limited parking already available already puts us in unsafe situations having to walk to our cars after work late at night without the little unrestricted parking being altered. Public Transportation does not run at suitable times for shift workers finishing at 23:00-00:00 so many of us rely on the unrestricted parking to get to / from work safely
1312178	Christopher Hills		No	No	There needs to be sufficient parking to allow people locate themselves close to their place of residence and also to allow people to park close to the cbd. Times are tough, why make them tougher? What would the revenue gained from these parks tangible deliver to dunedin residents?
1312182	Dominic Drumm		No	Yes	We own the property directly affected by this change at 16 Pitt St. There are 8 tenants in this property and the loss of the unrestricted parking in your proposal will mean that parking of their own cars will need to be much further away at times and cause significant inconvenience. Elder Road is heavily used for parking by residents due to the senior student and owner-occupied nature of tenants placing heavy pressure on parking already. The street

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					is residential and NOT commercial. This proposal will make matters worse and we do not see that this location should be used by visitors to the commercial district due to parking being removed closer to those shops/services.
1312712	Amanda Waugh		No	No	I currently work in this area over on London St. Although I dont park on elder street i urge you not to change the parking as all day parking is already very hard to find and this would only exasperate the problem. As a part time working mum getting to work on time is difficult as by the time school drop off is done it can mean parking well above moana pool, this then requires a rush to get back to my car for school pick up. We need more all day parks now less even if they need to be charged on an all day meter.
1312722	Anonymous		No	No	If the DCC is serious about "This change will encourage parking turnover in the area, supporting better access to the central city for more people", then it should actually put in more parking on George St in place of the silly planters and barriers on the right side of the street. They could provide many more than 11 parks in this way. Is the DCC trying to discourage students from the lower South Island from studying at Otago Uni? The DCC statement "Ample unrestricted parking remains available on Elder Street" is clearly a myth dressed up as a "fact" , as anyone who understands the size of the flats in Elder Street can obviously see that there is NOT AMPLE unrestricted parking in Elder Street
1312787	Mel Linwood		No	No	Why change all the parks to 2 hour parks. Hard enough to find parking in dunedin
1312793	Rosemary McQueen	Resident	Yes	No	I support paid parking in the hope that occasionally when we have visitors they can find a park in the vicinity. I would also like to see a section for free parking, maximum one hour but realise that it will only work if it is policed.
1312806	B Jones		No	No	Parking in the area is mainly for residents in that area and those that work in town but don't like to pay and would rather walk a bit further. No one parks in that area to go to town for shopping/food. No businesses will benefit from these changes. Its totally fine as it is
Riccarton Road East					
1310233	Anonymous		Yes	No	I support this change for safety. Its an 80 k zone and so not generally safe for parking on such a narrow strip of road, especially as cyclists use it and its coming up the railway line.
1311465	Rebecca Shepherd (Chair)	Mosgiel Taieri Community Board	Yes	No	Mosgiel Taieri Community Board supports this proposed change to install 9 metres of no stopping lines on Riccarton Road East (near the intersection of Gladstone Road South) as it is in the interests of safety. This change will ensure that visibility of the intersection for vehicles turning into Riccarton Road East is not unsafely obstructed by parked cars.

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
3 George Street (Port Chalmers)					
1307489	Gillian Elliot	Flying Whale Gallery	Yes	No	Very good decision. I'm a retailer on George St, PC and know how congested that area can be. Might also be an idea to toughen up on locals who park all day on George St, leaving no parks for those visiting our township for coffee, shopping, museum and other activities.
1307975	Kaila Dobson	Otago Regional Council	Yes	No	The Otago Regional Council supports the proposed parking changes on George Street, Port Chalmers. The proposed changes will enable the installation of an exit taper at the existing bus stop, improving the ability of buses to safely access and depart the stop. ORC considers this to be an important improvement for the safe and efficient operation of the public transport network. The existing layout presents several operational and health and safety concerns. Due to the current road layout and the presence of parked vehicles adjacent to the bus stop, buses can have trouble pulling fully into the stop. This results in the rear of the bus remaining within the live traffic lane while passengers board and alight. This creates delays for following vehicles, including a significant number of heavy vehicles and logging trucks travelling towards Dunedin, and increases the potential for conflict between buses and other road users. In addition, the constrained nature of the stop creates challenges for bus manoeuvring. When buses are unable to position correctly within the stop, the rear swing of the vehicle comes extremely close to nearby building awnings and supporting poles. This presents a potential risk of contact with roadside infrastructure and creates an uncomfortable operating environment for bus drivers. The lack of an exit taper also makes it more difficult for buses to safely re-enter the traffic lane after servicing the stop. Bus drivers can experience limited visibility and may need to wait extended periods for suitable gaps in traffic before merging, particularly during busy periods. This can impact both safety and service reliability. While the proposal requires the removal of an on-street parking space, ORC considers this to be reasonable given the significant safety and operational benefits that will be achieved.

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					The Otago Regional Council therefore supports the proposed parking changes and recommends that they proceed.
1310541	Zach Martin		Yes	No	Bus needs more room
1310936	Anonymous		No	No	Not many car parks in Port, that one is amazing for quick stop for local businesses. Please dont take carparks away, not a great idea for local businesses.
1310938	Alicia Johnson		No	No	Conductive education for disabled people is right out front of bus stop i park here with a 30kg girl and carry her in if you remove this parking spot i will struggle to get her into building safely. Or change this to a disabled spot thank you
1310941	Lynley Ramsay		No	No	Our son attends Conductive Education Otago, which has its location at this bus stop. The nearest disabled car park is on Grey street (which is on a hill and not appropriate for wheelchair/ walking frame users) . I would like to say that the park in question would be better made into a disability park, which could be used by the many people who could use it safely to be able to get to their class.
1311022	Diana Knowles		No	No	This parking space should be used as a disability park, as you have a disability centre with alot of pickups and drop offs there in port chalmers. And it's a safe way of supporting them.
1311205	Gareth Clarke		Yes	No	seems ok if required for the buses, it's not a great park anyway, it seems a bit small. could make start the bus stop earlier too, where the yellow lines are, but I'm sure a bus would use that space anyway if needed. Please make sure DCC monitors this area, I suspect cars will continue to park there anyway, like they do in front of the On the Spot.
1311464	Judit Varadi	Conductive Education Otago	No	No	Hello, I am one of the business owner/manager from the main street, and I am absolutely against having that carpark taken away. I always thought that should have been a disability carpark as the one on Grey Street is absolutely useless. I work with people with disabilities, children in wheelchairs and accessing Conductive Education Otago, where they learn to walk is very easy from that carpark in front of 3 George Street. The Grey street carpark is on a hill, and has no space behind it for loading /unloading wheelchairs. Some disability vehicles have a side door, this Grey street disability carpark not good for that either as the curb is way too high. Many people are using that first carpark to access local businesses from the main street. Please dont take that carpark away. It is working as it is.
12 George Street (Port Chalmers)					
1310410	Wayne Carter	Resident	No	No	Don't remove a park, the bus has plenty of room to back up, we need as many car parks for businesses in the area to get customers in. Do not remove any more car parks

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
1310521	Philip Maxwell	Resident	Yes	No	This would help bus park properly. But it doesn't address the same issue on the other side of the street. At 3 George Street. That bus stop has much bigger issues as the bus comes down Grey Street. Does a tight turn into the stop. It always blocks traffic. And if you guys are looking at practical parking... the disability park on Grey Street is insulting to anyone with disabilities. It is located on a slope. Dose not have accessible access to footpath. Is council aware that specialist mobility shuttles need to use the bus stop to unload clients to 3 George Street? I would love to talk to someone about the disability parking. Thanks.
1310707	Anonymous		No	No	Taking away parking that is needed in port chalmers for no reason.
1311204	Gareth Clarke		No	No	there is already extra space there since there is a driveway behind the bus stop. those parks are often used, I wouldn't like to see one gone from here until it's really really needed for the buses but I don't understand how it could be when there is already the space from the driveway.
1311206	Sheena Booth	His & Hers Catering	No	No	The parking is so limited in Port Chalmers as it is, we feel the bus has plenty of room to pull in and out no different to any other bus stop around the place.
1311465	Anonymous		No	No	I am a local person with a walking stick, I often visit cafes, the library and local businesess. I often find very hard to park my car close enough to my favourite Cafe. That is a great carpark for me to be close enough to everything. It would be very sad to see that changed into a bigger bus stop.
1312181	Dallas Henley	Pea Sea Art	Yes	No	While I am in favour of the proposed changes, I wonder if an additional inclusion of a 5-minute loading zone sign, within the length of the bus stop, might be possible. My retail business at 6 George Street (right where the bus comes to a stop) as well as the businesses either side of me, have no parking at all and we frequently receive deliveries via courier, small and/or big truck. In my case, the most difficult deliveries are +500kg pallets of clay, which isn't at all safe for the deliverer to physically shift from anywhere but the bus stop directly outside our door. A 5-minute thing for deliveries would reduce delivery truck drivers' risk of being fined for parking illegally on a bus only stop whilst carrying out their job safely. They all know they're not allowed to use the bus stop as a drop-off zone but, when there is never anywhere else to park nearby and, when wheeling a half-tonne of clay or other large orders across a busy sloped state-highway and/or along a sloped footpath is unsafe, the bus stop is the only option. The bus stop has forever been used by: locals, visitors, delivery service operators, multiple times a day - every day. Mostly, people park in bus stop and take 5-10 minutes going to the Union Co. cafe nextdoor to get coffee. Occasionally, elderly or

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					wheelchair-bound people get dropped off and picked up from the bus stop too. While I dislike the laziness of fit and able folks parking in bus stop just to get coffee, those other uses for this space are more than worthy of some form of leniency which, would require formal signage along with the bus stop sign. Please inform me as to whether my suggestion will be considered or, if this submission is merely to count the yesses and noes. If not considered here, let me know who I can make this suggestion to. Thank you kindly, Dallas Henley - Director of Pea Sea Limited (T/A Pea Sea Art)
250 Andersons Bay Road [PROPOSAL WITHDRAWN BY THE HEARINGS COMMITTEE]					
1309961	Ray Boyes	Dunedin City Motors	Yes	No	To Whom it may concern. Thank you again for your urgent attention to my request. I agree entirely on the proposal outlined in this email and your supporting aerial photo sums it up accurately. The 120 min parking restriction will enable businesses in the area to function well. Thank you again for attending to this request. Regards Ray
South Dunedin School Safety Improvements					
1313218	Chris Ford	Disabled Persons Assembly (DPA) New Zealand	Yes	No	**[SEE ATTACHMENT]**
1313471	Erin Fitzgerald (Presiding member of Board of Trustees)	St Bernadette s School	Yes	No	We support these
Bay View Road, West Avenue and Surrey Street Roundabout					
1310596	Nick Cooper	Resident	No	Yes	Firstly, the so called safety improvements are a colossal waste of rate payers money Being the owner of 2 West Ave, I am totally opposed to losing, not 1-2, but every parking space outside

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					my house. It makes access to my house a safety concern. Already a shortage of parking down here and removing parks, a lot of school kids park on them and used extensively for pick up/drop offs, will increase the safety risk. Just hasn't been thought through properly
1310663	Anonymous		No	No	Zero consideration for resident access to homes and parking. We will lose all accessible parking. Parks are already lacking due to many queen's students driving cars & new residents with more cars. I do want safety upgrades for school kids crossing - but this WILL increase the 9am&3pm traffic gridlock, increase cars stopping illegally to collect kids, making visibility for pedestrians worse. More frustrated drivers breaking rules. I would love to see soggy grass berms removed and angled parks put in on west ave or Surrey st (like around Bathgate park) and dedicated pull in/drop off points around the schools to reduce the effect on other traffic. This proposal has me very frustrated and anxious about future access to my home.
Macandrew Road and Surrey Street Roundabout					
1311426	George Lay		Yes	No	I would support changes as proposed as I have always found crossing Macandrew road difficult from west to east because of restricted view due to cars parked on left of intersection,you have to proceed several meters into intersection to gain views
1311611	Kaila Dobson	Otago Regional Council	Yes	No	Otago Regional Council (ORC) supports the proposed changes to Macandrew Road and Surrey Street, including the installation of the new roundabout. The changes will impact Orbus Route 8 – Normanby to St Clair / St Clair to Normanby, with the existing Macandrew Road, 257 bus stop being removed from the network. ORC is comfortable with the removal of this stop, as passengers will continue to have access to Route 8 via the nearby Forbury Road, opposite 74 and Macandrew Road, 209 stops, both of which are less than 300 metres away. From a public transport perspective, ORC considers the proposed roundabout will provide a positive outcome by improving traffic flow through the intersection and supporting more efficient and reliable operation of Route 8. ORC therefore supports the proposed changes and has no objection to the removal of the Macandrew Road, 257 bus stop.

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
1312676	Sandra Lyall	Queen's High School (staff member)	Yes	No	Trying to leave Surrey Street on either end at the end of the school day is like playing chicken. Cars go down the road too quickly and you cant get across. A roundabout at both ends would slow traffic and make it safer for both Kings and Queens.
1312707	Stephanie Meronek	Queen's High School (staff member)	Yes	No	I am a teacher at Queen's High School, there are daily near-miss occurances in these areas between Kings/Queen's students and cars. The speed limit reduction has helped in some ways, but there isn't enough traffic enforcement in the area for it to be truly effective. Specific times of year, early spring and late fall when sunstrike is a problem, causes the danger of road crossings to increase. There are times on MacAndrew Road and Surrey Street where a car has to fully put its nose into the intersection before being able to see oncoming traffic. I will support any and all traffic changes that aim to reduce speed, increase visibility, and improve traffic flow. Parents also need to be taught acceptable places to drop off their children as they are very often parking on yellow lines, blocking fields of view, or parking on the no-stopping side of the street. Extra signage or extra traffic stops might help improve this issue. Roundabouts at both MacAndrew Road/Surrey and West/BayView/Surrey are a very good start. Thank you.
17 Elm Row					
1307270	Erickson Senora	Resident	Yes	No	Hello Sir/Madam, i just get the mail in my box about your proposal for parking Infront of 17 Elm row which beside is our home 15. It comes to my attention your proposal to unrestricted the parking which I personally requesting for it. The reason is that every day I am having hard time to find a spot after coming from work. I am work 8pm until 6am when i get home I can find a spot near in my house at 15 Elm Row. Also take note most of those who park earlier is not a tenant nearby. I know that by running those plate rego you have a capability to identify who are resident and parking. I the event i am please, also appreciate if you will be considerate to unrestricted the spot parking and atleast make is also 2 line block Infront of 17 Elm Row. Your kind action and support for this matter are highly appreciate. Thank you and best regards.

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
592 Great King Street					
1313312	Peter Laing		Yes	No	Dear Regulation Management Team, Transport Department, Provident Trust Ltd owns the adjacent properties at 592, 594, 600 Great King Street. .1. we agree with the removal of the Residents Only Carpark near 592 Great King Street. .2. Outside 594 Great king Street adjacent to the drive way we have 3 no parking dashes, for which we are grateful. We need more dashes, seven, it is a matter of health and safety. There have been several accidents and we get regular complaints from guests at Woodlands Motels about the dangerous entry and exit onto SH1. I notice that Alhambra Oaks Motels has 7 dashes. I have raised this many times with DCC Transport Planning (Don Hill) and got no where. Please would you acknowledge receipt of this email and advise what you will do about the parking restrictions outside Woodlands Motels. In anticipation of your advice, thank you Kind regards Peter Laing/Provident Trust Ltd
1 Stuart Street mobility park					
1310235	Anonymous		Yes	No	This is a great spot for a disability carpark!
1310251	Coyla Cameron	Manager Justice Services - Otago South Canterbury (Dunedin District Court)	Yes	No	We are happy to support the change in proposal to now locate a mobility park in Stuart St rather than Dunbar St. Many thanks for hearing our point of view and looking at alternatives . Coyla Cameron - Manager Justice Services - Dunedin District Court
169 Princes Street					
1309892	Ronda Keen	Resident	Yes	No	This will be a brilliant change - so many times I've wanted to donate to this charity store and been unable to do so due to lack of parking. I fully support this proposal.
1309894	Milla Byron	Presbyterian Support Otago / Op Shop Social	Yes	No	I support the proposed changes as this would benefit those who are donating to the Op Shop Social.
1309896	Carolyn Sims		Yes	No	It would make a huge difference to change one of the current parks to a 5 minute park, I often think about dropping off second hand goods to the Op Shop from PSO there but can never

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					find a park so don't drop it off. Think it would make a difference to the shop also, as hopefully would result in more donations.
1309897	Ruth Wilson	Presbyterian Support Otago (Manager)	Yes	No	This would be a very positive change. Thank you.
1309907	Roberta Moginie	Presbyterian Support Otago (Manager/ CEO)	Yes	Yes	We have received significant feedback from supporters about the challenge of dropping second-hand items off and that our supporters end up giving to a different organisation as a result. These donations are the lifeblood of this important social enterprise for supporting numerous social services for our community (through our Family works and Enliven services). Retail has many challenges but this is one unique to our site and parking options would make a significant difference.
1309922	Andrew Borthwick		Yes	No	Very much needed as it is difficult to find a park when wanting to drop off donations. OpShopSocial located here helps the effort of Presbyterian Support Otago in our community.
1309923	Tamara Thomas	Presbyterian Support Otago	Yes	No	A 5 minute park would be very valuable for this address, it would help people be able to drop off donations.
1309950	Ina Kinski		Yes	No	About time! That op shop could use some support. It is awkward dropping goods off otherwise.
1309959	Michelle van Kampen		Yes	No	As someone who regularly donates to Opshop Social (and occasionally the curtain bank across the road), having a 5 min parking space will make a huge difference to enabling me to drop off items and support these worthy charities. I strongly support the proposed change.
1310234	Anonymous		No	No	While I support this change, I think a 5 min park is not enough and it should be changed to 10 min. This is to allow public who park there to get to where they are going and back again, and also for the time it takes to wait for a break in the traffic to cross the road, if needed. There are several multi storied buildings within the immediate area and so consideration needs to be taken for taking the stairs, waiting for lifts, in each direction.
1310783	Caryl O'Connor	Community Law Otago (Manager)	Yes	No	Great for drop off and pick up of clients in the building, and also for donated goods to the Opshop Social store.
1310790	Maree Black	Visitor	Yes	No	I often drop off donations to the Opshop Social, and parking around that area is so hard to get. But a 5 minute drop off would be fantastic!

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
1313282	Maykon Dias	Dunedin Dental Limited	No	No	We object to the proposed changes. Besides stating that an unnamed business has requested this change, the published material does not demonstrate that a P5 is needed at this location, that it is compatible with the surrounding land uses, that adequate replacement P30 parking exists, or that the effects on accessibility, traffic operation and other businesses have been assessed. The attached notice, dated 10 August 2026, says the proposal arose from a request by an unidentified local business and claims that it will improve turnover. The notice does not include any occupancy survey, dwell-time data, record of turnaways, alternative-parking inventory, accessibility assessment or traffic-safety analysis. The diagram on page 2 identifies the individual P30 space to be converted but does not show the broader parking supply or utilisation around the site. A vehicle making a genuine five-minute visit can already legally use the P30 space. The proposed change does not add physical parking capacity. It changes the range of people entitled to use the existing space: - P30 serves visits of between zero and 30 minutes. - P5 serves visits of between zero and five minutes. - The permitted duration would be reduced by 25 minutes, or 83.3%. The only potential benefit is that people staying longer than five minutes would be forced out sooner. That benefit exists only if DCC can demonstrate all of the following: - The space is regularly occupied when genuine five-minute users are trying and failing to park. - There is substantial demand for visits that can actually be completed within five minutes. - Adequate P30 or longer-stay alternatives are available for displaced users. - The resulting displacement does not create worse occupancy or circulation problems in adjoining spaces. None of that information appears on the consultation page. The public explanation is limited to the assertion that a P5 will encourage turnover. Turnover is an intermediate measure, not the transport outcome. The relevant outcome is whether people can safely and reasonably complete visits to the range of businesses and services in the area. A P30 is available to customers of all local businesses, including people stopping for less than five minutes. A P5 principally benefits businesses whose customer transactions can be completed within five minutes. Without evidence of a broader precinct-wide benefit, the change risks functioning as a de facto preferential allocation of a public kerbside asset to the operating model of the requesting business. That is not an equitable outcome for other tenants, appointment-based businesses, healthcare users or visitors whose legitimate stay is between six and 30 minutes. Waka Kotahi's National Parking Management Guidance describes an integrated transport system as one that is equitable between user groups and keeps people connected to services. The proposal should not be approved unless DCC first demonstrates that the current P30 is persistently preventing genuine five-minute visits and

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					that sufficient, reasonably located alternative P30 or longer-stay parking is available to keep people connected to services of other surrounding businesses.
1313319	Ian Dyke		Yes	No	I often attempt to drop donations at the charity store at this address and fail
1313322	Cristin Waite	Presbyterian Support Otago	Yes	No	I'm the manager of OpShopSocial and we have seen a significant drop in donations as people cannot get a park outside the shop, this in turn affects our revenue and ability to fund our social services.
1313323	Rhonda Young		Yes	No	People like to drop off goods at Opshopsocial to help fund the Presbyterian Support social services and often there are no parks . I also volunteer and lots of customers tell us how hard it is to park and drop off goods for the shop
1313354	Michaela Hunter	Presbyterian Support Otago	Yes	No	Staff at Op Shop Social support the change from a 30min to a 5min as this will allow more parking spaces to be freed up. Currently spaces in front of the shop are limited and customers sometimes cannot donate.
8 Gowan Close					
1310112	Ethan Kemp	Enviro NZ (Operations Manager)	Yes	No	These Proposed Changes to the parking on Gowan Close will allow for kerbside collection vehicles, and other large vehicles/trucks safe passage around the Cul-de-sac island to occur without damage being caused to the grass or risk damaging parked cars. Alternative options have not been approved such as gravelling or concreting the edge where damage to the grass island is being caused. **[SEE ATTACHMENT]**
1311668	Kat Geeves		Yes	No	I welcome these changes because I'm sick of the mess left from the garbage truck that is required to roll over the middle grass area when they can't get around because of a parked car. There are plenty of other parking places on the street so it's not neccessary to park in this area.
1312189	Jenny McKillop		Yes	No	Believe the proposed changes are necessary due to cars parking in that area of the street. When there are cars parked there, trucks have not been able to drive around the island in the middle of the cul-de-sac without going onto the grass. The grass has then become very muddy and makes a mess on the road. Noticed that this problem has been incurring more so since the new rubbish trucks have come into service.
1312755	Anonymous		Yes	No	We support the changes for yellow lines. When there are cars parked in the roundabout the rubbish trucks have to drive up over the roundabout. This causes mud and grass to spew all over the road which then has to be cleaned up by householders.
650 George Street					

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
1310030	Practice Manager	Dunedin North Medical Centre	Yes	No	The provision of two limited-time carparks at this location would serve several important purposes and improve accessibility, safety, and traffic flow around the Dunedin North Health Hub. Improved access for patients: The carparks would provide a convenient and accessible location for taxis and private vehicles dropping off or collecting patients, particularly elderly patients and those with limited mobility. Safer and more efficient deliveries: The designated spaces would provide a suitable location for delivery vehicles servicing the occupants of the Dunedin North Health Hub, reducing the need for delivery vehicles to enter the facility's main carpark. Reduced congestion and improved pedestrian safety: Vehicles currently enter the facility carpark to drop off passengers or goods. This creates additional congestion and can result in vehicles temporarily mixing with pedestrians and other patient vehicles. Dedicated short-stay spaces would help reduce this interaction and improve overall safety. Improved access for pharmacy customers: Patients and members of the public collecting prescriptions or other items from the pharmacy could use the limited-time carparks rather than entering and parking in the medical centre carpark. This is particularly important as parking within the medical centre carpark is already at a premium and needs to remain available for patients attending medical appointments.
1310322	Holly White	Manager	Yes	No	I work at Antidote North. It is currently hard for our patients to collect their medications with the limited avaliable parks around the area. We support changing to the 5 minute parks. Hopefully this will free up a park for people to come collect their medications with ease. People are commonly parking on yellow lines at the moment or walking long distances (which is not ideal as many of our patients are sick and elderly). All they need is a minute or so to collect their medications. The other parking around the area is always occupied which is why changing two of the parks to 5 minutes parks would be helpful for both our customers and us as a business.
126 Gordon Road (Mosgiel) [PROPOSAL WITHDRAWN BY THE HEARINGS COMMITTEE]					
1310809	Ian Finchett	Knox Podiatry	No	No	i own knox podiatry at 128a gordon road but i also write with consent from Joshua Choie the pharmacist owner of Unichem Pharmacy at 128 Gordon Road and his parents Julie and Warren Choie who are landlords and own many of the shops along Gordon Road. our thoughts are that although we see the purpose of the request the park chosen is not the greatest idea. it is the most difficult to get in and out of, not just for cars but vans due to the extended pedestrian crossing pavement- it is the closest park for the elderly attending the

ATTACHMENT C – FEEDBACK RECEIVED ON MINOR GENERAL PARKING CHANGES AND SOUTH DUNEDIN SCHOOL SAFETY IMPROVEMENTS (TPC-57) 14 September 2026 Hearings Committee | 29 October 2026 Council Meeting					
Reference	Name	Org. (if applicable)	Support?	Speaking?	Comments
					pharmacy and podiatry. if the next space to it is full then the courier would need to approach the crossing and then reverse in which is not safe and sometimes flwed as cars behind do not see and obstruct the space. removing this space would disadvantage the elderly. we therefore suggest that the first space on the opposite side of the road in front of mitre 10 be designated an authorised park - this allows the courier to drive straight into the space and allows access to the crossing and space for their rear tailgate to be lifted. i attach our suggestion - blue on attached is proposed - green is our suggestion of position for the new authorised park. **[SEE ATTACHMENT]**
1311670	Rebecca Shepherd (Chair)	Mosgiel Taieri Community Board	No	Yes *(note: did not attend Hearings Committee meeting – Steve Wilson spoke on behalf)*	Mosgiel Taieri Community Board does not support the proposal to allow only authorised vehicles at 126 Gordon Road. The proposal introduces significant health and safety risks, contradicts the strategic intent to reduce traffic from Gordon Road, and fails to utilise existing, safer delivery access points located behind every business on the street. This feedback should be read alongside the additional supporting document which further outlines the reasons for the board opposition to the proposal. **[SEE ATTACHMENT]**

ATTACHMENTS

Attachment to submission 1311674 (Rebecca Shepherd, Chair of Mosgiel-Taieri Community Board) – Gladstone Road North (Mosgiel)

Submission on Gladstone Road North, Mosgiel parking changes

Submitter: Mosgiel-Taieri Community Board

Mosgiel Taieri Community Board would like the opportunity to speak to this submission, if available, please.

Submission

The Mosgiel-Taieri Community Board (MTCB) thanks Dunedin City Council for the opportunity to comment on the proposed parking changes on Gladstone Road North. The Board's primary concern is the safety and practicality of access to the Tunnel Trail for pedestrians and cyclists.

The MTCB considers it short-sighted and fundamentally flawed to rely on pedestrians walking along Gladstone Road North from parking areas near 310 - 282 Gladstone Road North. In its current form, this is neither a safe nor a practical approach.

Reasons for the Board's position

- **Gladstone Road North cannot safely accommodate all users.** The road is not wide enough to comfortably support two-way vehicle travel, parking on both sides, and two-way pedestrian and cycle movements. Trail users understandably park close to the trail entrance for convenience, further constraining the available road space and creating an avoidable safety risk. The no parking restriction being confined to just the section highlighted in the proposal doesn't make sense. What considerations have there been put in place for safe parking and access. This road doesn't support parking and safe walking with dogs, bikes and children.
- **Alternative parking could be available.** There is parking at Wingatui Railway Station. This should be considered as part of a coherent access and wayfinding plan rather than directing people to walk along an unsuitable section of Gladstone Road North.
- **Magazine Road potentially offers a safer and more logical alignment.** A route along Magazine Road would keep pedestrians and cyclists away from the constrained section of Gladstone Road North and would largely follow the former railway corridor, which is well suited to this type of use. The MTCB requests that this option be reconsidered if legal right-of-way access still exists.
- **Challenges with access from Magazine Road should be actively investigated.** MTCB recognises that the property layout, private driveway, and location of the house and garage at the property sitting between Magazine Road and the historic rail route create a genuine constraint where the connection would need to pass and understands that this may not be an option any longer. However, options such as an easement, negotiated access, land acquisition, or an alternative engineered alignment should nevertheless be assessed transparently before the Magazine Road option is discounted.
- **A future-proofed connection to Mosgiel is required.** As the tunnels trail develops into a continuous route between Dunedin and Wingatui, safe onward travel to central Mosgiel will become increasingly important. The existing Gladstone Road North corridor does not adequately cater for cyclists, including those travelling towards Wingatui Road,

Hagart-Alexander Drive, or Factory Road and there is no clear route to link with other 'Otepoti Pathways' connections.

Requested actions

The Mosgiel-Taieri Community Board requests that Dunedin City Council:

1. Does not treat the proposed no-parking controls as a complete solution to safe access for Dunedin Tunnels Trail users;
2. Undertakes a full safety assessment of pedestrian and cycle movements on Gladstone Road North, including the cumulative effects of traffic, roadside parking, and future growth in trail use;
3. Formally investigates a Magazine Road connection as the preferred off-road option, including viable options to connect along the original rail route at the end of Magazine Road, while still supporting the owners of affected properties.
4. Considers options for incorporating Wingatui Railway Station parking into the access strategy, supported by appropriate signage and wayfinding where feasible; and
5. Develops a safe, connected active-transport route between Wingatui, the Tunnels Trail, and Mosgiel, with improvements to Gladstone Road North where an off-road alternative cannot be achieved.

Conclusion

MTCB supports measures that improve road safety, but parking restrictions alone will not resolve the underlying access problem. The DCC should prioritise a safe and coherent route that separates pedestrians and cyclists from the constrained section of Gladstone Road North wherever practicable. A serious assessment of the Magazine Road option, together with a long-term connection into Mosgiel, is essential to provide a durable and safe outcome for the community.

Attachment to submission 1313218 (Chris Ford, Disabled Persons Assembly) – South Dunedin School Safety Improvements

A WHOLE NEW Attitude

Disabled Persons Assembly NZ

September 2026

To Dunedin City Council

Please find attached our submission on the South Dunedin Schools Parking and Pedestrian Changes

For any further inquiries, please contact:

Chris Ford

Policy Advisor – Southern and Central

policy@dpa.org.nz

Introducing Disabled Persons Assembly NZ

We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

We recognise:

- Māori as Tangata Whenua and Te Tiriti o Waitangi/Treaty of Waitangi as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the Social Model of Disability as the guiding principle for interpreting disability and impairment;
- the United Nations Convention on the Rights of Persons with Disabilities as the basis for disabled people's relationship with the State;
- the New Zealand Disability Strategy as Government agencies' guide on disability issues; and
- the Enabling Good Lives Principles and the Atoatoali'o National Pacific Disability Approach as avenues to disabled people gaining greater choice and control over their lives and supports.

We drive systemic change through:

Rangatiratanga / Leadership: reflecting the collective voice of disabled people, locally, nationally and internationally.

Pārongo me te tohutohu / Information and advice: informing and advising on policies impacting on the lives of disabled people.

Kōkiri / Advocacy: supporting disabled people to have a voice, including a collective voice, in society.

Aroturuki / Monitoring: monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

The Submission

DPA supports many of the changes recommended by the Dunedin City Council (DCC) in this South Dunedin Schools Parking and Pedestrian Access Changes consultation.

DPA welcomes the inclusion of new raised pedestrian crossings, traffic islands, zebra crossings and buildouts at points closest to the main schools serving the suburb - Kings High School, Queens High School, and Bathgate Park School.

The inclusion of these safety features will provide improved protection and enhanced safety for pedestrians and motorists in the area including disabled people who use these routes.

The safety of disabled, younger and older pedestrians in the area has been a longstanding concern and was highlighted again following the collision between a motorist and a wheelchair user on Macandrew Road in April this year which caused the wheelchair user to be hospitalised.[1]

DPA acknowledges that the DCC has been restricted to making only a limited number of changes due to cuts in government funding for school transport safety related projects.

DPA's concerns

While DPA supports many of the safety improvements planned by the DCC, we are concerned about the proposed reduction in the amount of available parking in these plans.

Parking is still needed around schools as not everyone can use active transport to get to school. Many parents need to drop their children at the school, because work commitments don't allow them the time to walk their children.

There are also disabled children who are not safe to walk independently and both parents and children living with mobility impairments who need nearby parking, including mobility parking.

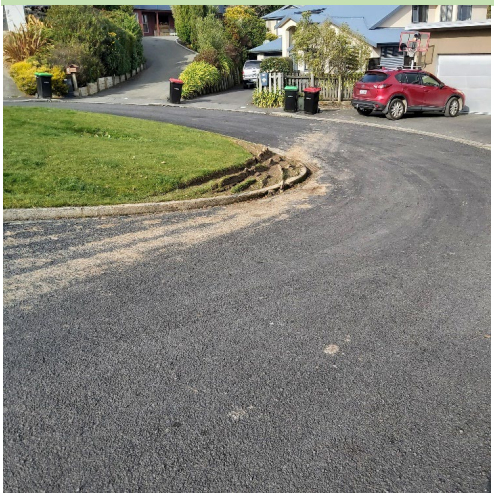
DPA strongly urges that Council strike a balance between the need to improve pedestrian safety in the area while providing sufficient parking spaces.

DPA recommends that a stocktake of mobility parking in each of the streets slated for change is undertaken prior to the commencement of any work.

DPA recommends that more car parks in the area are made 5- or 10-minute parks to ensure that there are sufficient spaces to pick up and drop off people, especially school children.

[1] https://www.odt.co.nz/news/dunedin/wheelchair-user-hit-on-dunedin-pedestrian-crossing-yupau1lq

Attachment to submission 1310112 (Ethan Kemp) – 8 Gowan Close





Attachment to submission 1309961 (Ian Finchett, Knox Podiatry) – 126 Gordon Road



Attachment to submission 1311670 (Rebecca Shepherd, Chair of Mosgiel-Taieri Community Board) – 126 Gordon Road

Formal Submission

Opposition to "Authorised Vehicles Only" Proposal – 126 Gordon Road, Mosgiel

Submitted by: Mosgiel Taieri Community Board (MTCB)

Subject: Request for Authorised Vehicles Only – 126 Gordon Road

Position: Not Supported

Mosgiel Taieri Community Board would like the opportunity to speak to this submission, if available, please.

Executive Summary

MTCB does **not support** the proposal to allow authorised vehicles at 126 Gordon Road. The proposal introduces **significant health and safety risks**, contradicts the strategic intent to **reduce traffic from Gordon Road**, and fails to utilise existing, safer delivery access points located behind every business on the street.

Key Concerns

1. Health and Safety Risks Near Pedestrian Crossing

A pedestrian crossing is located only metres from 126 Gordon Road. Introducing delivery trucks or authorised vehicles into this area creates **avoidable hazards**, including:

- Reduced visibility for pedestrians
- Increased risk for older residents, schoolchildren, and mobility-impaired users
- Congestion and unpredictable vehicle movements in a high-foot-traffic zone

This is a **clear health and safety issue** and directly conflicts with Council's duty to minimise risk in known pedestrian hotspots.

2. Increased Traffic on Gordon Road

One of the major reasons for closing off nearby streets was to **reduce traffic volumes on Gordon Road**. Encouraging commercial deliveries to Gordon Road shop frontage by designating an authorised vehicle park at 126 Gordon Road would:

- Reintroduce commercial and delivery vehicle movements
- Increase congestion – this is already a congested thoroughfare
- Undermine recent traffic-calming and safety improvements
- Obstruct the footpath with the foot movement of goods into/out of delivery vehicles

This proposal runs counter to the strategic direction previously agreed by Council and the community.

3. Existing Back Entrances Provide Safe, Practical Access

Every business along Gordon Road has a rear entrance designed for deliveries. These entrances:

- Are safer
- Keep delivery vehicles and courier movements off the main road
- Are accessible via Glasgow Street and Lanark Street
- Align with best-practice retail delivery management

There is **no operational justification** for front-of-shop delivery vehicle access. In fact, deliveries often need to be moved through the shop to the back anyway, making front access **inefficient and unnecessary**.

4. Current Behaviour Already Shows the Problem

Some delivery vehicles already park on Gordon Road, creating:

- Congestion
- Unsafe manoeuvring
- Conflict with pedestrians

Formalising this behaviour via a designated carpark would worsen an already unsafe situation.

5. Proposal Driven by Convenience, Not Necessity

The proposal appears to be based on convenience rather than operational need. Choosing not to use the designated back entrances:

- Increases risk
- Contradicts established traffic-management objectives
- Places unnecessary burden on pedestrians and other road users

This is not acceptable when safer alternatives exist.

Conclusion

MTCB does not support this proposal. It introduces **unacceptable health and safety risks**, increases **unnecessary traffic on Gordon Road**, and contradicts the purpose of recent road-network changes aimed at improving safety and reducing congestion.

The Board strongly recommends that **all deliveries continue to use the existing back-entrance access points**, ensuring Gordon Road remains safer and less congested for the community.

ATTACHMENT D – CORRECTIONS AND CLARIFICATIONS (TPC-58) 14 SEPTEMBER HEARINGS COMMITTEE | 29 OCTOBER COUNCIL MEETING			
#	**Location**	**Detail**	**Correction / Clarification**
1	131 Main South Road	Update bylaw layer to include historic no stopping lines	Correction
2	191 York Place	Update bylaw layer to remove redundant resident only car park	Correction
3	126 Tennyson Street	Update bylaw layer to reflect historic no stopping lines across driveway	Correction
4	55 Arthur Street	Update bylaw layer to remove two redundant resident only car parks	Correction
5	79 Cannington Road	Update bylaw layer to remove redundant resident only car park	Correction
6	861 George Street	Update bylaw layer to remove redundant resident only car parks	Correction
7	George Street (Albany Street to Union Street)	Update bylaw layer to reflect Monday to Saturday restriction	Correction
8	330 Gladstone Road Nth Mosgiel	Update bylaw layer to reflect approximately 30m no stopping lines	Correction
9	18 and 28 Brownville Crescent	Update bylaw layer to reflect historic no stopping lines	Correction
10	Canongate (top of Serpentine steps)	Update bylaw layer to reflect historic no stopping lines	Correction
11	Opoho Road	Install no parking at any time signs along windy section of Opoho Road as a clarification of road rules	Clarification
12	72 Elm Row	Install no stopping lines over the driveways to 70-74 Elm Row	Clarification
13	17 Opoho Road	Update bylaw layer to include historic no stopping lines	Correction
14	133 Great King Street	Update bylaw layer to include historic no stopping lines across New World entry / exit	Correction
15	281 Princes Street	Update bylaw layer to reflect P30 and P60 locations	Correction
16	13 Agnew Street	Update bylaw layer to remove redundant Authorised Vehicle Only park	Correction

EDGAR CENTRE OPTIONS REPORT

Department: Property

EXECUTIVE SUMMARY

1 Council owns the recreational property at 116 Portsmouth Drive ('Edgar Centre'). The Edgar Centre is on freehold title and sits within the Community Property Portfolio and is a strategic Council owned asset. The Edgar Centre is leased to the Edgar Centre Trust and operates as a major community sports, recreation and events facility.

2 Council has previously been advised of ongoing issues with roof leaks, condensation and the ageing condition of the Wool Store roof. Through the 9 year plan 2025–34, Council approved funding to undertake the detailed design and replacement of the roof, noting that the project budget and timing would be confirmed following completion of the design work.

3 Since then, staff have completed detailed investigations, assessed replacement options, developed a preferred solution and refined the project cost estimate.

4 The purpose of this report is to present the findings of the Wool Store roof investigations, seek Council's approval of a preferred roof replacement option, and seek direction on whether the potential to install photovoltaic (solar) panels should be investigated as part of the project.

RECOMMENDATIONS

That the Council:

a) **Decides** a preferred option for the roof replacement solution for the Edgar Centre Wool Store.

b) **Decides** whether to investigate a commercial-scale solar photovoltaic installation at the Edgar Centre with a report back to Council on the outcome.

c) **Notes** the Edgar Centre Options Report.

BACKGROUND

5 The Edgar Centre is a significant indoor sports, recreation and events facility located on Portsmouth Drive, Dunedin (Figure 1). Owned by Dunedin City Council and operated by the Edgar Centre Trust under a long-term lease, the facility is one of Dunedin's premier indoor sporting venues, catering for a wide range of community, regional and national sporting events, recreation programmes and community activities.

6 The facility is highly used and is home to many sporting codes, clubs and community organisations. It hosts regional and national sporting events, school programmes, community events and exhibitions, making it one of Dunedin's most highly utilised indoor recreation facilities.

7 Council supports the Edgar Centre in recognition of its contribution to the strategic objectives of the Parks and Recreation Strategy 2017–2027. Under the terms of the lease, Council is responsible for maintaining the buildings and it also provides an annual operating grant of $250,000 to support the Trust's operation of the facility.

8 The Edgar Centre comprises three interconnected buildings constructed over a ten-year period, with a combined footprint of approximately 16,800 square metres. The original Wool Store building, opened in 1995 following the conversion of a former wool store, provides multiple indoor courts. The Amenities Building, completed in 1996, contains the main entrance, reception, administration, conference facilities, changing rooms and public amenities. The Breeze Arena, completed in 2005, provides three additional indoor courts, retractable spectator seating and is connected to the Wool Store by a two-storey 'link' building.

9 The facility is constructed on reclaimed land adjacent to Otago Harbour. The underlying ground conditions comprise hydraulic fill over soft harbour sediments. These ground conditions have influenced the long-term performance of the buildings and form an important consideration in the design of major building works.

10 Figure 1 – Edgar Centre



Building Condition

11 Since its construction, the Wool Store has experienced ongoing issues associated with differential settlement of the underlying reclaimed land. While settlement has largely stabilised, it has contributed to ongoing maintenance challenges, including roof movement and water ingress.

12 The existing roof has reached the end of its serviceable life and has required increasing levels of reactive maintenance to manage leaks and minimise disruption to users. Although reactive maintenance has assisted in maintaining the facility, it does not address the underlying condition of the roof or provide a long-term solution.

13 In addition to water ingress, condensation within the Wool Store has continued to affect the operation of the facility during certain weather conditions. Previous investigations concluded that condensation is influenced by both the existing roofing system and the building's ventilation performance.

DISCUSSION

14 Council has continued to invest in the Edgar Centre over the past decade through a programme of structural, compliance and minor renewals. These investments have improved the overall condition of the facility however the roof has continued to experience issues.

15 During consultation on the 9 year plan 2025–34, the Edgar Centre Trust (the Trust) advocated for investment in replacing the Wool Store roof. The Trust highlighted the ongoing operational impacts of the roof leaks and the importance of maintaining the Edgar Centre as a key community sports and recreation facility.

16 In response, Council approved funding to undertake the detailed design of a replacement roof. Council also included provisional funding within the capital programme for the replacement works, noting that the project budget and timing would be confirmed following completion of the design investigations.

17 The following resolution was passed by Council at its meeting held on 26 May 2025:

Moved (Cr Cherry Lucas/Cr Kevin Gilbert):

That the Council:

*a) **Includes** $360,000 in 2025/2026 in property capital budget to undertake detailed design for a replacement roof for the Edgar Centre; and*

*b) **Includes** $3m in 2026/2027 and $12m in the 2027/2028 property capital budget for the Edgar Centre roof replacement.*

*c) **Notes** that these amounts and timings would be confirmed once detailed design work had been completed.*

Motion carried (CNL/2025/001)

INVESTIGATIONS

18 Following Council's decision to fund the design, Property Services engaged TEAM Architects, supported by Beca, Babbage Consultants and Rawlinsons, to undertake a comprehensive assessment of the existing Wool Store roof and the replacement options.

19 The investigations confirmed that the existing Wool Store roof has reached the end of its serviceable life due to its age and exposure to the coastal environment. The consultants confirmed that continued investment in reactive repairs is not a sustainable long-term approach.

Managing Water Ingress and Condensation

20 The Wool Store roof experiences both water ingress and internal condensation. Water ingress occurs during rainfall events, while condensation forms when warm, moisture-laden air within the building meets the colder roof surface during periods of high occupancy in cooler weather. These two issues often present in similar ways and have historically been difficult to distinguish.

21 Site inspections identified deterioration across a number of key components, including corrosion to purlins, failed sealants to flashings, missing fixings and deficiencies around rooflight junctions. The existing roof also incorporates long sheet runs with multiple lapped joints that rely on sealants to maintain weathertightness and would not be designed in the same manner today.

22 The investigations concluded that a proportion of the reported moisture is the result of internal condensation rather than roof failure.

23 Condensation can be effectively managed through a combination of a new absorbent roof underlay, drainage paths to the building exterior, and a passive ventilation system supplemented by mechanical extraction.

24 Roof insulation was also assessed as a potential means of improving thermal performance and reducing condensation. However, investigations concluded that an insulated roof would also require passive ventilation supplemented by mechanical ventilation to effectively manage condensation.

25 The investigations concluded that the thermal benefit of insulation would be limited because the Wool Store is an unheated space. The relatively small additional benefit does not appear to justify the additional cost of insulation.

Structural Considerations

26 The Wool Store roof structure was assessed to determine whether it can support the proposed replacement roof systems and comply with the structural performance requirements of the New Zealand Building Code.

27 The investigations found that, while the existing roof has performed satisfactorily over many years, changes to structural loading requirements since the building was constructed mean the existing roof structure requires strengthening as part of any replacement project.

28 All roof replacement options will therefore include a base level of structural strengthening to the existing roof trusses. However, roof systems that increase the overall weight of the roof, such as insulated panel systems, would require additional strengthening of the structural frame to support the increased permanent load. An insulated option would result in additional construction cost and complexity, when compared with a lightweight replacement roof.

ROOF REPLACEMENT SOLUTIONS

29 Staff and consultants assessed four roof replacement solutions. Each option was developed as a complete roof replacement solution that addressed the project's key requirements, including restoring long-term weathertightness, managing condensation through passive and mechanical ventilation, accommodating the necessary structural strengthening, minimising disruption during construction and providing value for money.

30 The options were then assessed against a consistent set of technical, operational and financial criteria.

Option	Description
Option One	Long-run profiled metal roofing, available with or without insulation.
Option Two	‘Rolled-on-site’ profiled metal roofing.

Option Three	Kingspan insulated roof panel system.
Option Four	Retrofit insulated roofing system installed over the existing roof.

31 All four options provide a durable replacement roof. However, they differ in their construction methodology, structural requirements, whole-of-life maintenance characteristics and cost.

32 Following the initial assessment, two options were considered to add either unnecessary cost or risk when compared to the alternatives so did not progress to detailed assessment. The conventional long-run profiled metal roof (Option One) presents greater long-term weathertightness and maintenance risks due to multiple sheet joints and through-fixings. The retrofit roof system (Option Four) adds additional cost due to the significant additional structural strengthening required, and the complexity of installing a new roof over the existing roof.

33 The detailed assessment therefore focused on the two strongest-performing options: the rolled-on-site profiled metal roof (Option Two) and the Kingspan insulated roof panel system (Option Three).

34 Both options meet the project's functional requirements and incorporate the same passive and mechanical ventilation strategy to manage condensation.

Option Two – Rolled-On-Site Profiled Metal

35 Staff consider that the rolled-on-site profiled metal roof (Option Two) provides the best overall outcome. Continuous roof sheets extending from ridge to gutter significantly reduce the number of joints and penetrations, improving long-term weathertightness and reducing future maintenance requirements. The lightweight roof system also minimises the amount of additional structural strengthening required compared with an insulated roof system.

36 The rolled-on-site profiled metal roof can be installed with insulation at an additional cost of $1.7 million. Staff do not consider the benefits of adding insulation outweigh the costs.

Option Three – Kingspan Insulated Roof Panel

37 The Kingspan insulated roof system (Option Three) is expected to provide a minimal level of improved thermal performance and occupant comfort. However, it still requires the same passive and mechanical ventilation system to manage condensation and requires additional structural strengthening to support the increased roof weight. The additional cost is not considered to provide sufficient additional benefit to justify recommending this option.

ESTIMATED COSTS

38 As part of the feasibility investigations Quantity Surveyors, Rawlinsons, prepared independent concept cost estimates for each roof option. The estimates include construction costs, professional fees, contingencies, and escalation, providing an estimated total project cost for each option.

39 The estimated total project costs are summarised below.

Option	Description	Estimated Cost
Option One	Standard profiled metal roof (no insulation)	$7.3M
Option Two	Rolled-on-site profiled metal roof (no insulation)	$7.2M
Option Two	Rolled-on-site profiled metal roof (with insulation)	$8.9M
Option Three	Kingspan insulated roof system	$11.6M
Option Four	Retrofit roof system (with insulation)	$9.5M

40 The estimated project cost of Option Two is $7.2 million. The estimate includes approximately $4.31 million for the main construction works (demolition, structural frame works, new roof) with the balance comprising contractor preliminaries and margins, professional fees, contingencies and cost escalation.

SOLAR OPPORTUNITIES

41 While solar generation was not included within the approved scope of the roof replacement project, the investigations identified an opportunity that Council may wish to explore before the roof design is finalised.

42 The scale of the available roof area makes the Edgar Centre one of the most significant rooftop solar opportunities within Council's property portfolio.

43 The replacement of the Wool Store roof provides a unique opportunity to incorporate solar infrastructure while the roof structure is already being engineered, and construction works are planned. Installing solar later would require a separate construction project, resulting in additional cost and further disruption to venue users.

44 Preliminary investigations show that once the Wool Store roof is replaced (with either option), it will be able to support a commercial-scale rooftop solar installation. While the final system size has not been determined, initial advice indicates that a fully developed installation could require an investment in the order of $2.5 million.

45 A commercial-scale installation has the potential to generate substantially more electricity than the facility currently consumes, creating opportunities to offset electricity costs across Council.

46 As the investigation of solar generation was outside the original project scope, further work is required to confirm the preferred system size, structural requirements, electrical design, ownership model, funding opportunities and financial return. Progressing this work would extend the current project programme by approximately two months.

FUNDING

47 Council approved a total of $15 million ($3 million in 2026/27 and $12 million in 2027/28) for the Edgar Centre roof replacement. At the time of approval, the final roofing solution, project cost and timing had not been confirmed.

48 Once Council has decided its preferred roofing solution, staff will progress detailed design and work with the Edgar Centre Trust to confirm the programme for the physical works. Subject to

detailed design, procurement and consenting requirements, physical works are anticipated to commence in the first quarter of 2027/28.

49 Subject to Council's decision on the preferred roofing solution, the project budget and timing will be updated in the draft 10 year plan 2027-37 to reflect the confirmed requirements.

50 Should Council direct staff to undertake further investigation of solar generation, the cost of this investigation would be met from the existing project budget.

DECISION ONE – ROOF REPLACEMENT SOLUTION

Option One – Rolled-on-site profiled metal roof replacement solution

51 Following detailed assessment, staff consider the rolled-on-site roof as providing the best overall outcome. The continuous roof sheets reduce the number of joints and penetrations, improving long-term weathertightness and reducing future maintenance requirements. The lightweight system also minimises the additional structural strengthening required compared with an insulated roof system.

Advantages

- Provides a long-term solution to the existing roof leaks, water ingress and condensation issues.
- Provides the preferred engineering outcome identified through the feasibility investigations.
- Reduces future maintenance requirements through the use of continuous roof sheets with fewer joints and penetrations.
- Requires less additional structural strengthening than the insulated roof option.
- Has the lowest estimated capital cost of the shortlisted options.

Disadvantages

- Does not provide the additional thermal performance of an insulated roof system.

Option Two – Kingspan insulated roof replacement solution

52 The Kingspan system provides some improved thermal performance and occupant comfort compared with the uninsulated rolled-on-site roof. This roofing solution would require the same passive and mechanical ventilation strategy to manage condensation and would require additional structural strengthening to support the increased roof weight.

Option Assessment

Advantages

- Provides a long-term solution to the existing roof leaks, water ingress and condensation issues.
- Provides some improved thermal performance and occupant comfort.

- Provides a durable replacement roof system.

Disadvantages

- Has a significantly higher estimated capital cost than the rolled-on-site profiled metal roof.
- Requires additional structural strengthening to support the increased weight of the roofing system.
- Still requires passive and mechanical ventilation to manage condensation.

DECISION TWO – SOLAR INVESTIGATION

Option One – Undertake further investigation of commercial-scale solar generation Preliminary investigations indicate that the Wool Store roof has the potential to support a significant rooftop solar installation.

53 The investigation is expected to extend the project programme by approximately two months.

Advantages

- Enables Council to properly assess a potential renewable energy opportunity.
- Allows solar requirements to be considered while the roof is being designed and replaced.
- Provides Council with information on the potential costs, benefits, ownership and funding opportunities before committing to an installation.
- Reduces the likelihood of additional construction costs and disruption if solar is subsequently pursued.
- Allows the costs and benefits of a large-scale solar installation to be properly assessed.

Disadvantages

- Extends the roof replacement project programme by approximately two months.
- Does not guarantee that a solar installation will ultimately be recommended.
- An investigation will result in additional project time regardless of the outcome of the investigation.
- The additional investigation is expected to extend the roof replacement programme by approximately two months.

Option Two – Do not undertake further solar investigation

54 Under this option, the roof replacement would proceed without further consideration of solar infrastructure.

Advantages

- Allows the roof replacement project to proceed without the additional two-month investigation period.

- Provides greater certainty around the immediate roof replacement programme.

Disadvantages

- Council would lose the opportunity to assess the solar opportunity before the roof replacement is completed.

- A future solar installation would require a separate project and is likely to involve additional cost and disruption to venue users.

NEXT STEPS

55 Subject to Council's decision, staff will proceed with the detailed design of the preferred roof replacement solution, followed by the necessary consenting, procurement and construction processes to replace the existing roof.

56 Staff will work closely with the Edgar Centre Trust to coordinate the programme of works around major events and minimise disruption to sports activities.

57 Subject to Council's decision, staff will undertake further investigation of the commercial-scale solar opportunity. The findings of this investigation, including the feasibility, costs and potential benefits of a solar installation, will be reported back to Council for direction on whether the solar installation should proceed.

Signatories

Author:	Anna Nilsen - Group Manager, Property Services
Authoriser:	Scott MacLean - General Manager, City Services

Attachments

There are no attachments for this report.

OTHER 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 environmental well-being of communities in the present and for the future.
LTP / Financial Strategy /Infrastructure Strategy/ Water Services Strategy Replacing the roof at the Edgar Centre was considered during the 9 year plan 2025 – 2034.
Financial considerations The recommended roof replacement is estimated at $7.2m and there is sufficient funding in the Property Services capital budget. Property Services 2026/27 operational budget has sufficient funds to meet the costs of investigating the solar opportunity at Edgar Centre.
Significance The matters in this report are considered low in terms of Council's Significance and Engagement Policy.
Engagement – external Staff have engaged the Edgar Centre Trust staff and Board and they are supportive of the roof replacement. The Edgar Centre Trust also support investigating solar energy.
Engagement - internal Staff from Property Services, Zero Carbon and the Finance Team have been involved in this work.
Risks: Legal / Health and Safety etc. There are no identified risks.
Conflict of Interest There are no known conflicts of interest.
Community Boards The Edgar Centre is not within a Community Board area.

2026 ANNUAL REPORTS FOR THE DUNEDIN CITY HOLDINGS GROUP

Department: Civic

EXECUTIVE SUMMARY

1 This report provides the 2026 Annual Reports of Dunedin City Holdings Ltd (DCHL) Group companies.

2 As this report is for administrative and statutory reporting purposes, a summary of considerations and options is not provided.

RECOMMENDATIONS

That the Council:

a) **Notes** the 2026 Annual Reports of:

i) Dunedin City Holdings Limited

ii) Dunedin City Treasury Limited

iii) Aurora Energy Limited

iv) City Forests Limited

v) Delta Utility Services Limited

vi) Dunedin International Airport Limited

vii) Dunedin Railways Limited

viii) Dunedin Stadium Property Limited

ix) Dunedin Venues Management Limited

DISCUSSION

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

4 The annual report for DCHL was completed and received audit sign-off on 25 September 2026, along with the annual reports for the group companies.

OPTIONS

5 There are no options.

Signatories

Author:	Janet Fraser - Corporate Planner
Authoriser:	Carolyn Allan - Chief Financial Officer

Attachments

	Title	Page
⇨A	Dunedin City Holdings Limited - Annual Report for the year ended 30 June 2026 *(Under Separate Cover 2)*	
⇨B	Dunedin City Treasury Limited - Annual Report for the year ended 30 June 2026 *(Under Separate Cover 2)*	
⇨C	Aurora Energy Limited - Annual Report for the year ended 30 June 2026 *(Under Separate Cover 2)*	
⇨D	City Forests Limited - Annual Report for the year ended 30 June 2026 *(Under Separate Cover 2)*	
⇨E	Delta Utility Services Limited - Annual Report for the year ended 30 June 2026 *(Under Separate Cover 2)*	
⇨F	Dunedin International Airport Limited - Annual Report for the year ended 30 June 2026 *(Under Separate Cover 2)*	
⇨G	Dunedin Railways Limited - Annual Report for the year ended 30 June 2026 *(Under Separate Cover 2)*	
⇨H	Dunedin Stadium Property Limited - Annual Report for the year ended 30 June 2026 *(Under Separate Cover 2)*	
⇨I	Dunedin Venues Management Limited - Annual Report for the year ended 30 June 2026 *(Under Separate Cover 2)*	

COMMUNITY RANGER OPTIONS REPORT - 10 YEAR PLAN 2027-37

Department: Parks and Recreation

EXECUTIVE SUMMARY

1 This report provides background on the Community Ranger programme (the Programme) and options on its future.

2 The Programme has been delivered by Dunedin City Council (DCC) and the Department of Conservation (DOC) in partnership since 2018.

3 The programme provides a seasonal, coordinated ranger presence at high-use visitor locations, with a focus on managing visitor pressures, supporting responsible behaviour and compliance with DCC bylaws, protecting wildlife and natural values, and providing a consistent visitor service across DCC and DOC operational areas.

4 Three part-time (3 x 0.5 Full Time Equivalents) Community Rangers are employed directly by DOC, with DCC providing a funding contribution of $74,000 towards the remuneration costs annually.

5 The Community Rangers undertake daily patrols from November to April.

RECOMMENDATIONS

That the Council:

a) **Decides** whether to include a funding contribution toward the Community Ranger programme in the draft 10 year plan 2027-37.

BACKGROUND

6 DCC partnered with the Department of Conservation (DOC) to pilot the Community Ranger programme in 2018 in response to overlapping seasonal visitor management needs.

7 At the time, DCC was experiencing increasing numbers of freedom campers over the summer period and had limited resource available to provide education and advocacy on responsible camping, compliance with the Reserves and Beaches Bylaw, and appropriate behaviour by other users of DCC reserves and beaches.

8 The Community Ranger programme has continued to be delivered annually through the DCC/DOC partnership.

9 The programme has typically employed three part-time Community Rangers for the six-month period from November to April. During these periods, Rangers conduct daily patrols of DCC and DOC-managed land including beaches, reserves and freedom camping sites.

10 The Ministry of Business, Innovation and Employment (MBIE) provided funding toward the Community Ranger programme annually from 2018 to 2021 from the Responsible Camping Fund and from 2022 to 2024 under the Freedom Camping Transition Fund. MBIE has not committed funding toward the programme since 2024.

11 Under the current agreement, DCC funds the Community Ranger remuneration costs, up to an agreed maximum, while DOC meets the remaining operational costs of delivering the programme, which includes all administrative support, training, office accommodation, day-to-day management and vehicles.

12 For the 2025–26 season, DCC's contribution is capped at $74,000. DOC provides and funds the operational support required for the Rangers, including vehicles and fuel, office space and computer access, phones and radios, recruitment and rostering, staff management, uniforms, and relevant training such as first aid and situational awareness.

13 DCC expenditure on the Community Ranger Programme since 2018 is set out below (noting that up until 2024, MBIE contributed funding toward the programme):

Year	DCC Contribution
2018/19	$ 10,000
2019/20	$ 42,397
2020/21	$ 74,996
2021/22	$ 64,429
2022/23	$ 81,829
2023/24	$ 94,092
2024/25	$ 67,272
2025/26	$ 58,464
Total	**$ 493,479**

DISCUSSION

14 Ranger responsibilities include monitoring freedom camping sites and occupancy; engaging with visitors and providing advice; promoting responsible interaction with wildlife; monitoring commercial activity and events, drone use, dogs and vehicles on beaches; inspecting visitor facilities; identifying maintenance or asset issues; collecting visitor surveys and other monitoring information; and responding to emerging visitor-management priorities.

15 Rangers may also assist with DOC wildlife responses and undertake wider reserve monitoring, engagement or asset auditing, where agreed between the agencies.

16 The Ranger role is principally one of education, advocacy, monitoring and reporting rather than enforcement. Rangers identify and record apparent non-compliance and provide information to the appropriate DCC or DOC enforcement officers but do not themselves issue infringement notices.

17 This enables Rangers to maintain an approachable visitor-facing role while ensuring compliance matters can be escalated appropriately. It also means that enforcement resource can be directed to specific locations of non-compliance, rather than a "roving" patrol.

18 The partnership also provides DCC and DOC with operational intelligence on visitor numbers, behaviour, emerging pressure points and the condition of visitor facilities. Site visits, surveys, complaints, compliance observations and other information are recorded and used to inform ongoing management decisions.

19 The programme provides visitor engagement services and generates information on visitor numbers, behaviour, site conditions and emerging issues that may inform management decisions.

20 The programme has been used to support responses to unforeseen events, including severe weather events and marine mammal haul-outs affecting roads and walkways.

21 In these situations, Rangers have provided a readily deployable resource to support visitor safety, manage access, and provide timely information and advice.

22 This season, the Rangers will be fully briefed on H5N1 (bird flu), including risks and actions reserve and beach users can take to reduce transmission.

OPTIONS

23 **Option 1 – Continue providing an annual funding contribution toward the Community Ranger programme.**

Under this option, DCC would continue contributing up to $74,000 annually toward the remuneration costs of three 0.5 FTE Community Rangers employed by DOC. The programme would continue to operate from November to April, providing a daily, coordinated ranger presence at high-use visitor locations and supporting visitor management, responsible behaviour, compliance with DCC bylaws, and protection of wildlife and natural values.

24 **Option 2 – Discontinue providing an annual funding contribution toward the Community Ranger programme.**

Under this option, DCC would cease its annual contribution toward the Community Ranger programme. This would significantly affect the viability, scope and level of service provided through the current jointly funded DCC–DOC partnership. DOC could determine whether, and to what extent, it could continue delivering a similar programme using its own resources; however, under a DOC-only model, many of the services currently delivered for DCC would be reduced or cease altogether. This could include visitor engagement within DCC reserves and beach areas, support for DCC bylaw compliance, asset monitoring and data collection, and coordination across DCC and DOC operational areas. Any residual DOC service would be subject to DOC's priorities and available resources, while issues arising within DCC areas would otherwise need to be managed through existing DCC operational resources and service arrangements.

Assumptions

25 It is assumed under Option One that DOC will continue to make its current staff and operational resources available to the Community Ranger programme.

26 It is assumed under Option One that the current programme model, including the seasonal deployment of three 0.5 FTE Community Rangers employed by DOC, would continue, subject to annual budget approval and confirmation of the partnership arrangements.

27 The projected annual cost of up to $74,000 is assumed to remain broadly representative of the cost of continuing the programme. No significant changes to remuneration, employment arrangements or operating costs have been assumed.

Financial Comparison

Table 1: Comparison of ongoing annual operational costs and funding sources on completion of the project

OPTIONS	RESOURCING	COSTS				FUNDING	
	FTE req'd (existing & additional)	Operating costs (A) $000s	Interest costs (B) $000s	Depreciation costs (C) $000s	Total opex costs (A+B+C) $000s	Non-rates operational funding $000s	Rates funding $000s
Option 1	NA	74	0	0	74	0	74
Option 2	NA	0	0	0	0	0	0

28 The rangers are considered DOC employees therefore there is no FTE count associated with this option

Table 2: Comparison of capital costs and funding sources

OPTIONS	COSTS		FUNDING	
	Total Capital Costs $000s	Capital Grants $000s	Debt funding $000s	Rates funding $000s
Option 1	0	0	0	0
Option 2	0	0	0	0

29 There are no Capex costs to DCC in the delivery of the programme.

30 Option One retains the existing service model and partnership arrangement. The established partnership provides DCC with a seven-day seasonal ranger service while leveraging DOC's contribution of vehicles, fuel, equipment, training, recruitment, rostering, staff management and other operational support. The programme supports DCC's compliance and regulatory functions through monitoring of freedom camping, dogs, vehicles on beaches and other visitor activities, with potential infringements referred to the appropriate enforcement officers.

31 Option Two would provide a direct saving in DCC's contribution to ranger remuneration, but this would need to be weighed against the loss of the wider DOC-funded service and the reduced capacity for visitor engagement, monitoring and compliance reporting. Discontinuation would not in itself create a statutory breach, as there is no identified legislative requirement to provide the Ranger Programme; however, it would reduce DCC's operational capacity to monitor and respond to activities regulated through bylaws and other legislation.

Option One - Continue providing an annual funding contribution toward the Community Ranger programme – Status Quo

Option Assessment

Advantages

- Maintains seven-day seasonal coverage and the existing level of visitor engagement, monitoring and advocacy.
- Retains an established partnership that leverages significant DOC operational resources and expertise.
- Supports DCC's freedom camping, reserve, beach and other regulatory and compliance functions through monitoring and referral of potential breaches.
- Provides ongoing information on visitor numbers, behaviour, site pressures, asset condition and emerging issues.
- Maintains continuity of relationships, systems, training and operational knowledge developed through the programme since 2018.

Disadvantages

- Requires an ongoing DCC financial contribution to Ranger remuneration.
- Delivery remains dependent on continued agreement between DCC and DOC and the availability of suitable seasonal staff.

Risks

- Visitor pressures or compliance issues may change over time, requiring adjustment to patrol priorities and deployment.
- Future changes to DOC or DCC resourcing priorities could affect the current partnership model.
- The programme supports compliance but Rangers do not issue infringement notices, meaning effective enforcement remains dependent on referral to the appropriate enforcement teams.

Opportunities

- Expand the collection and use of visitor, compliance and asset information to support evidence-based management.
- Continue to develop shared DCC–DOC messaging, training and operational coordination.
- Utilise Ranger capacity for wider reserve monitoring, visitor engagement and asset auditing where priorities allow.

Option Two - Discontinue providing an annual funding contribution toward the Community Ranger programme

Option Assessment

Advantages

- Removes DCC's direct financial contribution to Ranger remuneration.

- Avoids vehicle travel and other operational emissions specifically associated with the programme. However, the scale of these emissions are very minor at both the city and DCC level as a small number of vehicles are used and they are hybrid or EVs.

- Allows the funding to be redirected to other Council priorities.

Disadvantages

- Loss of dedicated seven-day seasonal visitor management and monitoring capacity.

- Loss of the operational contribution currently provided by DOC, including vehicles, fuel, equipment, training, recruitment and staff management.

- Reduced monitoring of freedom camping, visitor behaviour, wildlife interaction, dogs, vehicles on beaches and visitor facilities.

- Reduced ability to collect consistent visitor and site information.

- Existing DCC teams may need to absorb some functions, reducing capacity for other work or creating alternative costs.

- Loss of an established partnership model operating since 2018.

Risks

- Reduced visibility of emerging compliance, visitor-management and asset issues.

- Increased workload for existing DCC teams where functions must continue.

- Reduced ability to respond proactively to seasonal visitor pressures or emerging hotspots.

- Visitor experience or compliance levels may be affected if monitoring, advocacy and reporting activities are reduced.

- Future costs could arise if alternative monitoring, compliance or visitor management services are required.

Opportunities

- Review whether individual Ranger functions could be delivered more efficiently through existing DCC services or alternative delivery models.

- Redirect the DCC contribution to other Parks and Recreation or compliance priorities.

- Reassess the level and type of seasonal visitor-management service required should visitor patterns or legislative requirements change.

NEXT STEPS

32 Depending on Council's decision, staff will either continue delivery of the Community Ranger programme or conclude the current funding arrangement following the 2026/27 season.

Signatories

Author:	Stephen Hogg - Parks and Recreation Planner
Authoriser:	Heath Ellis - Group Manager Parks and Recreation Scott MacLean - General Manager, City Services

Attachments

There are no attachments for this report.

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 supports local economic growth and development by fulfilling the current and future needs of communities for good-quality, cost-effective and local infrastructure, public services and/or performance of regulatory functions. The decision promotes the social, environmental and cultural well-being of communities in the present and for the future by supporting visitor safety, responsible use of reserves and beaches, protection of indigenous biodiversity and taoka species, and education and advocacy around appropriate visitor behaviour. The programme also supports coordinated management of seasonal visitor pressures across DCC and DOC-managed areas.
Fit with core services of Local Government This decision relates to: ☐ Network infrastructure ☐ Public transport services ☐ Solid waste collection and disposal ☐ Waste minimisation ☐ Emergency management ☐ Libraries, museums and cultural facilities ✓ Parks, reserves and recreational facilities ☐ None of the above

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	✓	☐	☐
Economic Development Strategy	✓	☐	☐
Environment Strategy	✓	☐	☐
Arts and Culture Strategy	☐	☐	✓
3 Waters Strategy	☐	☐	✓
Future Development Strategy	☐	☐	✓
Integrated Transport Strategy	☐	☐	✓
Parks and Recreation Strategy	✓	☐	☐
Other strategic projects/policies/plans	✓	☐	☐

The Ranger Programme aligns with several elements of DCC's strategic framework, including the Parks and Recreation Strategy 2017-2027. The programme contributes particularly to the Strategy objectives that open spaces and facilities support Dunedin's communities to thrive, parks, natural landscapes, flora and fauna are treasured by the community, and we work with others. These objectives emphasise safe and valued public spaces, protection of natural values, improved public understanding of those values, and delivery through partnerships with other organisations.

The programme also contributes to Te Ao Tūroa – Dunedin's Environment Strategy, through wildlife protection, responsible visitor behaviour and advocacy that increases understanding and care for the natural environment. There are secondary contributions to the Social Wellbeing Strategy, through maintaining safe and accessible public places, and to the Economic Development Strategy, through supporting a positive and well-managed visitor experience. Partnership delivery with DOC is also consistent with DCC's strategic emphasis on working collaboratively, while the agreement's recognition of the relationship with Te Rūnanga o Ngāi Tahu supports the Treaty of Waitangi principle underpinning DCC's strategic framework.

Māori Impact Statement

The Community Ranger programme may support outcomes of interest to Māori through its role in protecting indigenous biodiversity and promoting appropriate behaviour on reserves and beaches and providing visitor education consistent with kaitiakitaka. This includes assisting with the protection of rāpoka/whakahao (New Zealand sea lions), which are recognised as a taoka species, by helping manage interactions between visitors and animals and providing information where haul-outs affect public access.

The programme is consistent with Council's relationship with mana whenua and wider Treaty commitments, although no specific mana whenua engagement has been undertaken in relation to the continuation of the programme.

Legislative reforms

The Ranger Programme is consistent with the proposed change to the purpose of local government. It provides a cost-effective public service and supports regulatory functions through a shared delivery model with the Department of Conservation, with DCC funding ranger remuneration and DOC meeting the majority of associated operational costs. The programme supports the management of visitor pressures, responsible freedom camping, wildlife protection and compliance monitoring, while contributing to visitor management activities and supporting the operation of visitor destinations across Dunedin.

The programme also aligns with the proposed core functions of local government, particularly the provision and management of reserves and other community and recreational facilities. Rangers undertake monitoring, visitor engagement, compliance reporting and asset inspections across DCC reserves, beaches and other visitor locations, and support Council's regulatory functions by identifying and referring potential non-compliance to the appropriate enforcement team.

Sustainability

The programme is expected to have limited long-term sustainability implications, with generally positive social and environmental outcomes through continued visitor management, wildlife advocacy and monitoring of reserves and coastal sites. Greenhouse gas emissions associated with the programme are primarily generated by vehicle travel required for ranger patrols; however, DOC provides hybrid and electric vehicles for this work, helping to reduce operational emissions. Emissions are therefore expected to remain broadly stable or decrease over time, particularly where EV use can be maximised and patrol routes are planned efficiently.

The programme also contributes modestly to climate adaptation and resilience by maintaining a regular presence across coastal and reserve sites, enabling emerging hazards, storm damage, access issues and other climate-related impacts to be identified and reported promptly. Overall, continuation of the programme is not expected to materially increase DCC or city-wide emissions or climate risk.

LTP / Financial Strategy /Infrastructure Strategy/ Water Services Strategy

Option One continues Council's contribution to the programme through rates-funded operational expenditure. The annual contribution of up to $74,000 would be met from existing Parks and Recreation operating budgets. Option Two would reduce rates-funded operating expenditure by discontinuing Council's contribution to the programme.

Financial considerations

The Community Ranger programme is funded through the Parks and Recreation operational budget. Option One retains annual funding of up to $74,000. Option Two removes this expenditure, resulting in a corresponding reduction in the operational budget.

Significance

Engagement – external

There has been no external engagement with regard to this decision.

Engagement - internal

DCC Animal Services and DCC Transport have expressed support for the Community Ranger programme, recognising its contribution to dog control monitoring and advocacy, and its assistance with road safety when marine mammals are present within road corridors. Both teams contribute to annual programme planning and engage with the programme to identify priorities, coordinate activities and ensure ranger support aligns with their operational needs*.*

Risks: Legal / Health and Safety etc.

Discontinuing DCC's contribution would end Council's participation in the Community Ranger Programme. The extent to which programme activities could continue under an alternative service model would depend on decisions made by DOC and any available funding or resources. A reduction in ranger presence could affect monitoring, advocacy and visitor assistance activities and may result in increased demand on existing Council teams to respond to issues on reserves and beaches. Service levels and community expectations may need to be managed through clear communication and prioritisation of higher-risk incidents*.*

Conflict of Interest

No conflicts of interest have been identified*.*

Community Boards

Community Rangers operate within the jurisdictions of Community Boards, particularly the Saddle Hill Community Board, Otago Peninsula Community Board, West Harbour Community Board and Waikouaiti Coast Community Board. The programme supports these communities through a visible seasonal presence at beaches, reserves, and freedom camping areas, during periods of increased visitation.

PRIORITISATION AND FUNDING OF SEAL EXTENSIONS OPTIONS REPORT - 10 YEAR PLAN 2027-37

Department: Transport

EXECUTIVE SUMMARY

1 The Council has requested advice on a prioritisation method for sealing unsealed roads and the associated funding implications.

2 This report outlines the historical approach to seal extensions in Dunedin, proposes a prioritisation framework based on a multi-criteria model, summarises approaches taken by other councils, and identifies the financial implications of reinstating a sealing programme.

3 DCC previously operated a seal extension policy (Attachment A) which was discontinued in early 2013, following the removal of NZ Transport Agency Waka Kotahi (NZTA) co-funding. NZTA's co-funding for Council's would instead focus on maintaining and renewing their existing sealed networks.

4 Most councils do not operate large-scale seal extension programmes. Investment is prioritised toward maintaining existing networks.

5 Should the decision be made to reinstate the seal extension policy, a multi-criteria prioritisation framework is recommended to provide a consistent and fair basis for decision-making.

6 Reinstating a sealing programme would require additional capital and operational budget and is not co-funded.

RECOMMENDATIONS

That the Council:

a) **Decides** on a preferred option for the management of roading network seal extensions.

BACKGROUND

7 The Council requested that staff develop a prioritisation method for sealing unsealed roads, outline funding implications and provide context on historical policy and practice.

Moved (Cr John Chambers/Cr Marie Laufiso):

That the Council:

a) Requests a review of the roading network seal extension policy, including the criteria for prioritisation, and report back in time for the 10 year plan 2027-37.

a) Notes that the report would contain funding implications of extending the sealed roading network and proposed criteria for determining priorities

b) Investigates a speed reduction on McMaster Road, including a full assessment and public consultation in accordance with the Land Transport Rule: Setting of Speed Limits, and report back to a Hearings Committee in 2027.

Division

The Council voted by division

For: Crs John Chambers, Christine Garey, Doug Hall, Marie Laufiso, Mickey Treadwell, Brent Weatherall and Mayor Sophie Barker (7).
Against: Crs Jo Galer, Cherry Lucas, Russell Lund, Mandy Mayhem, Benedict Ong, Andrew Simms and Lee Vandervis (7).
Abstained: Nil

An equality of votes was recorded 7:7 following which the Mayor used her casting vote in favour of the motion.

Motion carried (CNL/2026/109)

8 DCC previously operated under a seal extension policy which prioritised sealing using a rural/residential split. In 2012, as part of its Annual Plan deliberations, the Dunedin City Council resolved to discontinue the seal extension programme. This decision was expected to reduce transport expenditure by approximately $4.7 million over a ten-year period. The change enabled investment to be reprioritised towards the development of the city's other transport priorities.

9 Since 2013, new sealing of unsealed roads (seal extensions) has not been undertaken as a formal programme, with a focus instead on maintaining the existing network, safety and resilience improvements, and alternative treatments such as dust suppression and Otta seal.

10 In 2023, the Dunedin City Council reviewed its approach to dust suppression on unsealed roads as part of Annual Plan budget decisions. In response to rising costs and changes in approved treatment methods, the Council resolved to change its policy to a 50:50 cost-sharing model between the Council and affected property owners, replacing previous arrangements where the work was largely fully funded by the Council.

Moved (Cr Lee Vandervis/Cr Kevin Gilbert):

That the Council:

*a) **Notes** that Dunedin City Council will replace the current bio-oil dust suppression with Otta sealing.*

*b) **Approves** Option One - That applicants fund 50% of the $540,000 cost of dust suppression.*

Motion carried (CNL/2023/032)

11 The Council provided the option of bio-oil dust suppression or Otta sealing under a cost-sharing arrangement. This change generated community feedback, particularly from some suburban residents, regarding how costs were allocated and how the policy was being applied. To date, most people on the dust suppression register have opted for Otta seal cost sharing approach to dust suppression.

Efficacy of Otta seal

12 Otta seal is an effective, low-cost surfacing for low-volume roads, providing good dust suppression and a flexible, water-resistant surface that can tolerate minor pavement movement. However, its performance depends heavily on the underlying pavement and drainage, as it adds little structural strength and is vulnerable where moisture is present, the water table is high or with higher volumes of traffic and / or heavy vehicle use.

13 It is less durable in high-stress areas such as corners, intersections, and braking or turning zones, where aggregate can scuff or displace, particularly under heavier traffic. Edge performance can also be a weakness if shoulder support or drainage is poor.

14 Extending the sealed network is inconsistent with the Council's current 30-year Infrastructure Strategy.

DISCUSSION

Funding considerations

15 Most councils do not operate large-scale seal extension programmes. Investment is prioritised toward maintaining existing networks, with limited programmes, co-funding approaches, and alternative treatments commonly used.

16 Sealing unsealed roads represents a significant capital investment and is materially more expensive than resealing an existing sealed surface.

17 Sealed roads are typically four times more expensive to maintain each year than a metalled (gravel) road. While sealing reduces the need for frequent day-to-day maintenance typical for gravel roads (e.g. grading) it introduces higher long-term lifecycle costs, including resealing every 10–17 years and periodic pavement renewals. As a result, councils consistently note that sealed roads have significantly higher ongoing maintenance costs than unsealed roads.

18 Not all gravel roads are the same. They vary significantly in width, alignment, drainage, traffic volumes, and surrounding land use. Applying a simple "seal over gravel" approach does not appropriately reflect the differing functions and standard of these roads. Converting a gravel road to a sealed surface typically requires not only laying the pavement but also upgrading the water table and drainage to ensure the new seal performs properly and remains durable over time.

19 Indicative costs for resealing roads are \$100–\$150 per m² for chipseal and \$180–\$220 per m² for asphalt. For a typical 6m carriageway, this equates to approximately \$0.6M–\$0.9M per kilometre for chipseal and \$1.1M–\$1.3M per kilometre for asphalt.

20 The previous seal extension budget was \$4.7M over 10 years, in 2013. In today's dollars that equates to \$6.6M over 10 years (approx. \$660,000 per annum). This would deliver between 0.5km – 1km (approximately) per year depending on the scale and treatment. There is 681km of unsealed network across Dunedin.

21 Sealing gravel roads would typically require work at a sufficient scale to deliver a value for money programme. Around 2km–3km per year would be required to achieve contractor efficiencies that aren't realised when sealing short lengths.

22 Seal extensions are not co-funded by NZTA and are therefore not included as a funded activity within the activity management plan (our three yearly programme of asset renewal required by NZTA for co-funding). Reducing effort on co-funded activities such as reseals or rehabilitation that are already identified in the plan to offset costs associated with extending the sealed network would result in a net financial loss to the Council.

23 Should the Council decide to extend the sealed network, a multi-criteria model is recommended, similar to that used by Timaru District Council. Roads would be assessed based on traffic volumes, safety, dust impacts, strategic importance, growth pressures, and constructability. This provides a transparent, fair and defensible approach.

Criterion	Measure	Scoring Guide	Weight	Score (1-5)	Weighted Score
Traffic volume (AADT)	Avg daily traffic	1=<50, 3=150-300, 5=>500	0.25		0
Number of dwellings	Houses affected	1=<5, 3=10-20, 5=>40	0.15		0
Dust impact	Complaints/proximity	1=minimal, 3=moderate, 5=high	0.15		0
Road function	Network role	1=local, 3=connector, 5=key route	0.1		0
Safety risk	Crashes/visibility	1=low, 3=medium, 5=high	0.1		0
Growth	Development pressure	1=none, 3=moderate, 5=high	0.1		0
Maintenance cost	Ongoing cost	1=low, 5=high	0.05		0
Co-funding	External funding	1=none, 5=confirmed	0.05		0
Equity	Wider benefit	1=local, 5=network benefit	0.05		0

OPTIONS

24 This report includes three options for the funding of seal extensions from status quo to a targeted programme to seal up around 1km per annum to a more extensive programme to seal around 2.5km per annum.

Assumptions

25 The costs and benefits of seal extensions may be affected by future climate conditions, including changes in rainfall intensity, flooding frequency and erosion risk. Climate resilience considerations should be part of future assessment and prioritisation for individual seal extension projects.

26 That a chip seal surface will be appropriate in most locations.

27 An average unsealed carriageway width of 6m with a cost at current rates of $150 per m^2 or $900K per km to construct pavement and seal the road.

Financial Comparison

Table 1: Comparison of ongoing annual average operational costs and funding sources over the 10 year plan 2027-37

OPTIONS	RESOURCING	COSTS				FUNDING	
	FTE req'd (existing & additional)	Operating costs (A) $000s	Interest costs (B) $000s	Depreciation costs (C) $000s	Total opex costs (A+B+C) $000s	Non-rates operational funding $000s	Rates funding $000s

Option 1	2.0	0	0	0	0	0	0
Option 2	2.5	65	273	156	494		494
Option 3	3.0	134	683	389	1,207		1,207

Table 2: Comparison of capital costs and funding sources

OPTIONS	COSTS		FUNDING	
	Total Capital Costs $000s	**Capital Grants $000s**	**Debt funding $000s**	**Rates funding $000s**
Option 1	0	0	0	0
Option 2	10,261	0	10,261	0
Option 3	25,653	0	25,653	0

28 FTE is driven by current capacity in the Capital Delivery Team to manage renewals and similar work as well as asset engineering FTE required to build and manage a forward work programme to deliver either Option Two or Three.

29 Operating costs built on our annual cost per km for sealed pavement maintenance of $6,065.25 in 2025/26 and 0.5–1.0 FTE for Option Two or Three.

30 Depreciation based on an assumed life of 50 years for the pavement and 16 years for a chip seal surface, average 2.85% depreciation per annum.

Option One – Status quo – Do not extend the sealed network (Recommended Option)

31 This option maintains current focus on network renewals, safety and resilience, and existing dust suppression methods of Otta seal and bio-oils.

Option Assessment

Advantages

- Aligns with current asset management priorities and Government Policy Statement on land transport priorities.
- Avoids capital expenditure that does not attract NZTA co-funding.
- Avoids increasing long-term maintenance costs (sealed roads cost 4x more to maintain).

Disadvantages

- Ongoing community requests for the extension of the sealed network (for reasons of dust nuisance, amenity, perception of inequity)

Risks

- No identified risks if the unsealed network is maintained.

Opportunities

- High priority safety interventions to seal on the approach to a junction with the sealed network can still be delivered through the Low Cost Low Risk programme when funding is available.

Option Two – Targeted / limited seal extension programme

32 This option reinstates a small, prioritised seal extension programme that focuses on the highest-priority roads, using a multi-criteria assessment framework to evaluate factors such as traffic volumes, safety, dust impacts, growth pressures, and strategic importance. Budget would need to be allocated through the 10 year plan 2027-37.

Option Assessment

Advantages

- Provides a transparent and defensible decision framework.
- Allows the Council to respond to locations based on a prioritised approach.
- Lower cost than a full programme.

Disadvantages

- May require trade-offs with other co-funded transport investment.
- Requires new funding (not NZTA co-funded).
- Risk of expectations and meeting timeframes that are perceived to be acceptable.

Risks

- Very limited delivery may not achieve value for money due to economies of scale.

Opportunities

- A transparent programme of prioritised sites to manage public expectation.

Option Three – Larger scale seal extension programme

33 This option establishes a dedicated, larger scale seal extension capital, enabling a planned and ongoing programme of sealing works across the network. Budget would have to be allocated in the 10 year plan 2027-37.

Option Assessment

Advantages

- Clear commitment and pipeline for the community and contracting market.
- Ability to deliver at efficient scale (2km–3 km per year noted for efficiencies).
- Strong response to community expectations.

Disadvantages

- High capital expenditure requiring debt funding.
- May require trade-offs with other transport investment.

- Increases long-term lifecycle cost (sealing is more expensive to maintain than gravel).
- Level of Service expectations may grow.

Risks

- Improved level of service may lead to increased traffic in rural communities which may lead to increased safety concerns.

Opportunities

- A transparent programme of prioritised sites to manage public expectation.

NEXT STEPS

34 Staff will implement the Council's decision and, if required, include additional capital in the draft 10 year plan 2027-37 budgets and update the draft Infrastructure Strategy to reflect the increase in sealed assets.

Signatories

Author:	Simon Smith - Acting Group Manager Transport
Authoriser:	Scott MacLean - General Manager, City Services

Attachments

	Title	Page
⇩A	Seal Extension Policy	225

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 meets the current and future needs of communities for good-quality, cost-effective and local infrastructure.

Fit with core services of Local Government
This decision relates to:

- ✓ Network infrastructure
- ☐ Public transport services
- ☐ Solid waste collection and disposal
- ☐ Waste minimisation
- ☐ Emergency management
- ☐ Libraries, museums and cultural facilities
- ☐ Parks, reserves and recreational facilities
- ☐ None of the above

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	☐	☐	✓
Economic Development Strategy	☐	☐	✓
Environment Strategy	☐	☐	✓
Arts and Culture Strategy	☐	☐	✓
3 Waters Strategy	☐	☐	✓
Future Development Strategy	☐	☐	✓
Integrated Transport Strategy	✓	☐	☐
Parks and Recreation Strategy	☐	☐	✓
Other strategic projects/policies/plans	✓	☐	☐

The reinstatement of a seal extension policy is outside the scope of the Transport Activity Management Plan and 10 year plan Infrastructure Strategy.

Māori Impact Statement

The reinstatement of a seal extension policy would require continued and, where appropriate, enhanced engagement with mana whenua to ensure alignment with Te Tiriti o Waitangi principles and Council's commitments under Te Tāki Harurū.

Legislative reforms

The decision is to upgrade core infrastructure, so does align with local government purpose and the future needs of communities.

The reinstatement of a seal extension policy would require additional funding that will have an impact on rates due to increased depreciation and debt. This activity would be subject to a rates capping scenario.

Sustainability

Climate risk and resilience should also be considered when assessing seal extension priorities. Resilience benefits and climate risks of sealing will be location-specific. Seal extensions can reduce dust, and enhance accessibility for residents and services. Increasing the sealed network may affect runoff and generate emissions that need to be appropriately managed.

LTP / Financial Strategy /Infrastructure Strategy/ Water Services Strategy

If a decision is made to reinstate the seal extension policy, this would be inconsistent with the current Infrastructure Strategy. Any reinstatement would require the Strategy to be updated through the 10 year plan 2027-37 to reflect the resulting increase in sealed assets.

Financial considerations

Recommended option is to maintain the status quo which would require no additional funding.

Significance

The significance of the decision is considered to be low. Importance to Dunedin rural communities is considered to be high, with interest from these communities high. There is consistency with other strategies and policies and the impact on the DCC's finances, capacity and capability is medium, subject to what option is chosen.

Engagement – external

There has been no external engagement. Engagement will be undertaken if the decision is made to develop a policy to implement seal extensions.

Engagement - internal

Development of this report had input from the Climate Adaptation and Resilience Team.

Risks: Legal / Health and Safety etc.

There are risks associated with the changing use and public perception, these have been addressed under options***.***

Conflict of Interest

There are no known conflicts of interest associated with this report.

Community Boards

There will be implications for Community Boards around prioritising sites and managing expectations if the decision is made to develop a policy to implement seal extensions.

Policy Manual

Dunedin City Council KBase

Friday 8 August 2008

back to policy manual

Policy Details

Title: Roading - Priorities for Seal Extension Work

Status: Confirmed

Adopted by Council: 17/09/2001

Policy No: R 106/10

File Ref: TPD 4/1

Report Date(s): 13/08/2001

Committee Date(s): 27/08/2001

Related Policy:

Statement: "That Council:

1 Adopt the Rural/Residential model as the basis for determining priorities for seal extension work.

2 Determine that 40% of the budget be allocated to rural and 60% residential categories accordingly.

3 Note the proposal for ward Councillors to work with staff in determining priorities for areas not covered by community boards, and

4 Note the additional information on dust suppression provided in the Roading Engineer's report and the material tabled by the Roading Manager."

Policy Document:

Images:

Department: Trans Operations

Position Responsible: Roading Manager

Outcome(s): Wealthy Community (Economic Well-being)
Accessible City (Economic Well-being)
Sustainable City and Environment (Environmental Well-being)
Safe and Healthy City (Environmental Well-being)

Committee(s): Infrastructure Services Committee

Last Updated: 08/06/2006

Review Date: 20/11/2006

Review Period (months):

Out to Submissions until:

Author:

I think this should be superceded some how later

CAVERSHAM TUNNEL ACCESS FOR DUNEDIN TUNNELS TRAIL OPTIONS REPORT - 10 YEAR PLAN 2027-37

Department: Commercial Services and 3 Waters

EXECUTIVE SUMMARY

1 The purpose of this report is to update Councillors on steps to make the Caversham Tunnel available for public use in accordance with the Council resolution.

2 The report discusses the work still required, estimated timing and costs involved. It discusses the budgetary implications of the work and provides options for how to fund the works.

RECOMMENDATIONS

That the Council:

a) **Approves** allocating the $1m already included in the 10 year plan 2027-37 to Caversham Tunnel upgrade works.

b) **Approves** bringing this budget forward to years one and two for the 10 year plan 2027-37.

BACKGROUND

3 Built between 1871 and 1873, the 865m long Caversham Tunnel only operated until 1910, when it was replaced by a larger dual track tunnel nearby. After this time, it was fitted out to serve as an air raid shelter in World War II but has subsequently been used as a corridor for utilities.

4 The Dunedin Tunnels Trail Trust (DTTT) propose to use the Caversham Tunnel as part of the broader tunnels trail to provide an easy walking and cycling link between the central city and Mosgiel.

5 The DTTT has received $2m from the government to extend the tunnels trail beyond the first Mosgiel stage constructed by the DCC in 2025. They are currently planning to construct stages two and three.

6 On 26 May 2025, Council considered the funding request from Dunedin Tunnels Trail Trust and resolved to:

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

That the Council:

a) ***Directs*** *staff to work with the Dunedin Tunnels Trails Trust (DTTT) to maximise the trail length using the existing budget for the Chain Hills Tunnel phase and;*

b) ***Update*** *the existing MoU with the DTTT to allow them to implement the next stages of the Tunnels trail to a grade 1 level as outlined in the Ngā Haerenga New Zealand Cycle Trails as a Shared Path Cycleway, including obtaining landowner consent; and*

c) ***Make*** *Caversham Tunnel available for track development by prioritising utility removal, diversion and / or upgrades to allow the DTTT to begin independent fundraising for track completion and to be reported back to Council or the relevant committee.*

Motion carried (CNL/2025/154)

7 There is no detailed agreement on exactly what "make Caversham Tunnel available for track development" involves. This report outlines the works required to open the Caversham Tunnel for use and the steps being undertaken to confirm the cost and timing of these works. This will allow the Council to determine where responsibilities and costs lie.

8 The DCC has no budget specifically associated with Caversham Tunnel. There is $1m for the Tunnels Trail in year seven of the 10 year plan. This report proposes bringing this capital forward to undertake upgrade works in the tunnel.

DISCUSSION

9 The 2017 Caversham Rail Tunnel Cycle Way report assessed risks in the tunnel and recommended work to make the Caversham Tunnel publicly accessible.

10 The main areas of work required to provide safe public access to the tunnel include:

a) Stabilisation works;

b) Upgrade and relocation of utilities;

c) Air quality management;

d) Alert and safety systems;

e) Lighting; and

f) Flooding and drainage improvements.

Stabilisation works

11 The report confirmed the general structural and geotechnical integrity of the tunnel, notwithstanding though some localised repairs similar to those completed in the Chain Hills Tunnel. It is also expected some portal pinning and approach cutting stabilisation may be required. A further detailed assessment of this work will be commissioned as access is improved.

Upgrade and relocation of utilities

3 Waters infrastructure

12 Original assessments of opening the tunnel for public use in 2017 were based on the removal and relocation of the two wastewater lines. Subsequent assessment of the network implications, feasibility, costs and timing to do so have resulted in the decision to leave these in place.

13 This does mean there is some risk around gas discharges from the pipes (particularly hydrogen sulphide and methane) and overflow/discharge of wastewater into the tunnel during heavy rain events. A number of options are under consideration to manage this risk including sealing the existing manholes, lining of the pipes, ventilation and monitoring. It is currently estimated that this 3 Waters upgrade work to the wastewater pipe will be undertaken in the 2028/2029 financial year. There is currently no estimated cost for this work, but it will be funded through existing 3 Waters budgets as part of the network forward works.

14 Other work underway within the Kaikorai and South Dunedin catchments also seeks to reduce the chance of wastewater overflow in heavy rain events, further reducing this risk.

Electricity

15 Aurora have two 6.6kV high voltage electrical cables attached to the wall of the tunnel. They were installed in 1954. Replacement of the cables will be required to enable safe access to the tunnel and to ensure their uninterrupted operation into the future.

16 In previous assessments, two options were raised for relocation of the electrical cables: burial within the tunnel or attachment to the tunnel ceiling. For safety reasons, investigations into burying the cable are being prioritised.

17 In 2025, the DCC issued the following in their letter of expectation to Aurora.

Direct Aurora Energy Ltd to support the development of the shared path through the Caversham Train Tunnel by undertaking the necessary works to upgrade or safely remove its existing cable within 12-16 months from the date of this letter. This is required to ensure public access to the tunnel is not compromised by hazards arising from the cable's condition or placement.

18 Aurora have updated the DCC with an estimated cost of $225k for this work. The DCC is working with Aurora to confirm where these costs will lie and the potential timing.

19 The DCC and Aurora will work together to coordinate this and other works in the tunnel to potentially deliver further efficiencies. Aurora requires sufficient separation from other DCC 3 waters services and minimum coverage levels. The 3 Waters team is undertaking slot trenching along the tunnel to confirm the exact locations of existing infrastructure and potential separation distances. They are also investigating whether all three potable water pipes are still required and whether decommissioning one could provide a conduit for Aurora infrastructure.

20 Aurora do not currently have relocation of the electrical cables scheduled.

Reticulated LPG

21 Staff have reached an informal agreement with Genesis to decommission the live gas line in the tunnel, with six months' notice required.

22 The removal of the gas line will have impacts on a small number of customers that will need to be managed carefully. It will likely require some investment from the DCC to support their transition from piped to bottled gas. Discussions with Genesis and their customers will proceed once a removal date is confirmed. An estimated cost for decommissioning and customer related costs has been provided by Genesis. Additional costs may be incurred for its full removal.

Confirmation of air quality

23 Air flow and quality testing was undertaken as part of the 2017 report. The tunnel was assessed as naturally ventilating and not requiring additional mechanical ventilation.

24 Given the plan to leave the existing wastewater pipes in place, the DCC proposes to undertake additional air quality testing in the tunnel to confirm that mechanical ventilation will not be required. This will be undertaken in the coming months to monitor for any trends, funded out of existing 3 Waters budgets.

25 Results of these tests and the costs of any additional ventilation required will be added to the costs below.

Investigation into alert/alarm systems

26 Fire safety was also assessed in the 2017 report and the need for a sprinkler system was discounted. Emergency lighting and signage will be required.

27 It is recommended that permanent air testing, flood alert and personal safety alarm systems are considered in the tunnel for visitor safety. CCTV could also be considered to increase safety and reduce vandalism.

28 Options and costs for these systems are currently still being investigated.

Lighting

29 To support safe use of the tunnel by the public, staff recommend the installation of lighting similar to that installed in the Chain Hills Tunnel. Installation of this lighting early in the project will also avoid additional temporary lighting costs for the Dunedin Tunnels Trail Trust.

Flooding and drainage

30 The approaches at both ends of the tunnel are currently wet and boggy and would make track building and other contractor access, difficult. Removal of detritus, vegetation thinning, re-contouring and clearing original drainage infrastructure should remediate these issues.

31 This work will be completed by DCC in the coming months to assist with inspections of the tunnel. Costs will be absorbed within either Transport or 3W budgets operational budgets.

32 The mapped Kaikorai Stream floodplain extends to the tunnel approach at Kaikorai Valley Road suggesting the potential for floodwater to flow into the tunnel entrance. Otago Regional Commission delineated the flood-prone area in this location in 2018 based on a combination of hydraulic modelling and historical flood data but the data is low confidence.

33 The potential for fluvial flooding in combination with the risk of wastewater overflow during heavy rain events further support the recommendation to install a flood alert system, along with a means to close the tunnel when flood conditions are met.

Confirmation of fauna management requirements

34 In terms of identifying other potential risks, staff also recommend commissioning a fauna management plan to address potentially disturbing the endemic peripatus and lizard species during the tunnel preparation and track works. These are known to be present in the Caversham Valley and were discovered during work on the adjacent Caversham by-pass. This investigation would put in place measures to avoid any costly delays to work created by accidental discoveries.

Work required (capex)	**Estimated cost**
Stabilisation works	TBC
Aurora electrical relocation	$225k
Genesis reticulated LPG decommissioning and customer support	$100k
Alert systems	TBC
Lighting	$450k
Fauna Management Plan	$20k
Estimated total	**$795k**

35 Note: this table does not include the cost of the 3 Waters upgrades, as these are included in the 3 Waters budget.

Financial Comparison

Table 1: Comparison of ongoing annual operational costs and funding sources

OPTIONS	RESOURCING	COSTS				FUNDING	
	FTE req'd (existing & additional)	Operating costs (A) $000s	Interest costs (B) $000s	Depreciation costs (C) $000s	Total opex costs (A+B+C) $000s	Non-rates operational funding $000s	Rates funding $000s
Option 1		17	49	30	96		96
Option 2		17	55	30	102		102

Table 2: Comparison of capital costs and funding sources

OPTIONS	COSTS		FUNDING	
	Total Capital Costs $000s	Capital Grants $000s	Debt funding $000s	Rates funding $000s
Option 1	1,000		1,000	
Option 2	1,000		1,000	

36 There are minor funding impacts related predominantly to inflation costs.

OPTIONS

Option One – Recommended Option – Bring forward existing 10 year plan 2027-37 budget

37 In this option the existing $1m budgeted in year 7 (2033/34) of the 10 year plan 2027-37 is brought forward to years 1 (2027/28) and 2 (2028/29) and specifically allocated to Caversham Tunnel works.

Option Assessment

Advantages

- This will speed up development of the Dunedin Tunnels trail.

Disadvantages

- Budget previously tagged to additional trail building to support Dunedin Tunnels Trail Trust (such as connections to Caversham) will be reallocated and alternative funding will need to be found for that work if it is required.
- There will be some increased operating budget related to maintenance and monitoring.

Risks

- Other sections of the trail may remain undeveloped if the DTTT cannot secure additional external funding.
- Unforeseen structural or other conditions in the tunnel could still mean that additional investment is required.

Opportunities

- Bringing the budget forward to enable development of Caversham Tunnel will likely support the DTTT to leverage more external funding for track construction.

Option Two – Alternative Option – Leave budget allocated in later years of 10 year plan 2027-37

38 In this option the $1m is allocated to Caversham Tunnel works but remains scheduled in later years of the 10 year plan.

Option Assessment

Advantages

- There is no change or addition to the 10 year plan 2027-37 budget and no additional OPEX funding is required.
- This timing would allow more time for 3 Waters upgrades and the removal of other utilities from the tunnel.

Disadvantages

- This would not meet the timeline requested to open the tunnel by the DTTT.
- Opportunities to leverage other tourism opportunities with cycling links to Central Otago and beyond will be delayed.

Risks

- Unforeseen structural or other conditions in the tunnel could still mean that additional investment is required.
- Costs may increase due to inflation or continued degrading of tunnel condition.

Opportunities

- No opportunities have been identified from this option.

Assumptions

39 The report assumes that no structural or geotechnical changes have occurred in the tunnel since the last report was compiled.

40 The report assumes that the DTTT will complete other sections of the tunnels trail leading to the Caversham Tunnel and continue to raise funding for further trail development.

41 The report assumes that flooding, drainage, wastewater overflow, air quality and other risks within the tunnel can be appropriately managed through the proposed upgrade works and operational controls.

NEXT STEPS

42 Once Council has approved the reallocation of budget to the works detailed above for Caversham Tunnel, staff will continue planning for upgrade works to commence.

Signatories

Author:	Glen Hazelton - Project Director John McAndrew - Head of 3 Waters
Authoriser:	Mike Costelloe - General Manager, Arts, Culture & Economic Development

Attachments

There are no attachments for this report.

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision supports local economic growth and development by fulfilling the current and future needs of communities for good-quality, cost-effective and local infrastructure.

Fit with core services of Local Government
This decision relates to:

- ✓ Network infrastructure
- ☐ Public transport services
- ☐ Solid waste collection and disposal
- ☐ Waste minimisation
- ☐ Emergency management
- ☐ Libraries, museums and cultural facilities
- ✓ Parks, reserves and recreational facilities
- ☐ None of the above

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	✓	☐	☐
Economic Development Strategy	✓	☐	☐
Environment Strategy	✓	☐	☐
Arts and Culture Strategy	☐	☐	✓
3 Waters Strategy	✓	☐	☐
Future Development Strategy	✓	☐	☐
Integrated Transport Strategy	✓	☐	☐
Parks and Recreation Strategy	✓	☐	☐
Other strategic projects/policies/plans	☐	☐	✓

This project is already included as part of the 10 year plan and is a key infrastructure project in the Future Development Strategy.

Māori Impact Statement

The tunnels trail project has the potential to integrate traditional pathways, however capacity, budget and our role in the project mean that these opportunities have not yet been fully realised.

The added network into a major community hub is broadening areas of access for community including Māori. The project has taken inspiration from the key directions of Auora, whanau are thriving and connected and Autikaka, through promoting regeneration of the environment, adaptive reuse of existing infrastructure and a more sustainable future.

Legislative reforms

Opening the Caversham Tunnel as part of Tunnels Trail appears consistent with the purpose of local government in terms of providing for the current and future needs of communities for good quality, cost-effective local infrastructure. The re-use of existing infrastructure (the tunnel) for a new purpose could be seen as positive.
The decision is expected to be subject to the proposed rate cap.

Sustainability

The opening of Caversham Tunnel as part of the Tunnels Trail will contribute positively to decreasing city-wide emissions, by providing better, safer options for cycling between the city and Mosgiel, in addition to between suburbs along the route.

Flooding and wastewater overflow risks have informed the scope of upgrade works required before the tunnel can be opened for public use, consistent with the principles of the Climate Adaptation Policy.

LTP / Financial Strategy /Infrastructure Strategy/ Water Services Strategy

This project is already included as part of the 10 year plan and is a key infrastructure project in the Future Development Strategy.

Financial considerations

The recommended option is budgeted but involves bringing forward that budget.

Significance

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

Engagement – external

External engagement on this report has involved discussions with utility providers. Strong public support for the Dunedin Tunnels Trail has been signalled in Annual Plan and 10 year plan submissions over the last few years.

Engagement - internal

The main internal engagement on this report has been with the 3 Waters team regarding their assets in the tunnel.

Risks: Legal / Health and Safety etc.

Until the lining of the 3 waters assets and upgrades are complete, there could still be some risk of gas accumulation in the tunnel that will need to be monitored. There could be some risk of requests for compensation from the DCC with the two Genesis customers who will need to shift to other methods of gas delivery. A long timeline for opening the tunnel will lead to reputational risk in the community and relationship risk with the Dunedin Tunnels Trail Trust.

Conflict of Interest

No conflict of interest has been identified.

Community Boards

There will be specific interest in this matter from the Mosgiel Taieri Community Board.

RESOLUTION TO EXCLUDE THE PUBLIC

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

General subject of the matter to be considered	**Reasons for passing this resolution in relation to each matter**	**Ground(s) under section 48(1) for the passing of this resolution**	**Reason for Confidentiality**
C1 Confirmation of the Confidential Minutes of Ordinary Council meeting - 24 September 2026 - Public Excluded	S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	.	
C2 Code of Conduct Complaint in relation to Councillor Benedict Ong	S7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person. S7(2)(f)(ii) The withholding of the information is necessary to maintain the effective conduct of public affairs through the protection of such members, officers, employees and persons from improper pressure or harassment. 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.	
C3 Representation Review - Appointment of Independent Review	S7(2)(a) The withholding of the information is	S48(1)(a) The public conduct of the part of the meeting	

Panel and Confirmation of Terms of Reference	necessary to protect the privacy of natural persons, including that of a deceased person.	would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	
C4 Dunedin City Council Annual Report for the year ending 30 June 2026 - Confidential Attachments	S7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information. S7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	

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.