DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

Date: **Thursday 22 October 2026**

Time: **9.00 am**

Venue: **Council Chamber, Level 2, Dunedin Public Art Gallery, The Octagon, Dunedin**

Policy and Planning Committee

OPEN ATTACHMENTS

UNDER SEPARATE COVER

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Rangahau te Korou o te Ora /

QUALITY OF LIFE SURVEY 2026

Ōtepoti Dunedin

October 2026

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Acknowledgements

Large-scale and complex research projects such as this require a combined effort. This research project was undertaken by Ipsos, an independent research company, on behalf of the seven participating councils. A steering group from four councils managed the project on behalf of the other councils and worked closely with representatives from Ipsos throughout this project. The members of the Quality of Life management group were:

- Ashleigh Prakash, Auckland Council
- Deepak Gautam, Hutt City Council
- Marcus Downs, Wellington City Council
- Rula Abu-Safieh Talahma, Dunedin City Council

The team at Ipsos who worked on this project included Amanda Dudding, Kania Sugandi, Arabella Wiles, and Eleanor Reynold Briggs, supported by Vanessa Cho, Ana Crawford, Mary Clark-Komene, and Heni Tupe from our Operations Team.

Document referencing

Quality of Life Survey 2026: Results for Ōtepoti Dunedin. A report prepared on behalf of Dunedin City Council.

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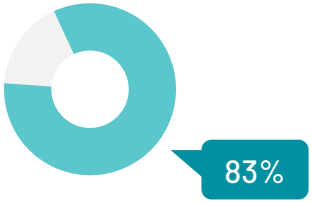


We would like to acknowledge and thank all those respondents who took the time to complete the surveys. This project would not be possible without your input.

Summary

The 2026 Quality of Life Project is a partnership between seven New Zealand councils. It measures perceptions over several domains related to quality of life. A random selection of residents aged 18 years or over from each council area participated in the survey online.
The survey took place between 2 March 2026 and 22 May 2026.
Results shown on this page are the results for Dunedin.

Overall quality of life



83% Rate their overall quality of life positively

Percentage who say their quality of life has changed compared with 12 months prior



27% Quality of life decreased

24% Quality of life increased

Top 3 reasons for quality of life...

Increasing

1. Lifestyle
2. Health and wellbeing
3. Housing

Decreasing

1. Reduced financial wellbeing
2. Reduced healthcare and wellbeing
3. Lifestyle

Built & natural environment



78% Think Dunedin is a great place to live

Compared to 12 months prior, Dunedin has become...

19% Better



25% Worse

Top 3 reasons why Dunedin, as a place to live...

Got better

1. Building developments and renovations
2. Area looks clean, tidy, well kept
3. Improved or new amenities

Got worse

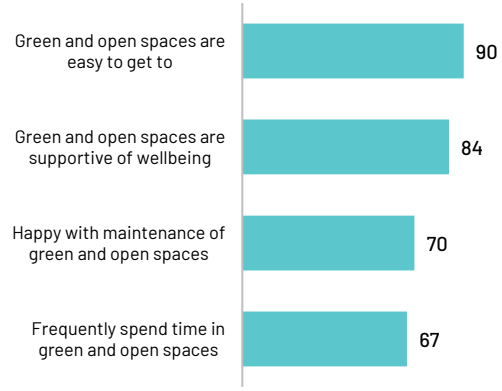
1. Dissatisfaction with government
2. High cost of living
3. CBD or shopping area issues

62% Happy with the look and feel of Dunedin



Perceptions of green and open spaces in Dunedin

% Agree / strongly agree



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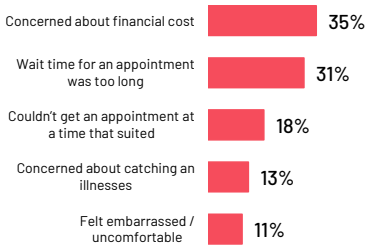
Health & Wellbeing

69%
Consider themselves to be in good physical health
% Good / Very good / Excellent

67%
Consider themselves to be in good mental health
% Good / Very good / Excellent

26%
Experienced stress with a negative effect **most of the time / always** in the last 12 months

Barriers to healthcare
Multi-choice question



Community & Culture

49%
Agree that it is important to feel a sense of community in their neighbourhood

41%
Agree that they feel a sense of community in their neighbourhood

45%
Never or rarely felt lonely / isolated in the last 12 months

53%
Say racism or discrimination towards groups has been a problem in Dunedin in the last 12 months

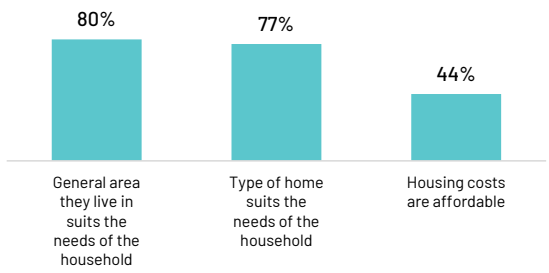
73%
Can participate in activities that align with their culture

72%
Say people accept and value them and others of their identity

Food security
% Severe / Moderate insecurity

20%
Have experienced food insecurity during the last 12 months

Perceptions of housing
% Strongly agree / Agree



Housing

20%
Worried they would be forced to move from their home for any reason in the last 12 months

60%
Agree that they can afford to warm their home when it is cold outside

51%
Agree that they can afford to cool their home when it is hot outside

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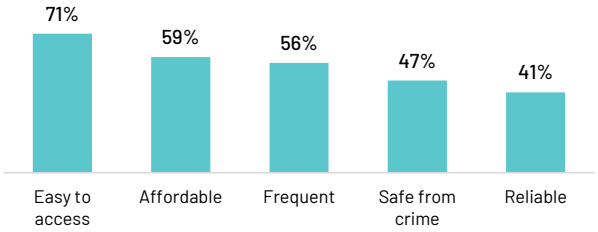
Transport

21%
Have used public transport at least weekly in the last 12 months

44%
Have not used public transport at all in the last 12 months

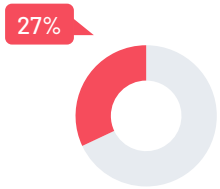
Perceptions of public transport in Dunedin

% Strongly agree / Agree – of those who had access to public transport



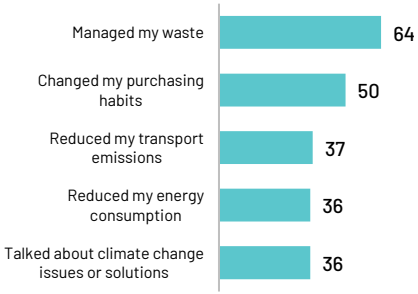
Climate change

Worried / very worried about impact of climate change on the future of Dunedin and its residents



Top 5 climate actions taken

Multi-choice question



Cost of living

58%
Have not enough or just enough income to cover costs of everyday needs

29%
Were worried about their financial circumstances always / most of the time over the last 3 months



Employed in paid work (full / part-time)



Of those in paid work are satisfied with their work–life balance

Expenses reduced when money was tight

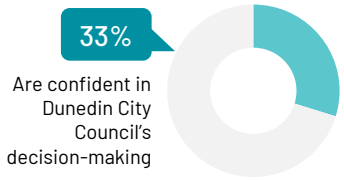
Top 5 areas in the last 12 months – multi-choice question

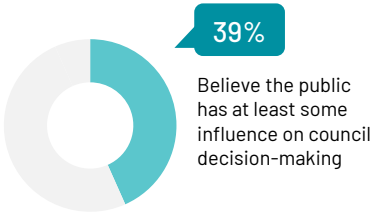


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Council processes

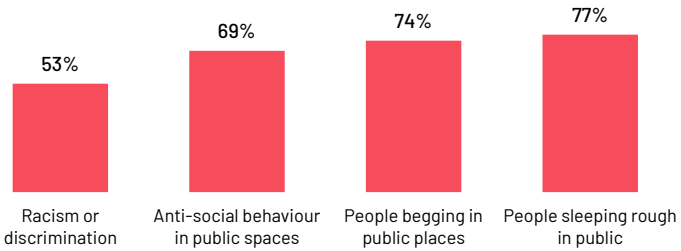




Local Issues

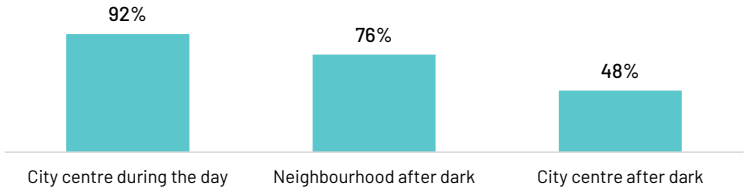
Local issues in Dunedin

% View as a bit of / big issue in last 12 months



Feelings of safety in...

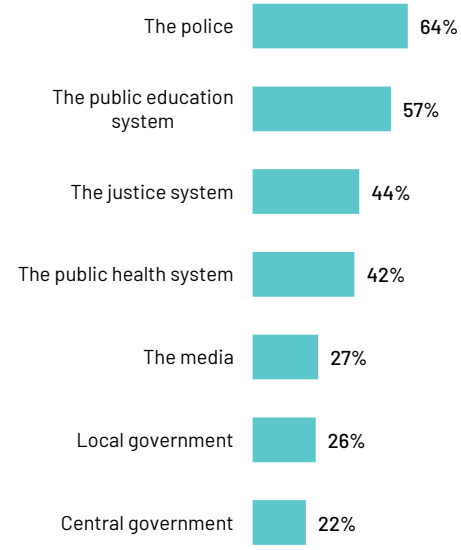
% Safe / Very safe



Trust in Institutions

Rating of trust in institutions

% With high trust rating



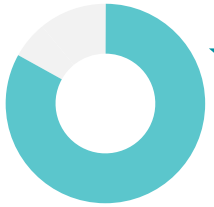
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Comparisons to previous years

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Overall quality of life

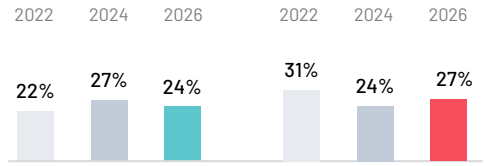
Perceptions of quality of life remain quite high, consistent with 2024.



83%

Rate their overall quality of life positively
(83% in 2024)
(87% in 2022)

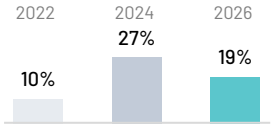
A slightly higher proportion feel their quality of life had decreased over the last 12 months



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Built & natural environment

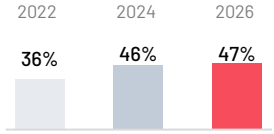
Less people feel that Dunedin has improved as a place to live compared to 12 months prior



Agree that Dunedin has improved as a place to live in the last 12 months

Safety & local issues

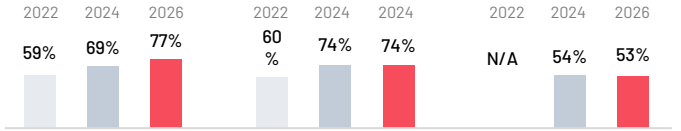
A similar percentage of people feel unsafe in the city centre after dark



Feel unsafe in city centre after dark

Increases in perceptions of local issues

% View as a bit of / big issue in last 12 months



People sleeping rough in public*

People begging in public places*

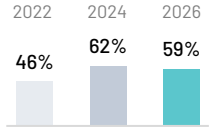
Racism or discrimination towards particular groups of people

** Wording changed in 2024. See Quality of Life 2024 Technical Report for details.*

Economic wellbeing

Satisfaction with work-life balance

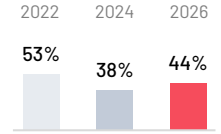
Slightly less people are satisfied with their work-life balance



Housing costs

Perceptions of housing costs

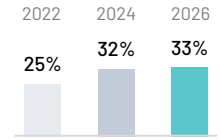
More people feel their housing costs are affordable



Council Processes

Confidence in council decision-making

A consistent percentage of people say they are confident in Dunedin City Council's decision-making



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Background

The 2026 Quality of Life survey is a collaborative local government research project. The primary objective of the survey is to measure residents' perceptions of aspects of living in larger urban areas.

The survey provides data for councils to use as part of their planning and monitoring activities.

It also contributes to public knowledge and research on quality-of-life issues in New Zealand.

The survey measures residents' perceptions across several domains, including:

- Overall quality of life
- Built and natural environment
- Housing
- Health and wellbeing
- Local issues
- Trust in people & institutions
- Community, culture, and social networks
- Council processes
- Employment and cost of living
- Public transport
- Climate perceptions

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Councils involved

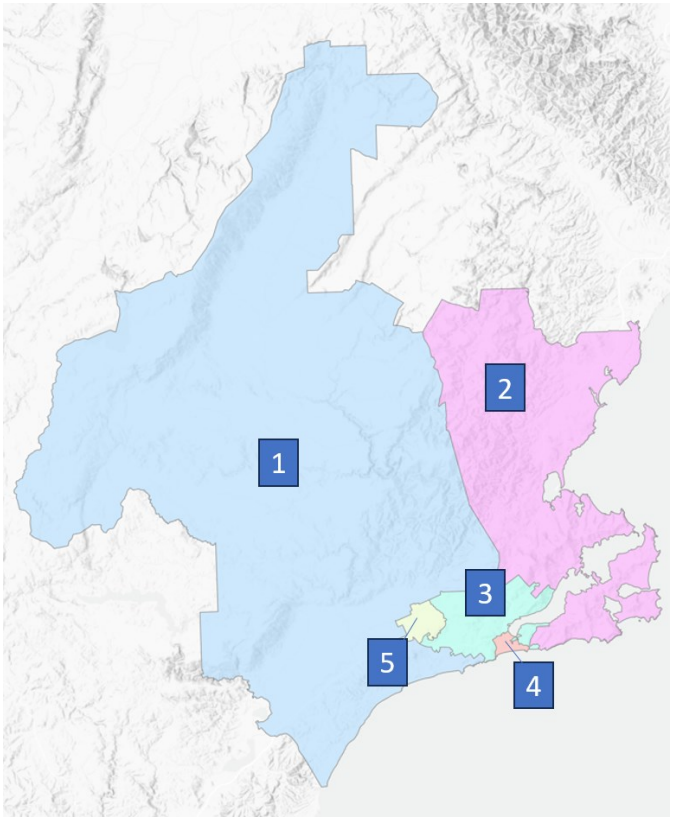
The Quality of Life survey was first conducted in 2003, repeated in 2004, and has been undertaken every 2 years since. The number of participating councils has varied each time.

Seven councils participated in the 2026 Quality of Life survey, as follows:

- Auckland Council
- Hamilton City Council
- Tauranga City Council
- Hutt City Council
- Porirua City Council
- Wellington City Council
- Dunedin City Council

This report contains only the results for respondents that live in Dunedin. This includes those that live in the following areas (as indicated on the map, which was shown to respondents):

1. South Coast / Strath Taieri*
2. North Coast / Otago Peninsula*
3. Urban Dunedin
4. South Dunedin
5. Mosgiel



*These areas are combined in the analysis throughout the report.

Quality of Life survey results from 2003 onwards are available on the Quality of Life website: www.qualityoflifeproject.govt.nz

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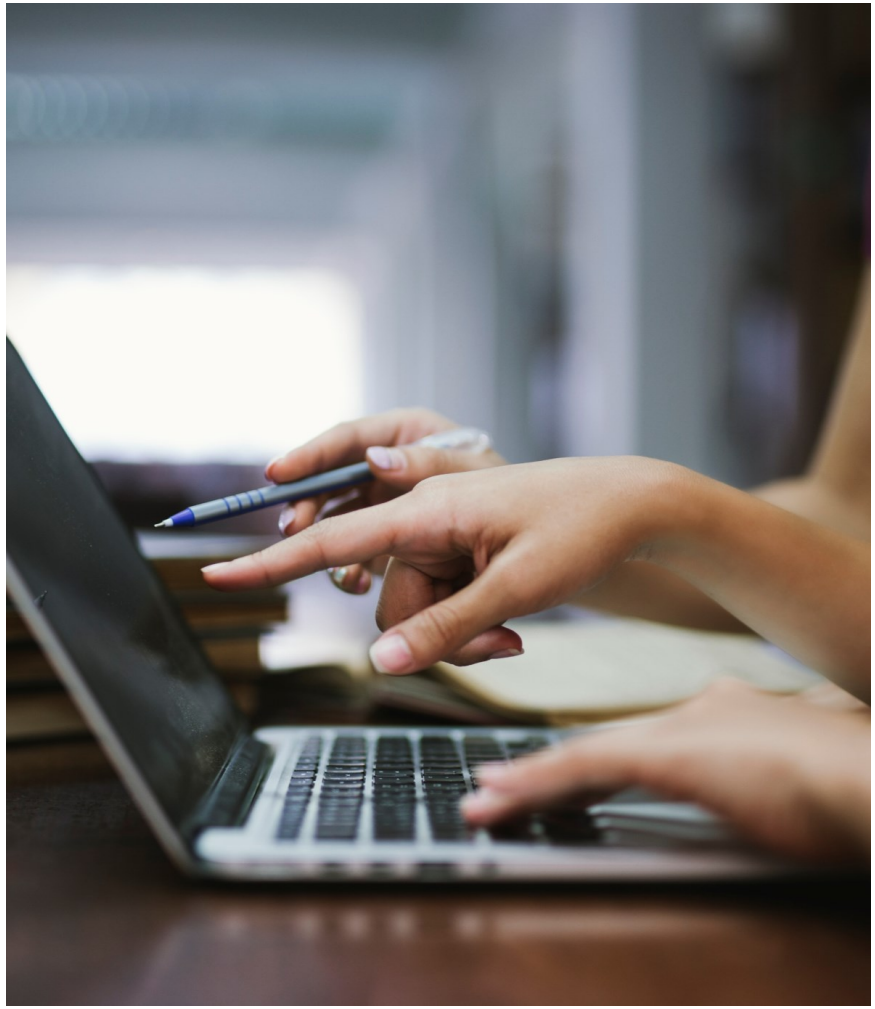
Project management

Since 2012, the Quality of Life survey project has been managed by a group comprising representatives from four councils. The 2026 Quality of Life survey has been managed by representatives from the following four councils:

- Auckland Council
- Wellington City Council
- Hutt City Council
- Dunedin City Council

The management group manages the project on behalf of all participating councils. This includes developing the questionnaire, commissioning an independent research company, and working closely with the company throughout.

Ipsos was commissioned to undertake the 2026 survey and reporting on behalf of the participating councils.



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Sample

In 2026, a total of 579 Dunedin residents aged 18 years and over completed the Quality of Life survey.

This table shows the sample size that was achieved in Dunedin and the proportionate distribution of respondents in the city.

Results shown in this report are based on the weighted percentage (column on the right). Results are adjusted at the data analysis stage to reflect the actual population distribution in Dunedin, based on the 2023 Census.

Subgroup	Sample achieved in each subgroup (n=)	Proportion of Dunedin city sample unweighted %	Proportion of Dunedin city results weighted %
North / South Coast	88	15	16
Urban Dunedin	350	60	63
South Dunedin	72	12	10
Mosgiel	69	12	11
Male	243	42	48
Female	332	58	52
Under 25	123	21	21
25–49	210	36	36
50–64	121	21	22
65+	125	22	21
Māori	98	17	9
Non-Māori	545	95	98
Total sample	**579**	**-**	**-**

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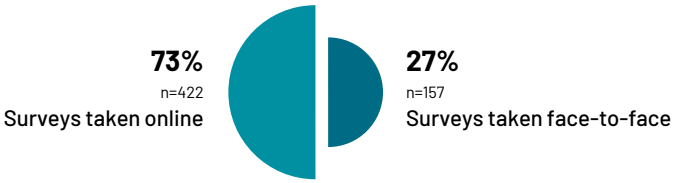
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Method & sampling overview

Method

In 2026, a mixed methodology approach was used. Respondents were recruited via online research panels, river sampling, and recontacts, followed by a face-to-face intercept survey method. All respondents self-completed the same online survey once recruited.



Dates of fieldwork: Fieldwork took place from 2 March to 22 May 2026.

Target population: People aged 18 and over, living within the areas governed by the participating councils.

Technical report: For more detail on method and sample, please refer to the separate Technical Report[1].

Recruitment

The 2026 survey was undertaken in two stages:

1. Online surveying

In this stage, respondents were recruited from a blend of reputable New Zealand panels and non-panel sample sources (river sample). To supplement the sample, the Quality of Life management group provided a recontact list, consisting of participants from previous survey waves who agreed to be contacted for future research.

Face-to-face intercept surveying

Ipsos' field interviewers were positioned in several high-foot traffic locations around Dunedin, and approached people to invite them to participate in the self-complete survey using tablets.

Quotas and sample targets were set across both online and face-to-face intercept methods, with the face-to-face intercept method filling quotas that were not achieved online.

[1] Ipsos. (2026). Quality of Life survey 2026: technical report. A report prepared on behalf of Auckland Council, Wellington City Council, Dunedin City Council, and Hutt City Council.

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Questionnaire design

Most questions asked in the 2026 survey were identical to those in the 2024 questionnaire; however, there were several changes. For example, questions surrounding social networks and connections were removed, and several questions around food security and household expenses, as well as additional questions around climate change, have been added (detailed further in the 2026 Technical Report).

There are slight differences in question wording depending on individual council requirements and the size of the council jurisdiction. For example, the questionnaire referred to 'your local area' for respondents living in Auckland, whereas for the other six cities, questions referred to the city name (e.g. 'Ōtepoti/Dunedin').

Differences between the 2024 and 2026 Quality of Life questionnaires are outlined in the 2026 Technical Report.



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Notes about this report

This report provides the Ōtepoti Dunedin results to all questions asked in the 2026 Quality of Life survey.

This report does not provide detailed analysis or interpretation of results; this is outside scope for the research agency and is undertaken by individual councils.

Council area results

Sample targets were set at an overall council area level. More detailed quotas were also set at individual council area for the sample to represent as best as possible the population by gender, age, ethnicity, and area. Quota groups were independent of each other, not nested. Weighting was carried out at the analysis stage to adjust for any discrepancies between known population demographics (using the 2023 Census data) and sample demographics.

For the Dunedin total, the results for each subgroup are weighted to their respective proportion of the Dunedin population to ensure results are representative. For example, South Dunedin's sample of n=72 is 12% of the total sample size. However, as its population is 10% of the Dunedin population, the responses have been weighted so they represent 10% of any total Dunedin result.

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Rounding

Because of rounding, percentages shown in charts may not always add to 100.

NET counts

The 'net' results (aggregated scores) have been calculated through the statistically correct method of adding together the number of respondents and creating a proportion of the total. This means results may differ slightly from the sum of the corresponding figures in the charts due to rounding.

Base sizes

All base sizes shown on charts and on tables (n=) are unweighted base sizes. Please note that any base size of under n=100 is considered small and under n=50 is considered extremely small. As such, results should be viewed with caution.

Margin of error

All sample surveys are subject to sampling error. Based on a total achieved sample of 579 respondents, the results for Dunedin are subject to a maximum margin of error of plus or minus 4.1 percentage points at the 95% confidence level. This means that, if the survey records a result of 50%, the true population value would be expected to lie between 45.9% and 54.1%, 95 times out of 100. The margin of error is smaller for results further away from 50%.

Subgroup	Sample target (n=)	Sample achieved (n=)	Maximum margin of error (95% confidence level)
North / South Coast	86	88	10.4%
Urban Dunedin	346	350	5.2%
South Dunedin	56	72	11.5%
Mosgiel	61	69	11.8%
Male	261	243	6.3%
Female	289	332	5.4%
Under 25	115	123	8.8%
25-49	196	210	6.8%
50-64	122	121	8.9%
65+	117	125	8.8%
Māori	95	98	9.9%
Non-Māori	505	545	4.2%
Dunedin total	**550**	**579**	**4.1%**

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Reporting on significant differences

Throughout this report, an upward chevron (^) is used to indicate a net result for a council area that is statistically higher than the total Dunedin result, while a downward chevron (˅) is used to flag a net result that is statistically lower than the total Dunedin result.

Statistical differences are highlighted only when two criteria are met:

- the difference is statistically significant at the 95% confidence level and
- the difference in results is 5 percentage points or greater

When a question was asked consistently in 2024 and 2026, results have been compared. If there is a significant difference of 5 or more percentage points between the 2024 and 2026 results at Dunedin total level, this is noted in the commentary for that question.

Appendix 4 contains tables that compare 2024 and 2026 results on key indicators.

Question numbering

The numbering displayed in the notes underneath the charts throughout this report correlates with the question numbers as they appear in the questionnaire (the questionnaire is included in this report – please see Appendix 3).

Open ended comments

A sample of verbatim quotes (responses to open ended questions) are included in this report. Minor edits have been made to these for grammar and clarity.

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TE KOROU O TE ORA / QUALITY OF LIFE

This section presents results on respondents' perceptions of their overall quality of life and whether it has changed compared to a year ago.

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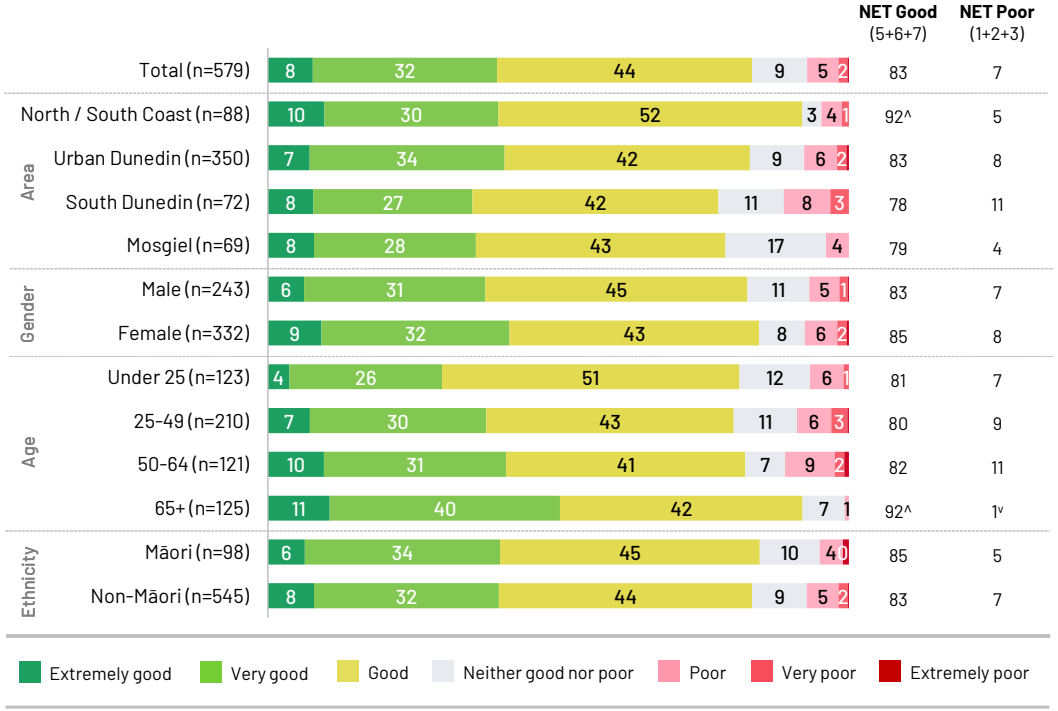
QUALITY OF LIFE

Overall quality of life

Around four-fifths (83%) of Dunedin respondents rated their overall quality of life positively, with 8% rating it as 'extremely good', 32% as 'very good', and 44% as 'good'.

Respondents from North and South Coast reported an overall quality of life that is statistically higher than the total of Dunedin.

Overall quality of life (%)



Base: All respondents

Source: Q2. *Would you say your overall quality of life is...* (1 – Extremely poor, 2 – Very poor, 3 – Poor, 4 – Neither good nor poor, 5 – Good, 6 – Very good, 7 – Extremely good)

^ Significantly higher than the rest of Dunedin

v Significantly lower than the rest of Dunedin

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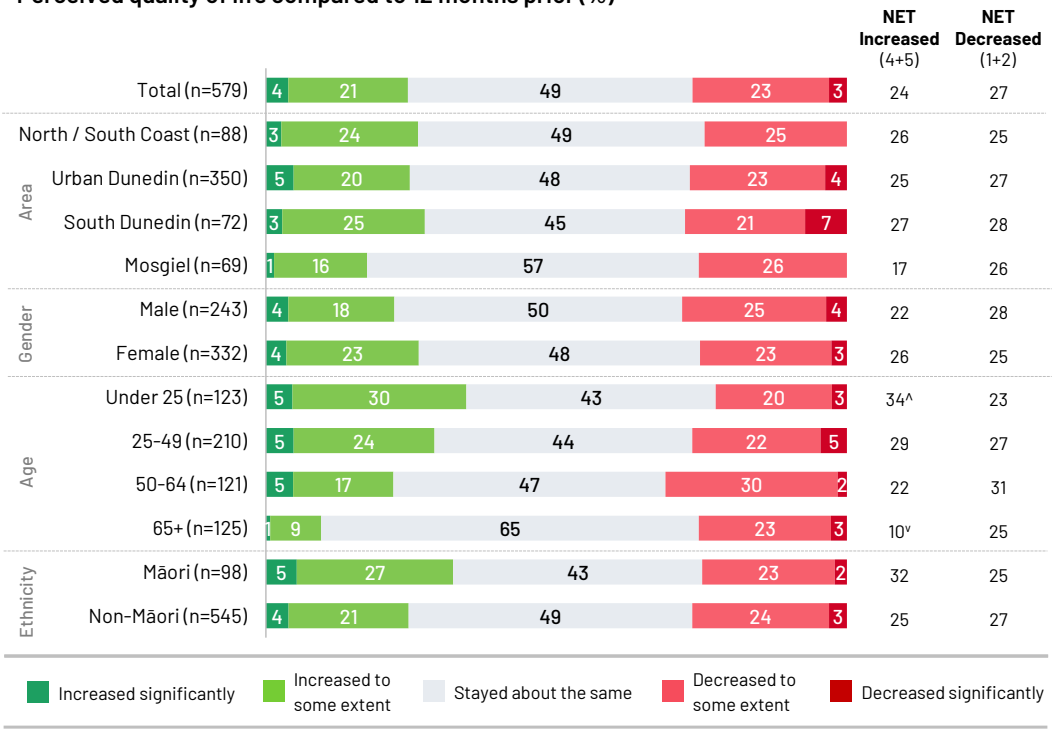
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QUALITY OF LIFE

Perceived quality of life compared to 12 months prior

More than one quarter (27%) of respondents felt their quality of life has decreased compared to 12 months prior, while 24% felt it increased. Close to half (49%) felt that their quality of life has stayed the same.

Perceived quality of life compared to 12 months prior (%)



Base: All respondents

Source: Q3. *Compared to 12 months ago, would you say your quality of life has...* (1 – Decreased significantly, 2 – Decreased to some extent, 3 – Stayed about the same, 4 – Increased to some extent, 5 – Increased significantly)

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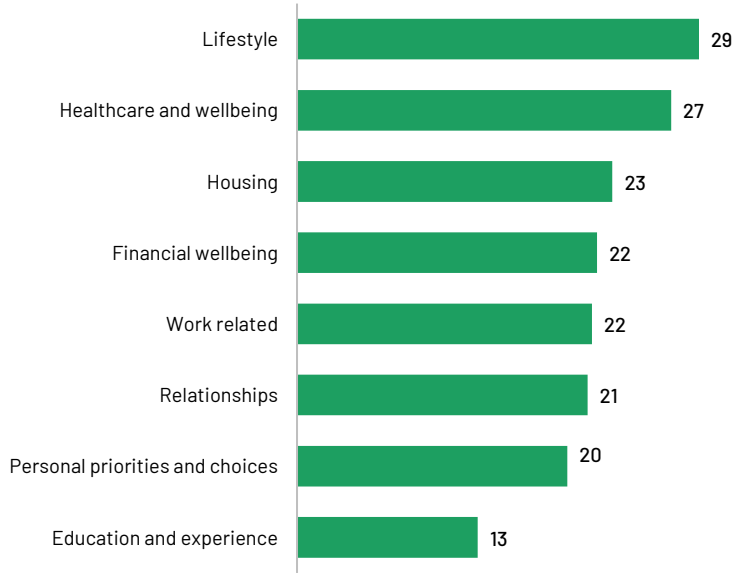
Reasons for positive changes in quality of life

The respondents who indicated their quality of life was better now than 12 months prior (24%) were asked to describe in their own words why they felt this way. Their responses were coded into themes (comments could be coded across more than one theme). The charts and tables in this section show the themes.

Reasons for increased quality of life

The most common reasons for positively perceived change relate to *lifestyle* (29%), *health and wellbeing* (27%), and *housing* (23%). Compared to 2024, these three common reasons remain the top contributors to increased quality of life.

Reasons for positive changes – Dunedin total (%)



Base: Those who say their quality of life has improved compared to 12 months ago (n=141)
Source: Q4a. *Why do you say your quality of life has changed in the last 12 months?*
Note: Only themes mentioned by 5% or more of respondents are shown. Comments could be coded across more than one theme.

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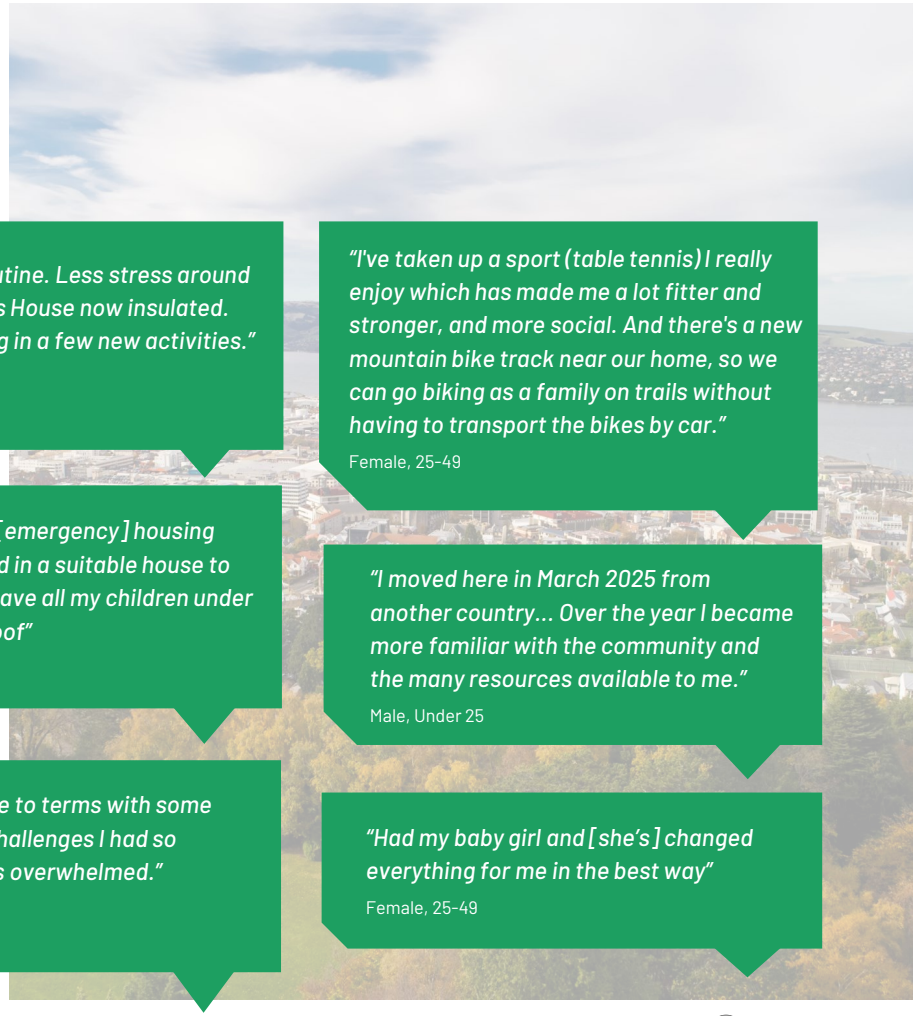
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QUALITY OF LIFE

Reasons for positive changes in quality of life



"I now have a job that puts food on the table and pays the bills. My workplace is cohesive welcoming and supportive unlike any other places I've worked in before"
Female, 50-64

"New [relationship], better flat, room with opening windows, a view and morning sun"
Male, 25-49

"I have returned to Dunedin after an absence of nearly two decades... I'm being a tourist in my own city rather than going somewhere else. Recreational activities in Dunedin and surrounding areas are amazing."
Male, 25-49

"A better routine. Less stress around my activities House now insulated. Participating in a few new activities."
Male, 50-64

"Got out of [emergency] housing (motels) and in a suitable house to be able to have all my children under the same roof"
Female, 25-49

"Have come to terms with some personal challenges I had so feeling less overwhelmed."
Female, 65+

"I've taken up a sport (table tennis) I really enjoy which has made me a lot fitter and stronger, and more social. And there's a new mountain bike track near our home, so we can go biking as a family on trails without having to transport the bikes by car."
Female, 25-49

"I moved here in March 2025 from another country... Over the year I became more familiar with the community and the many resources available to me."
Male, Under 25

"Had my baby girl and [she's] changed everything for me in the best way"
Female, 25-49

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QUALITY OF LIFE

Reasons for positive changes in quality of life

	Dunedin total (n=141) %	North / South Coast (n=24)	Urban Dunedin (n=86)	South Dunedin (n=20)	Mosgiel (n=11)	Male (n=53)	Female (n=86)	Under 25 (n=43)	25-49 (n=60)	50-64 (n=25)	65+ (n=13)	Māori (n=31)	Non-Māori (n=132)
Lifestyle	29	27	28	39	27	28	29	19	30	46	21	17	30
Healthcare and wellbeing	27	33	22	37	47	19	33	21	26	36	35	25	27
Housing	23	14	28	5v	28	24	22	32	27	10	0	24	23
Financial wellbeing	22	32	18	39	9	22	21	9v	26	33	20	13	22
Work-related	22	25	20	32	14	15	26	18	24	25	13	39^	22
Relationships	21	40^	17	12	28	19	24	11	26	17	42	20	22
Personal priorities and choices	20	6	29^	4	0	22	19	22	19	22	8	16	20
Education and experience	13	15	16	4	0	16	10	24^	12	5	0	25^	13
NET Other	8	0	11	12	0	9	8	16	7	3	0	12	9

Base: Those who say their quality of life has improved compared to 12 months ago (n=141)

Source: Q4a. *Why do you say your quality of life has changed in the last 12 months?* **Note:** Only themes mentioned by 5% or more of respondents are shown.

^ Significantly higher than the rest of Dunedin

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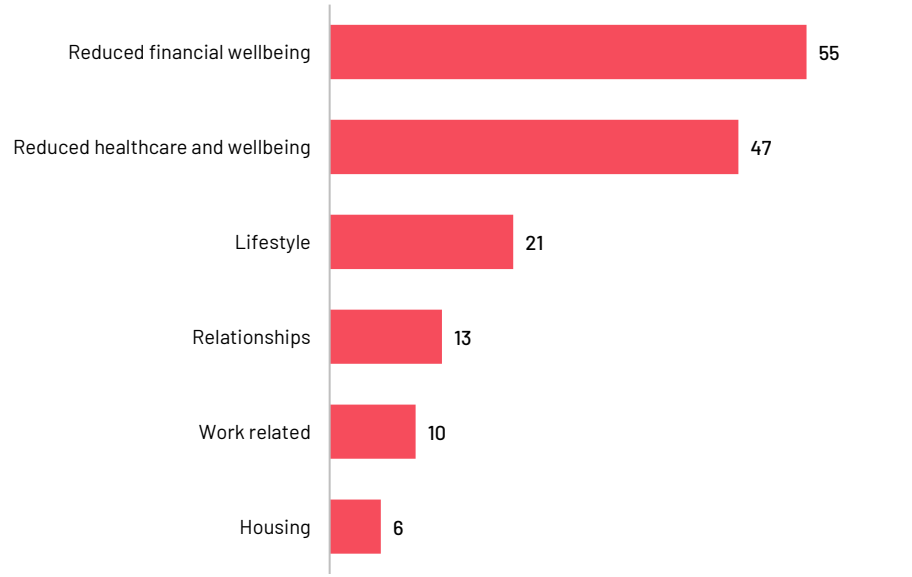
Reasons for negative changes in quality of life

The respondents who indicated their quality of life was worse compared to 12 months ago (27%), were asked to describe in their own words why they felt this way. Their responses were coded into themes (comments could be coded across more than one theme). The charts and tables in this section show the main themes.

Reasons for decreased quality of life

For respondents who indicated that their quality of life was worse compared to 12 months ago, the most common reasons for negatively perceived change relate to *reduced financial wellbeing* (55%), *reduced healthcare and wellbeing* (47%), and *lifestyle* (21%).

Reasons for negative changes – Dunedin total (%)



Base: Those who say their quality of life has declined compared to 12 months ago (n=147)
Source: Q4b. *Why do you say your quality of life has changed in the last 12 months?*
Note: Only themes mentioned by 5% or more of respondents are shown. Comments could be coded across more than one theme.

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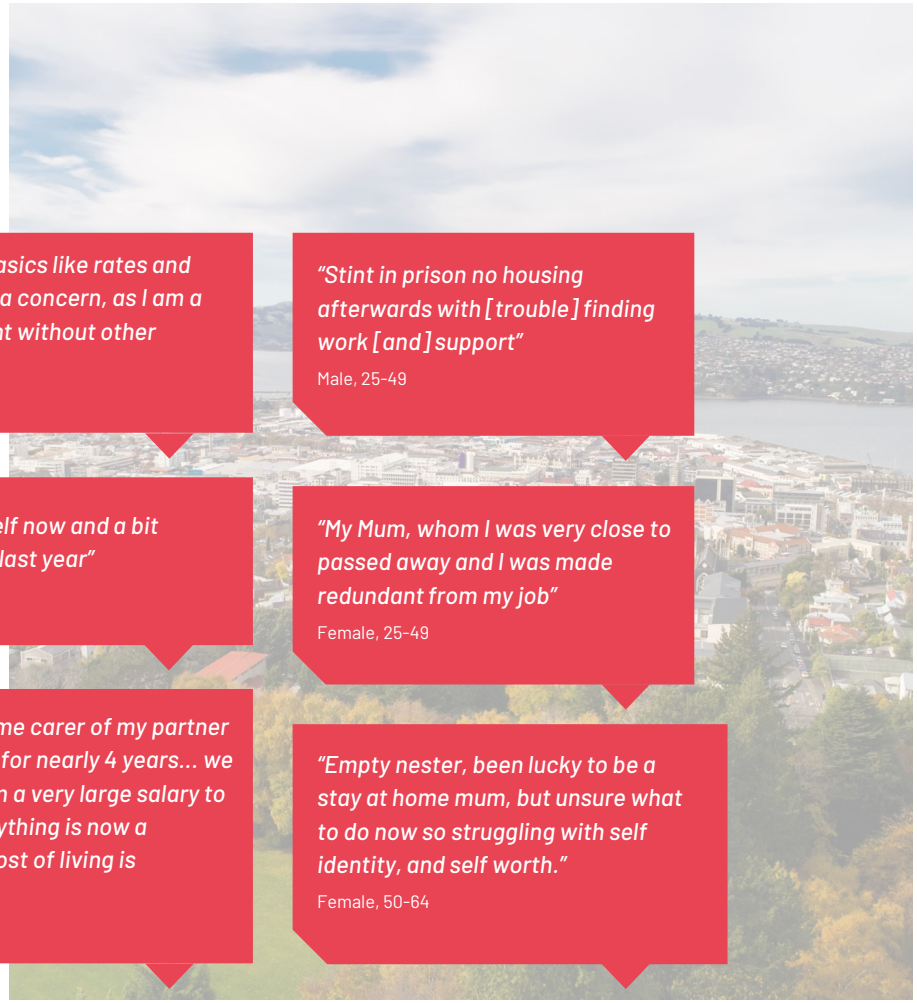
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QUALITY OF LIFE

Reasons for negative changes in quality of life



"Cost of living has made it difficult to enjoy life. Been quite ill too but I've had to choose between rent and drs appointments. Quality of rental properties in Dunedin are also shockingly bad and unhealthy."

Female, Under 25

"[Everything] keeps going up in price [from] rent to groceries. Very little room for free time from study to work, the rat race is real."

Male, Under 25

"Mobility issue getting worse and limiting my enjoyment of things"

Female, 50-64

"The cost of basics like rates and insurance are a concern, as I am a superannuitant without other income."

Male, 65+

"More to myself now and a bit isolated than last year"

Female, Under 25

"I am the full time carer of my partner and have been for nearly 4 years... we have gone from a very large salary to a benefit, everything is now a struggle, the cost of living is horrendous..."

Male, 50-64

"Stint in prison no housing afterwards with [trouble] finding work [and] support"

Male, 25-49

"My Mum, whom I was very close to passed away and I was made redundant from my job"

Female, 25-49

"Empty nester, been lucky to be a stay at home mum, but unsure what to do now so struggling with self identity, and self worth."

Female, 50-64

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QUALITY OF LIFE

Reasons for negative changes in quality of life

	Dunedin total (n=147) %	North / South Coast (n=20)	Urban Dunedin (n=91)	South Dunedin (n=18)	Mosgiel (n=18)	Male (n=64)	Female (n=83)	Under 25 (n=26)	25-49 (n=53)	50-64 (n=38)	65+ (n=30)	Māori (n=22)	Non-Māori (n=138)
Reduced financial wellbeing	55	60	52	69	55	61	50	61	55	61	43	51	55
Reduced healthcare and wellbeing	47	45	50	42	38	41	53	38	36	61	56	32	48
Lifestyle	21	11	20	47^	19	22	21	23	19	26	17	10	22
NET Other	14	17	15	21	0	21	8v	12	14	8	25	16	13
Relationships	13	10	11	12	27	11	15	3	23^	8	10	10	13
Work related	10	11	9	15	8	10	10	6	17	8	4	23^	10
Housing	6	0	8	7	0	5	6	23^	6	0	0	16^	6

Base: Those who say their quality of life has declined compared to 12 months ago (n=147)

Source: Q4b. *Why do you say your quality of life has changed in the last 12 months?* **Note:** Only themes mentioned by 5% or more of respondents are shown.

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TE TAIWHANGA HANGA, TE TAIAO / BUILT & NATURAL ENVIRONMENT

This section reports on respondents' views of Dunedin as a place to live and whether they perceive it to have improved or worsened in the last 12 months. It also covers the sentiment residents have about Dunedin and perceptions of specific issues.

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BUILT & NATURAL ENVIRONMENT

Perception of Dunedin as having a positive look and feel

More than half (62%) of the Dunedin respondents said they are happy with the way Dunedin looks and feels, while just under 1 in 5 (17%) are unhappy.

Perception of Dunedin as a having a positive look & feel (%)

		Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	NET Agree (4+5)	NET Disagree (1+2)
	Total (n=579)	9	53	21	15	2	62	17
	North / South Coast (n=88)	12	46	24	18		58	18
Area	Urban Dunedin (n=350)	9	56	18	14	2	66	16
Area	South Dunedin (n=72)	7	51	26	16		58	16
Area	Mosgiel (n=69)	7	48	27	17	1	55	18
Gender	Male (n=243)	11	52	20	15	3	63	17
Gender	Female (n=332)	8	54	22	16	1	61	16
Age	Under 25 (n=123)	11	57	23	9		68	9v
Age	25-49 (n=210)	7	54	23	15	1	60	16
Age	50-64 (n=121)	11	45	22	19	3	56	22
Age	65+ (n=125)	10	57	14	17	2	67	19
Ethnicity	Māori (n=98)	14	43	24	19		57	19
Ethnicity	Non-Māori (n=545)	9	54	21	15	1	63	16

Base: All respondents

Source: Q5_1. *How much do you agree or disagree with the following statement: I feel really happy with the way [city / local area] looks and feels...* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree)

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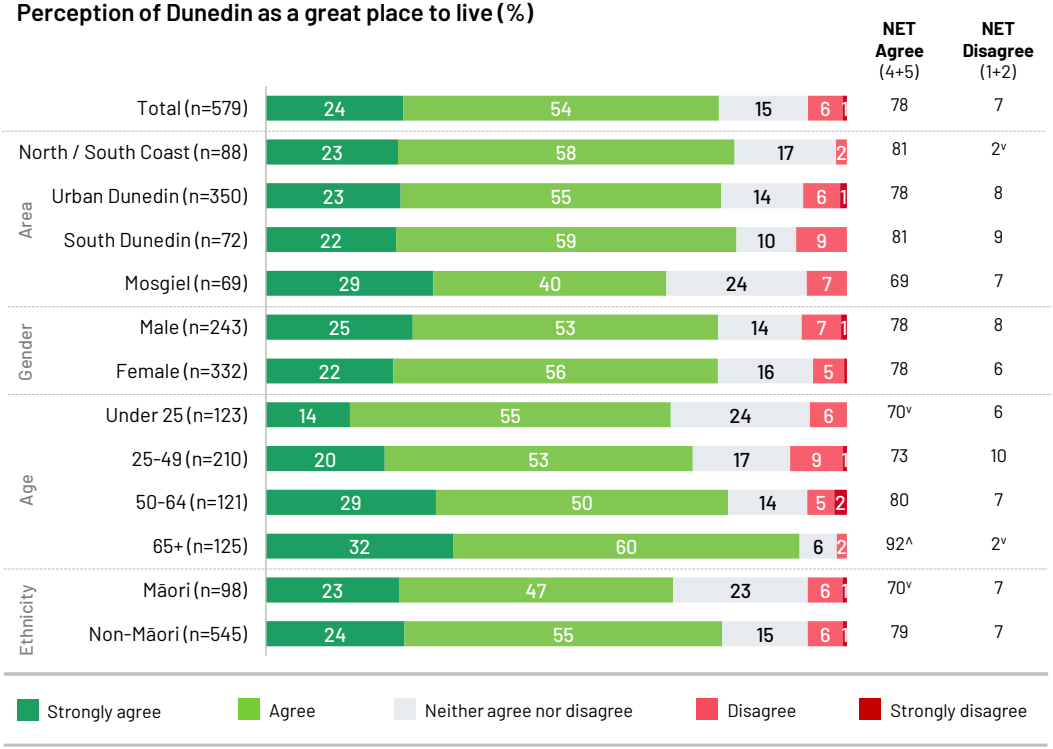
BUILT & NATURAL ENVIRONMENT

Perception of Dunedin as a great place to live

Over three quarters (78%) of respondents agreed that Dunedin is a great place to live, while 7% disagreed.

Perceptions of Dunedin as a great place to live varied by age and ethnicity. Respondents aged under 25 were significantly less likely than the overall Dunedin population to agree that Dunedin is a great place to live, while those aged over 65 were significantly more likely to agree. Māori respondents were also significantly less likely to agree (70%, compared with 78% overall).

Perception of Dunedin as a great place to live (%)



Base: All respondents

Source: Q5_2. *How much do you agree or disagree with the following statement: [city / local area] is a great place to live...* (1 - Strongly disagree, 2 - Disagree, 3 - Neither agree nor disagree, 4 - Agree, 5 - Strongly agree)

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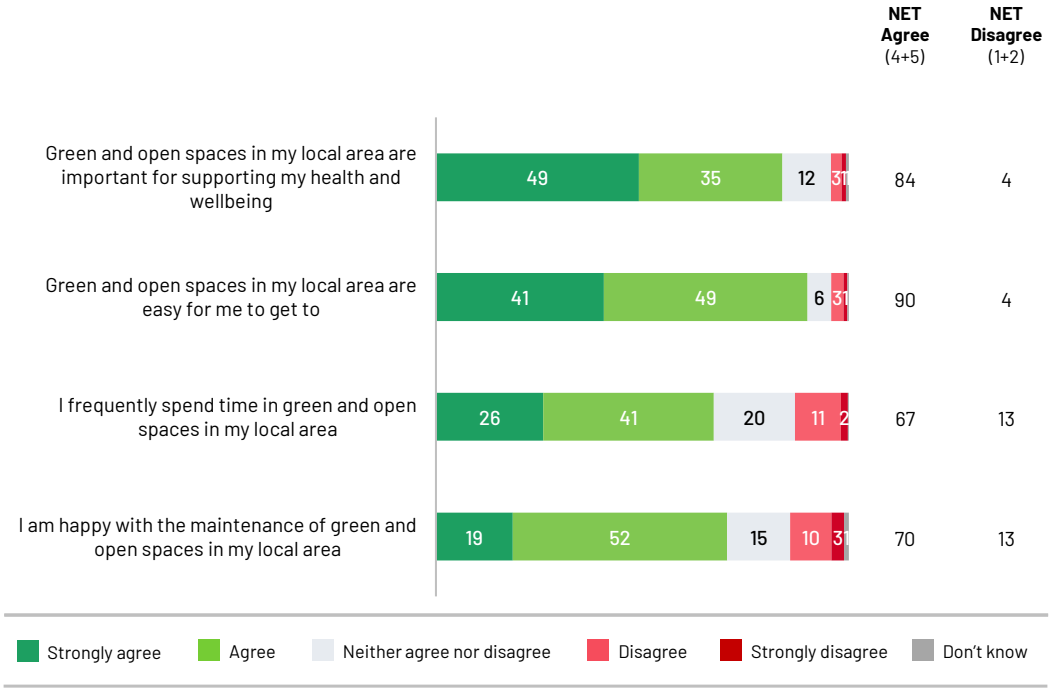
BUILT & NATURAL ENVIRONMENT

Perceptions of green and open spaces

9 in 10 (90%) respondents agreed that green and open spaces in Dunedin are easy to get to, and that they are important for supporting health and wellbeing (84%).

Approximately two thirds (67%) said that they frequently spend time in green and open spaces in Dunedin. Most (70%) were happy with their maintenance.

Perceptions of green and open spaces (summary) – Dunedin total (%)



Base: All respondents

Source: Q42_1. *How much do you agree or disagree with the following statements?* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree)

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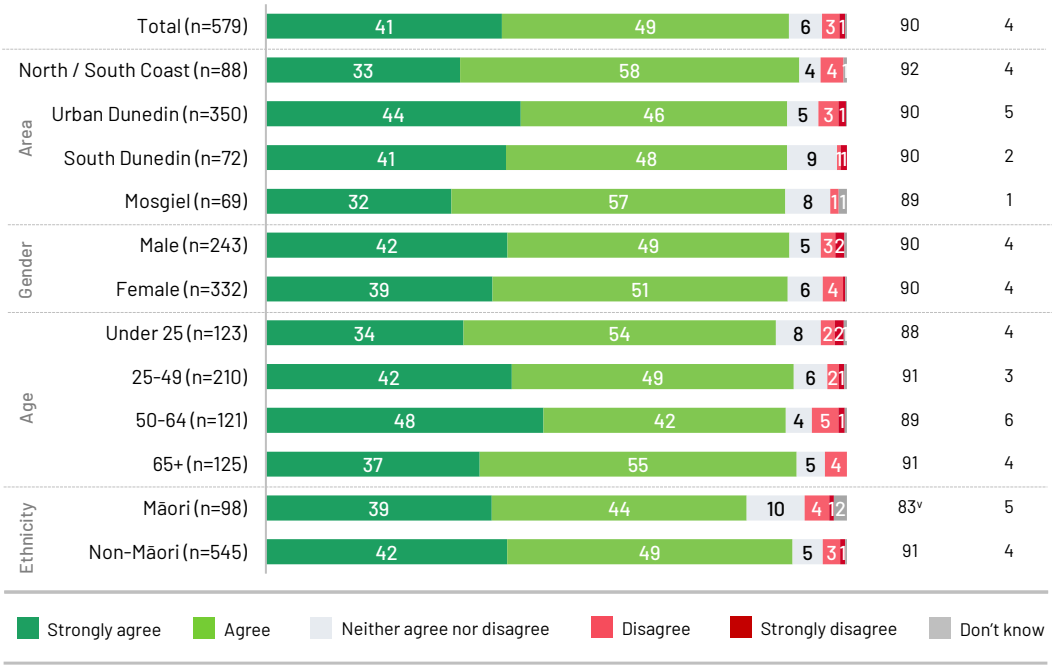
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BUILT & NATURAL ENVIRONMENT

Perception that green and open spaces are easy to get to

The vast majority (90%) of respondents perceived Dunedin as having green and open spaces that are easy to get to, while a small minority (4%) disagree.

Perception that green and open spaces are easy to get to (%)



Base: All respondents

Source: Q42_1. *How much do you agree or disagree with the following statement: Green and open spaces in [city/local area] are easy for me to get to...* (1 - Strongly disagree, 2 - Disagree, 3 - Neither agree nor disagree, 4 - Agree, 5 - Strongly agree)

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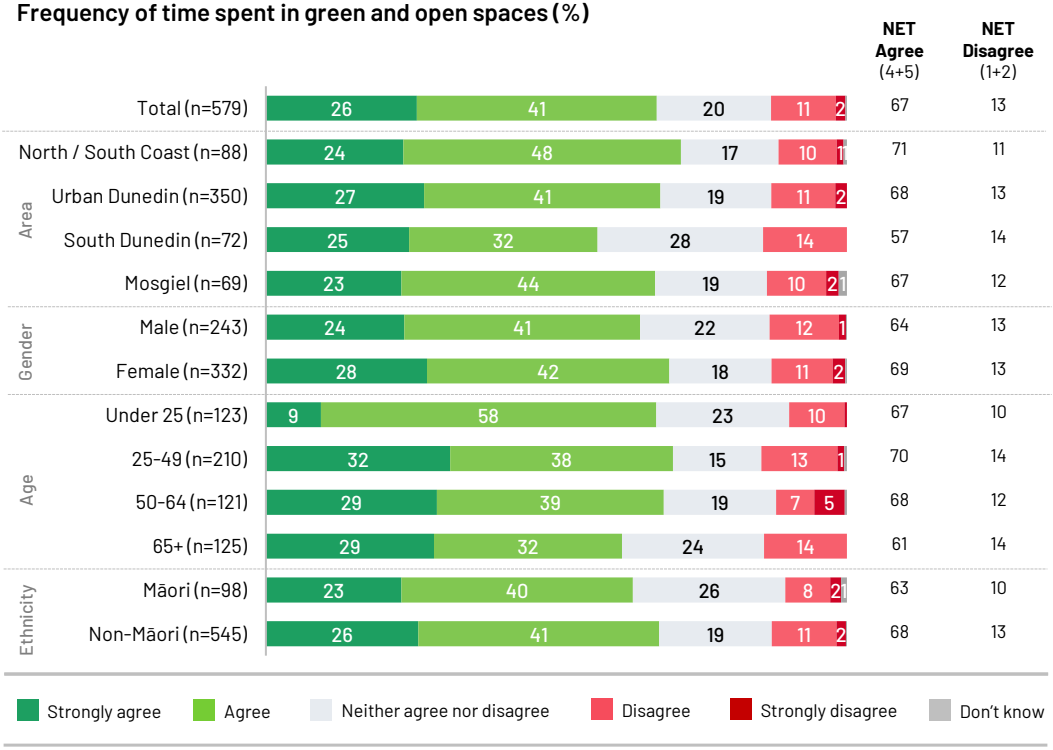
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BUILT & NATURAL ENVIRONMENT

Frequency of time spent in green and open spaces

Two thirds (67%) of respondents agreed that they frequently spend time in green and open spaces in Dunedin, while approximately 1 in 8 people (13%) disagreed.

Frequency of time spent in green and open spaces (%)



Base: All respondents

Source: Q42_2. *How much do you agree or disagree with the following statement: I frequently spend time in green and open spaces in [city/local area]...* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree)

^ Significantly higher than the rest of Dunedin

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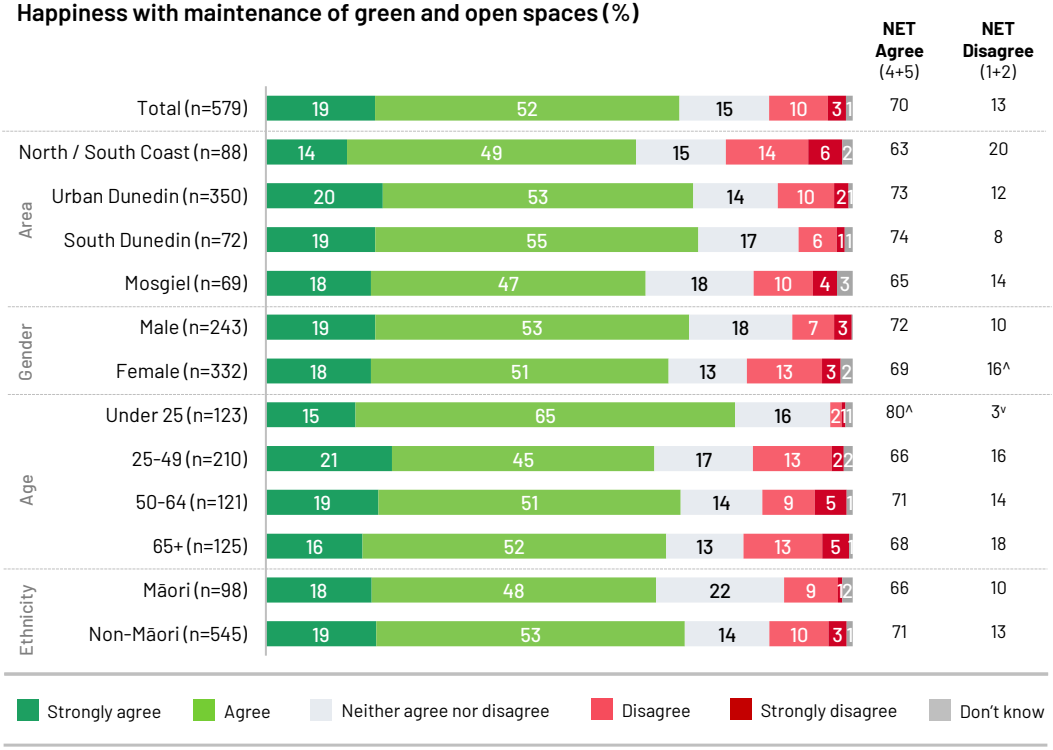
BUILT & NATURAL ENVIRONMENT

Happiness with maintenance of green and open spaces

Close to three quarters (70%) of respondents were happy with the maintenance of green and open spaces in Dunedin, while 13% were unhappy.

Respondents aged under 25 were significantly more likely than the overall Dunedin population to be happy with the maintenance of green and open spaces in their local area (80%, compared with 70% overall).

Happiness with maintenance of green and open spaces (%)



Base: All respondents

Source: Q42_3. *How much do you agree or disagree with the following statement: I am happy with the maintenance of green and open spaces in [city/local area]...* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree)

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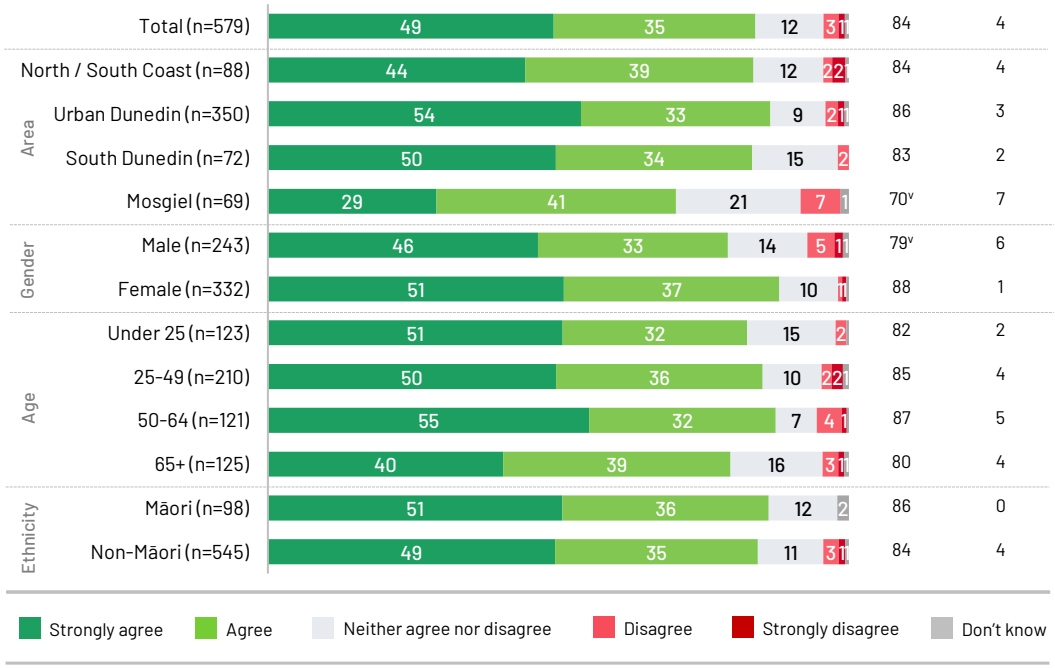
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BUILT & NATURAL ENVIRONMENT

Perception of green and open spaces as supportive of wellbeing

Across Dunedin, the majority (84%) of respondents agreed that green and open spaces are important for supporting their health and wellbeing. Only a small minority (4%) disagreed.

Perception of green and open spaces as supportive of wellbeing (%)



Base: All respondents

Source: Q42_4. *How much do you agree or disagree with the following statement: Green and open spaces in [city/local area] are important for supporting my health and wellbeing...* (1 - Strongly disagree, 2 - Disagree, 3 - Neither agree nor disagree, 4 - Agree, 5 - Strongly agree)

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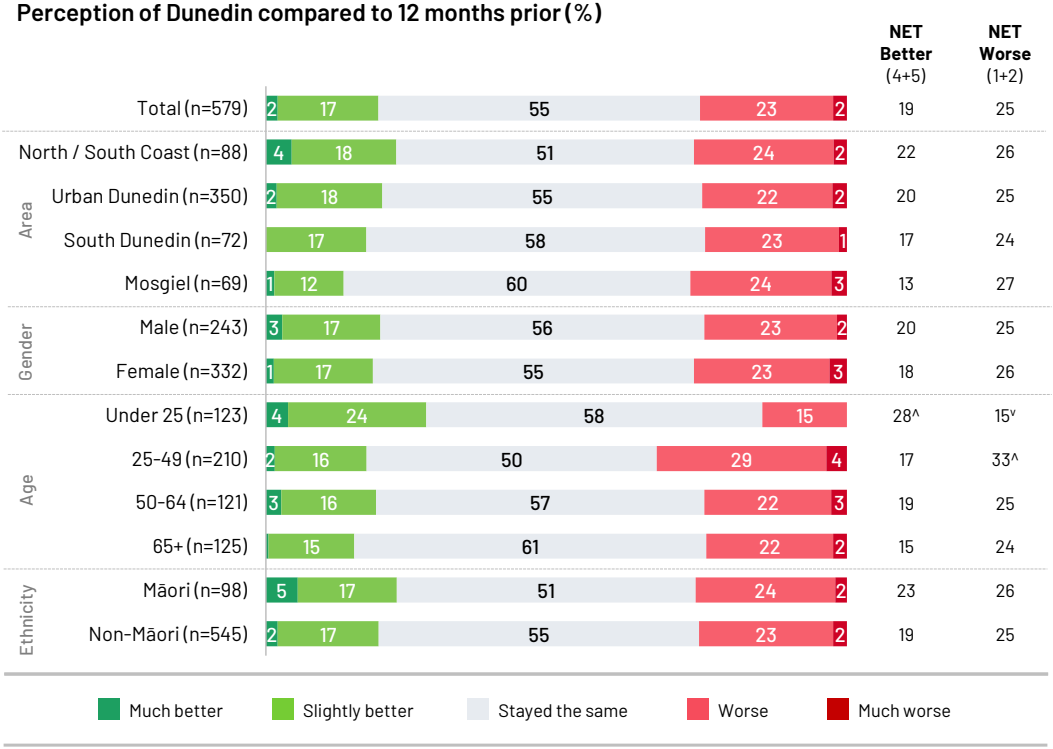
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BUILT & NATURAL ENVIRONMENT

Perception of Dunedin compared to 12 months prior

One quarter (25%) of respondents said that Dunedin has worsened as a place to live in the last 12 months, while 19% perceived it to have improved.

Perception of Dunedin compared to 12 months prior (%)



Base: All respondents

Source: Q6. *In the last 12 months, do you feel [city / local area] has become better, worse, or stayed the same as a place to live?* (1 – Much worse, 2 – Slightly worse, 3 – Stayed the same, 4 – Slightly better, 5 – Much better)

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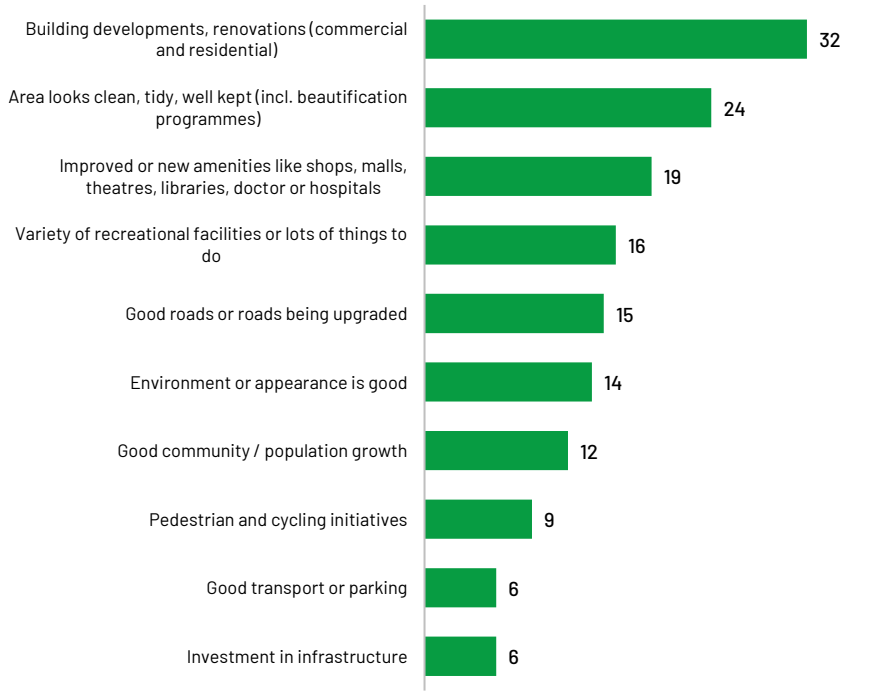
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BUILT & NATURAL ENVIRONMENT

Reasons for positive changes in Dunedin

Building developments and renovations was the most commonly cited reason for Dunedin having gotten better as a place to live (32%), followed by *area looks clean, tidy, and well kept* (24%). Others cited *improved or new amenities* (19%) as the reason Dunedin has improved.

Reasons for positive changes – Dunedin total (%)



Base: Those who say Dunedin has gotten better as a place to live (n=104)

Source: Q7a. *Why do you say (city / local area) has changed as a place to live?*

Note: Only themes mentioned by 5% or more of respondents are shown. Comments could be coded across more than one theme.

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Reasons for positive changes in Dunedin

	Dunedin total (n=104) %	North / South Coast (n=16)*	Urban Dunedin (n=68)	South Dunedin (n=11)*	Mosgiel (n=9)*	Male (n=44)*	Female (n=57)*	Under 25 (n=29)*	25-49 (n=33)*	50-64 (n=22)*	65+ (n=20)*	Māori (n=19)*	Non-Māori (n=96)*
Building developments, renovations (commercial and residential)	32	32	35	31	11	31	33	32	24	52^	23	17	33
Area looks clean, tidy, well kept (incl. beautification programmes)	24	22	28	16	0	12v	31^	16	26	38	13	21	24
Improved or new amenities like shops, malls, theatres, libraries, doctor or hospitals	19	29	12v	47	22	15	23	12	26	22	12	7	19
Variety of recreational facilities or lots of things to do	16	22	12	28	23	17	14	5	15	19	32	8	16
Good roads or roads being upgraded	15	8	16	22	9	14	17	21	19	6	9	12	15
Environment or appearance is good	14	5	16	24	12	17	12	16	11	16	16	15	14
Good community / population growth	12	9	16	0	0	16	8	9	9	12	20	26^	11
NET Other	12	8	14	0	24	13	12	13	9	2	31^	21	12
Pedestrian and cycling initiatives	9	0	13	0	0	8	7	0v	15	11	6	11	9
Good transport or parking	6	6	8	0	0	5	5	0	8	8	11	11	6
Investment in infrastructure	6	0	7	11	0	8	4	9	4	9	0	0	6

Base: Those who say Dunedin has gotten better as a place to live (n=104)

Source: Q7a. *Why do you say has changed as a place to live?* **Note:** Only themes mentioned by 5% or more of respondents are shown. / ***Warning**: Low (n<100) base size, indicative result only

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Reasons for positive changes in Dunedin



"I think it has got a better vibe over the past 12 months. Greater, cool, hip places to eat, great local music scene and just an awesome place to live!"
Female, 50-64

"All the new aspects of George Street and some of the local activities and festivals are making Dunedin increasingly liveable."
Male, 25-49

"New infrastructure in the CBD and sport success for the Otago Highlanders and the women's national cricket team. Locals feel happier"
Male, 25-49

"The roadworks and finished constructions look good. [It'll] be nice when the hospital is done too."
Male, 25-49

"The city is feeling more vibrant and people-centred"
Female, 65+

"More Maori and Pasifika [representation] and visibility"
Female, Under 25

"Support for people's welfare has been great. People feel supported"
Male, 50-64

"It's always been a safe easy place to live and city council improvements keep making it better"
Male, 50-64

"The city has had some upgrades and it's nice to walk around on the main road now while shopping"
Female, Under 25

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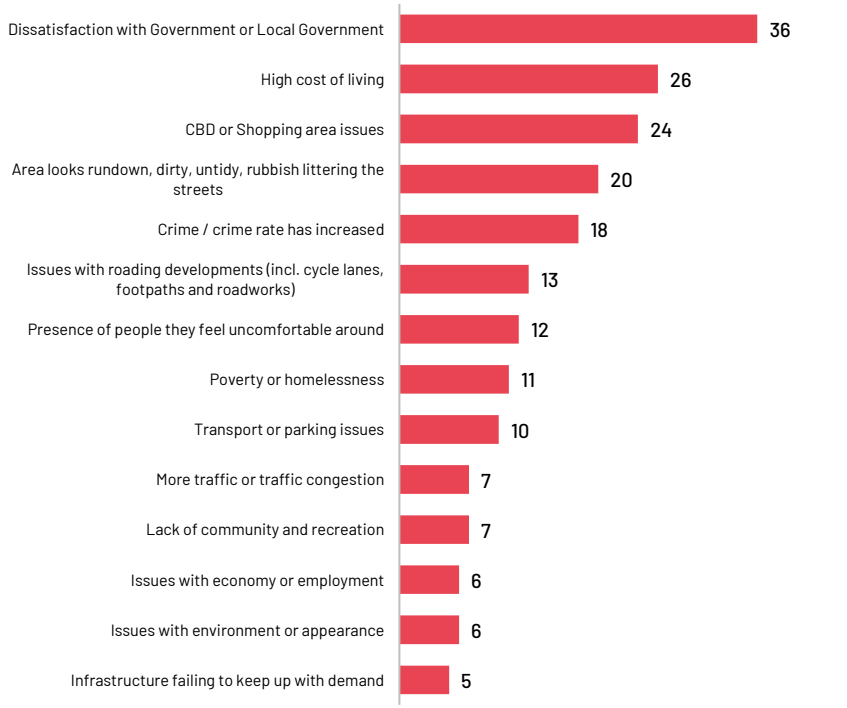
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BUILT & NATURAL ENVIRONMENT

Reasons for negative changes in Dunedin

Among those who said that Dunedin has gotten worse as a place to live, *dissatisfaction with government* was most commonly cited as the reason (36%), with *high cost of living* (26%) and *CBD or shopping area issues* (24%) as the second and third most common reasons respectively.

Reasons for negative changes – Dunedin total (%)



Base: Those who say Dunedin has gotten worse as a place to live (n=143)

Source: Q7b. *Why do you say (city / local area) has changed as a place to live?*

Note: Only themes mentioned by 5% or more of respondents are shown. Comments could be coded across more than one theme.

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Reasons for negative changes in Dunedin

	Dunedin total (n=143) %	North / South Coast (n=24)*	Urban Dunedin (n=88)*	South Dunedin (n=14)*	Mosgiel (n=17)*	Male (n=65)*	Female (n=78)*	Under 25 (n=18)*	25-49 (n=66)*	50-64 (n=30)*	65+ (n=30)*	Māori (n=13)*	Non-Māori (n=140)
Dissatisfaction with Government or Local Government	36	39	34	42	33	30	40	8v	35	43	47	24	37
High cost of living	26	36	24	29	20	23	29	17	31	24	21	45^	26
CBD or Shopping area issues	24	43^	20	28	15	24	23	0v	20	38	32	13	24
Area looks rundown, dirty, untidy, rubbish littering the streets	20	16	20	22	23	17	22	19	13	29	26	7	20
Crime / crime rate has increased	18	28	16	11	22	12	23	13	27^	15	6	19	18
NET Other	17	20	18	12	13	17	17	11	14	23	20	15	17
Issues with roading developments	13	7	14	11	18	7	18^	8	10	13	21	8	13
Presence of people they feel uncomfortable around	12	15	8	13	26	16	8	21	18	3	0v	0v	12
Poverty or homelessness	11	18	12	5	0	7	15	13	9	12	14	17	11
Transport or parking issues	10	5	11	10	16	7	13	19	6	3	21^	4	10
More traffic or traffic congestion	7	18^	7	0	0	7	7	7	9	2	8	9	7
Lack of community and recreation	7	8	6	0	13	12	2v	7	4	9	10	18^	7
Issues with economy or employment	6	0	8	6	8	8	5	7	6	9	4	0	6
Issues with environment or appearance	6	4	8	9	0	6	6	13	4	8	7	3	6
Infrastructure failing to keep up with demand	5	20^	3	0	0	4	6	0	3	10	7	4	5

Base: Those who say Dunedin has gotten worse as a place to live (n=143)

Source: Q7b. *Why do you say has changed as a place to live?* **Note:** Only themes mentioned by 5% or more of respondents are shown.

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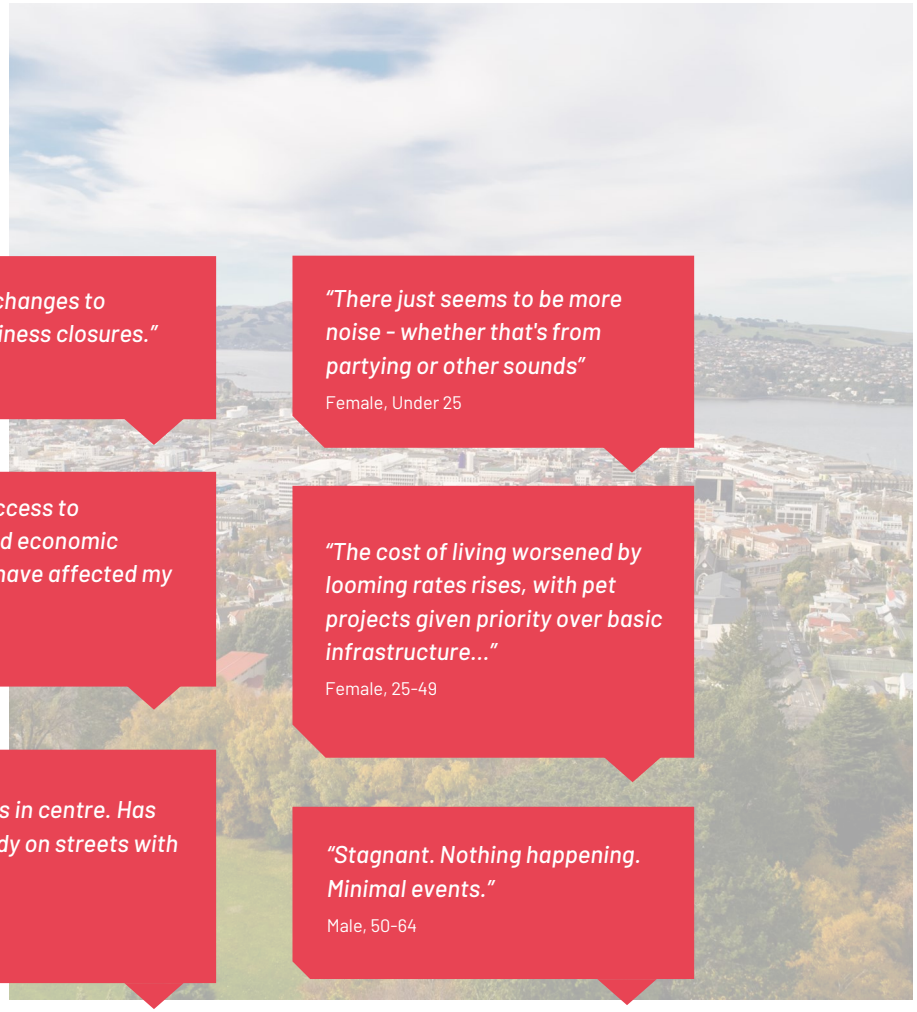
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Reasons for negative changes in Dunedin



"The amount of empty buildings in the city and the continued degradation of some buildings. The squalor should not be allowed and landlords should be penalised."
Female, 65+

"The road quality is worse. Drains are not being kept clean. Roadside weeds are worse. It feels more run down and untidy."
Female, 50-64

"Cost of living, crime, lack of retail"
Male, 25-49

"Unnecessary changes to cityscape. Business closures."
Male, 65+

"City traffic, access to healthcare, and economic [uncertainty] have affected my everyday life."
Female, 25-49

"More homeless in centre. Has become less tidy on streets with rubbish etc"
Female, Under 25

"There just seems to be more noise - whether that's from partying or other sounds"
Female, Under 25

"The cost of living worsened by looming rates rises, with pet projects given priority over basic infrastructure..."
Female, 25-49

"Stagnant. Nothing happening. Minimal events."
Male, 50-64

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TE WHARE NOHO / HOUSING

This section reports on respondents' views of their housing situation: perceptions of affordability of housing costs (rent or mortgage, rates, insurance, maintenance, etc.), suitability of their dwelling type, and whether their location suits their needs.

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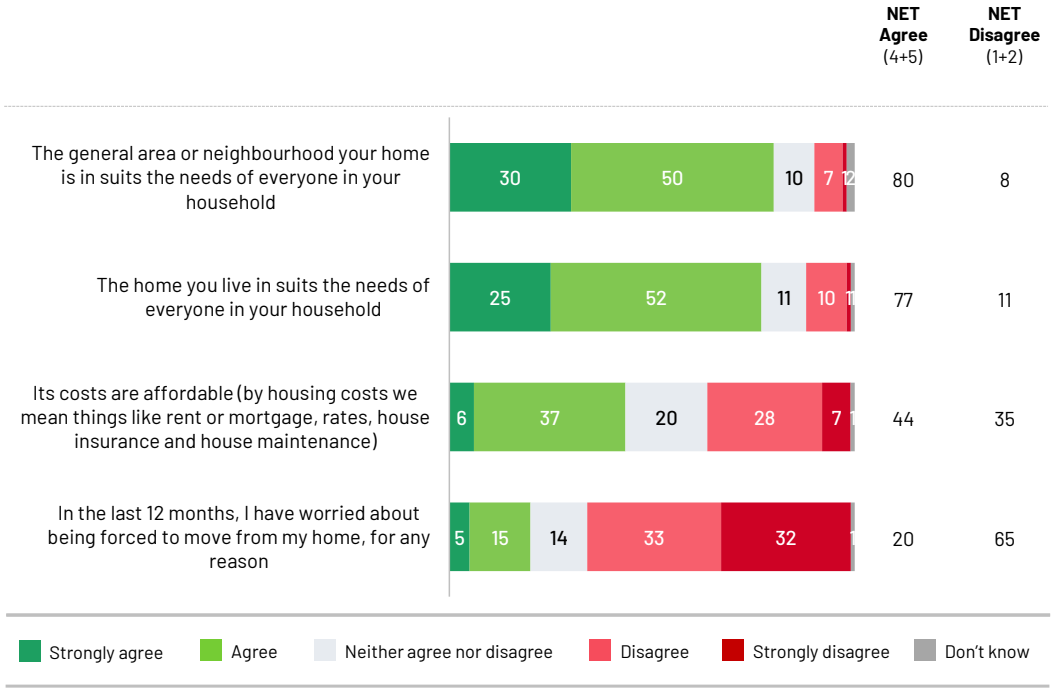
HOUSING

Perceptions of current home

Four in five (80%) respondents felt that their general area and neighbourhood was suitable for the needs of everyone in their household, while a similar proportion (77%) felt that the home they lived in was suitable.

Over one-third (35%) disagreed that their housing costs were affordable, while one in five (20%) had worried about being forced to move from their home for any reason in the 12 months prior to the survey.

Perceptions of current home (summary) – Dunedin total (%)



Base: All respondents

Source: Q8. *This question is about the home you currently live in. How much do you agree or disagree with the following statements? (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)*

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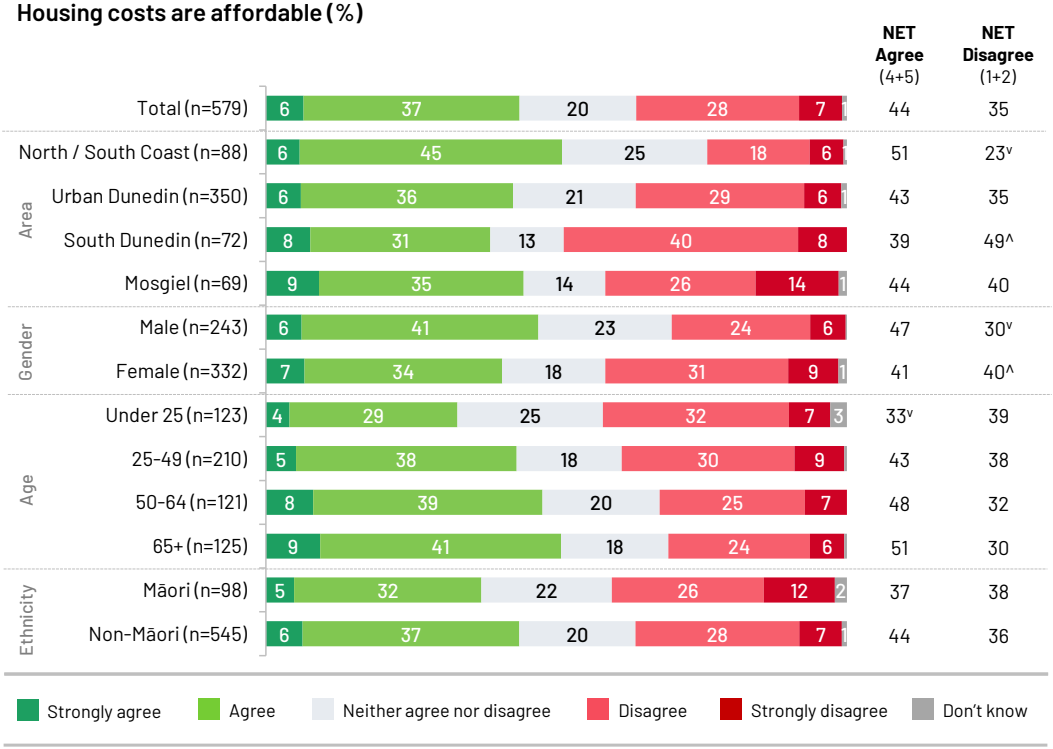
HOUSING

Affordability of housing costs

Since 2024, the proportion of those who agree that housing costs are affordable has seen a significant increase (44% compared to 38% in 2024). The proportion of those who disagree has decreased (35% compared to 43% in 2024).

Between 2024 and 2026, views on housing affordability moved in opposite directions in two areas. In North/South Coast, the share of respondents who disagreed that housing costs are affordable fell significantly, from 41% to 23%. In South Dunedin, it rose significantly, from 38% to 49%. By comparison, in 2026, 35% of respondents across Dunedin as a whole disagreed that housing costs are affordable.

Housing costs are affordable (%)



Base: All respondents

Source: Q8_1. *How much do you agree or disagree with the following statement: Your housing costs are affordable...* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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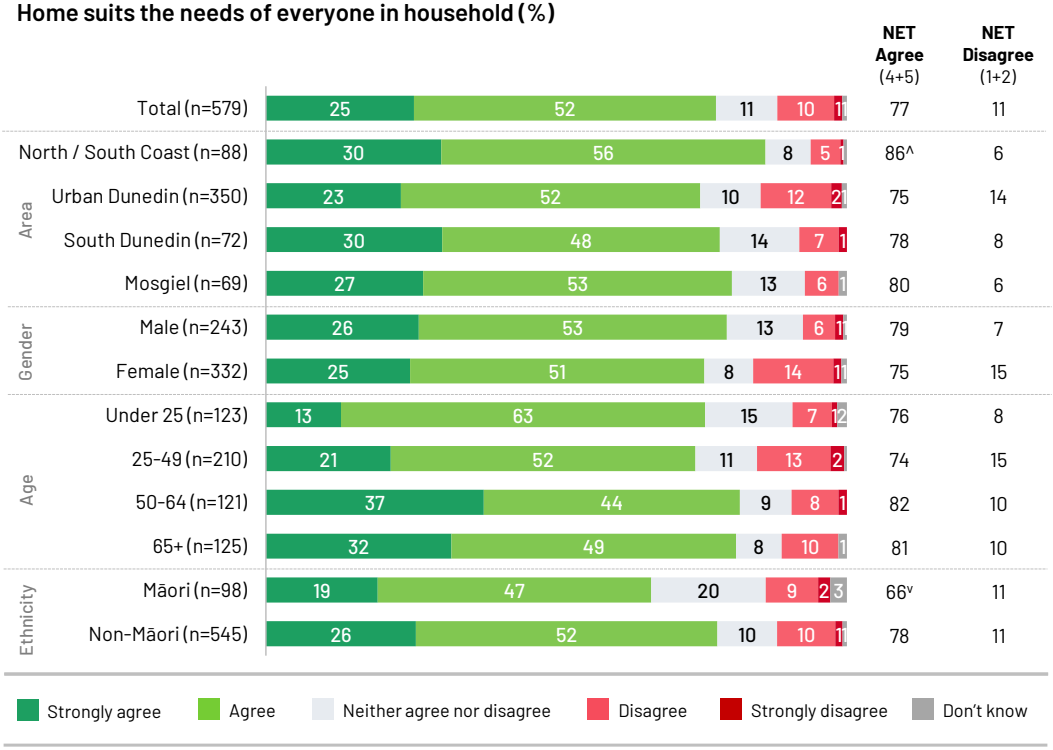
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HOUSING

Suitability of home type

Over three quarters (77%) of respondents agreed that their home suits the needs of everyone in their household, while 11% disagreed.

Home suits the needs of everyone in household (%)



Base: All respondents

Source: Q8_2. *How much do you agree or disagree with the following statement: The home you live in suits the needs of everyone in your household...* (1 - Strongly disagree, 2 - Disagree, 3 - Neither agree nor disagree, 4 - Agree, 5 - Strongly agree, 98 - Don't know)

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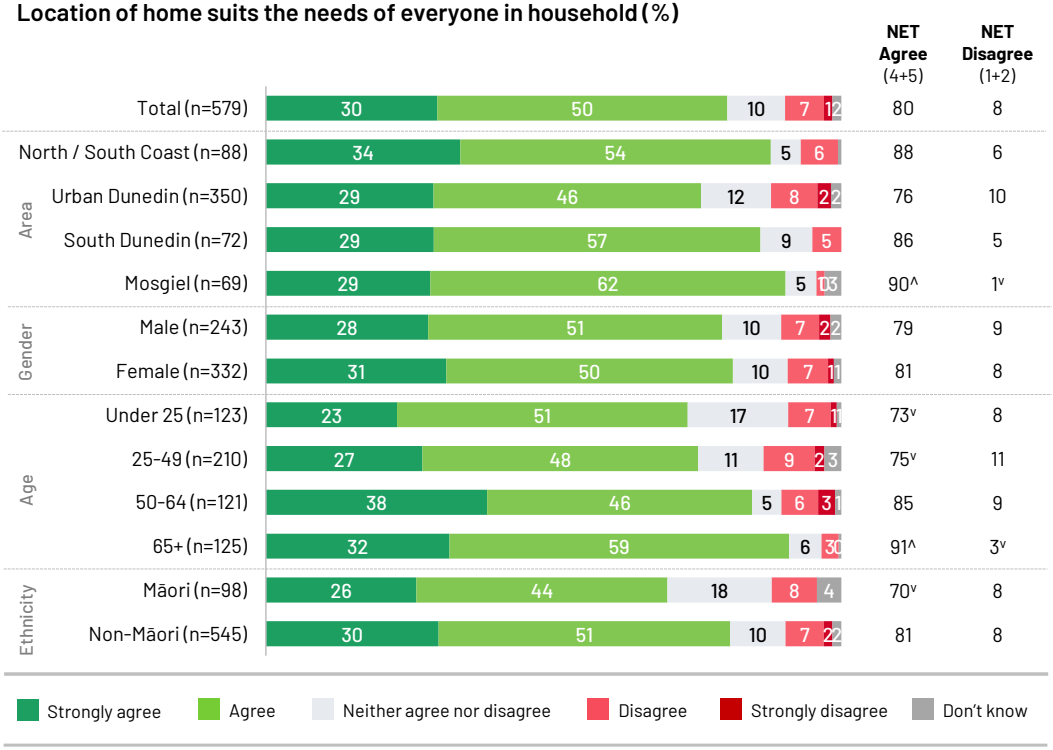
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Suitability of home location

Four fifths (80%) of Dunedin respondents agreed that the general area / neighbourhood they live in suits the needs of everyone in their household, while 8% disagreed.

Location of home suits the needs of everyone in household (%)



Base: All respondents

Source: Q8_3. *How much do you agree or disagree with the following statement: The general area or neighbourhood your home is in suits the needs of everyone in your household...* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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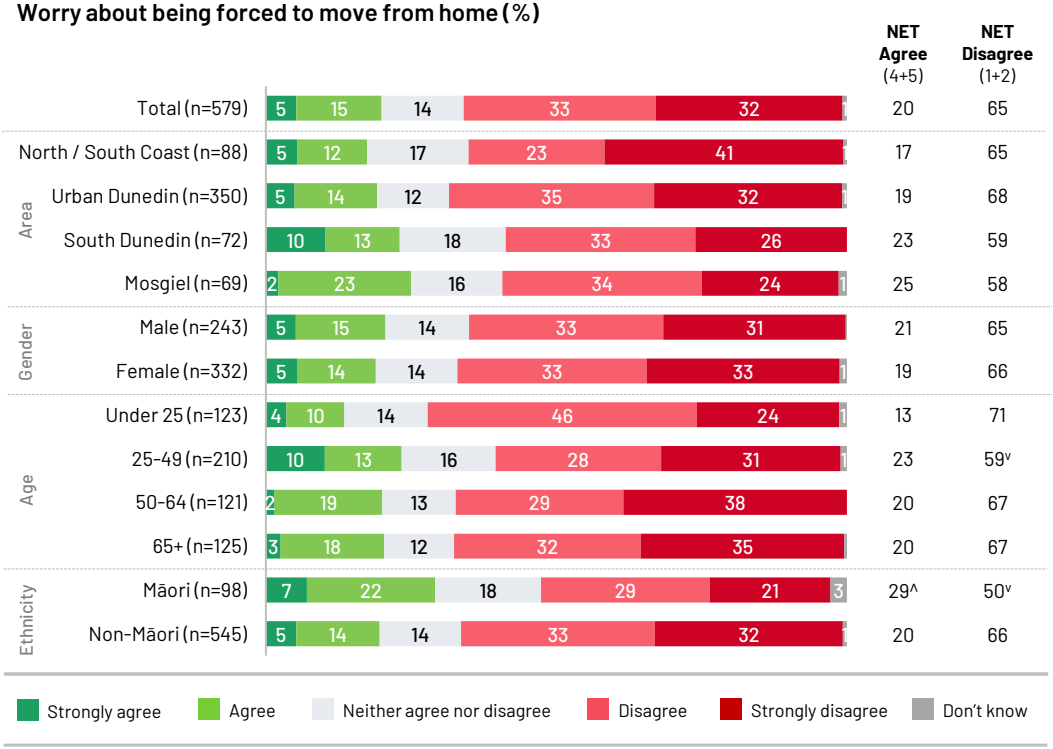
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HOUSING

Worry about being forced to move from home

One fifth (20%) of respondents agreed that they have worried about being forced to move from their home in the last 12 months, whereas almost two thirds (65%) disagreed.

Worry about being forced to move from home (%)



Base: All respondents

Source: Q8_4. *How much do you agree or disagree with the following statement: In the last 12 months, I have worried about being forced to move from my home, for any reason...* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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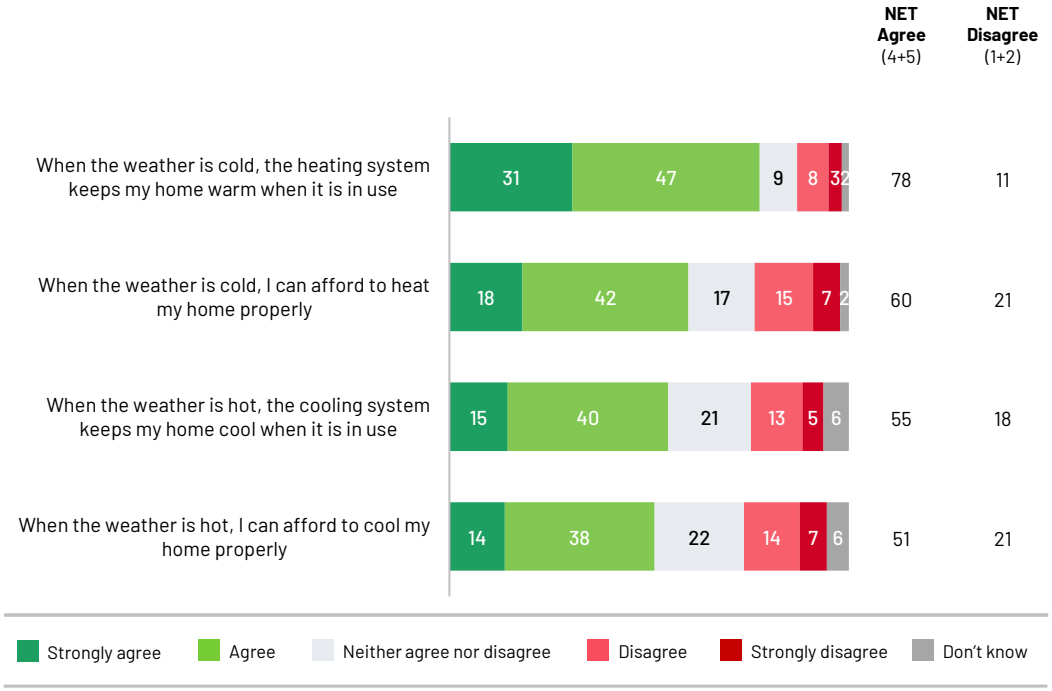
HOUSING

Home heating and cooling systems

Close to four in five (78%) Dunedin respondents agreed that their home heating system is able to keep their home warm when in use; while less than two thirds (60%) agreed that they could afford to properly heat their home.

In hot weather, over half (55%) said that their home cooling system was effective, while just over half (51%) said that they could afford to cool their home properly.

Perceptions of home heating and cooling systems (summary) – Dunedin total (%)



Base: All respondents

Source: 043_1. *How much do you agree or disagree with the following statements?* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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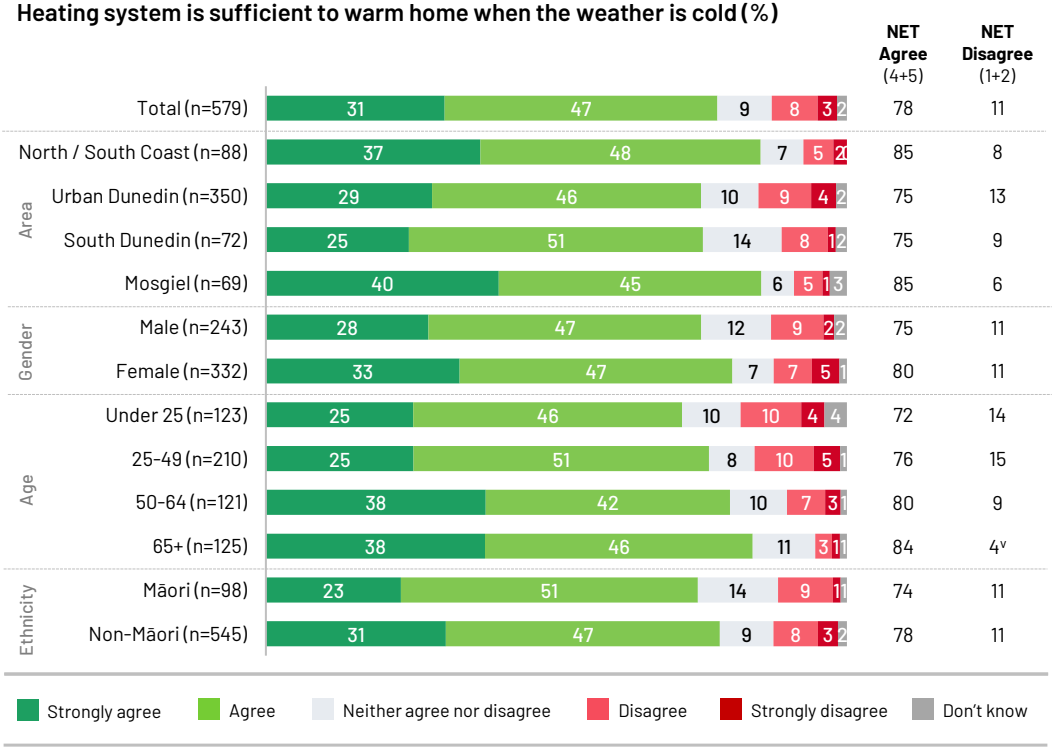
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HOUSING

Efficacy of home heating systems

Over three quarters (78%) of respondents agreed they have a sufficient heating system to warm their home when the weather is cold, compared to just over 1 in 10 (11%) who disagreed.

Heating system is sufficient to warm home when the weather is cold (%)



Base: All respondents

Source: Q43_1. *How much do you agree or disagree with the following statement: When the weather is cold, the heating system keeps my home warm when it is in use...*
(1 - Strongly disagree, 2 - Disagree, 3 - Neither agree nor disagree, 4 - Agree, 5 - Strongly agree, 98 - Don't know)

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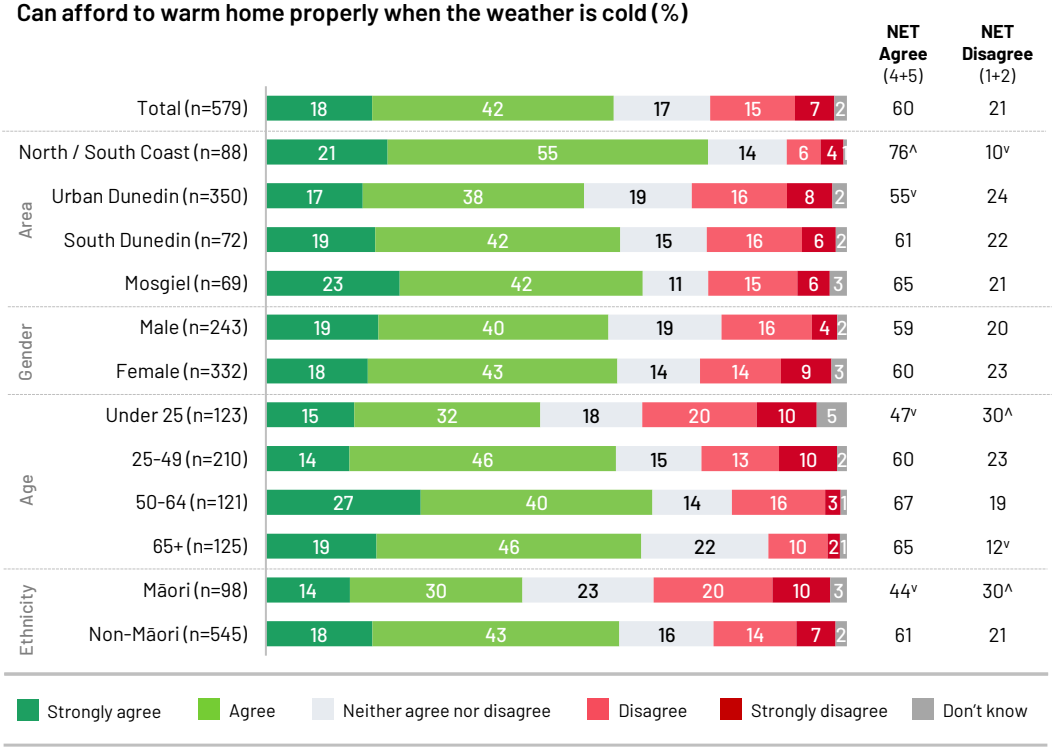
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Affordability of home heating systems

Three in five (60%) Dunedin respondents agreed that they can afford to warm their home properly when the weather is cold, while over one in five (21%) cannot.

Can afford to warm home properly when the weather is cold (%)



Base: All respondents

Source: Q43_2. *How much do you agree or disagree with the following statement: When the weather is cold, I can afford to heat my home properly...* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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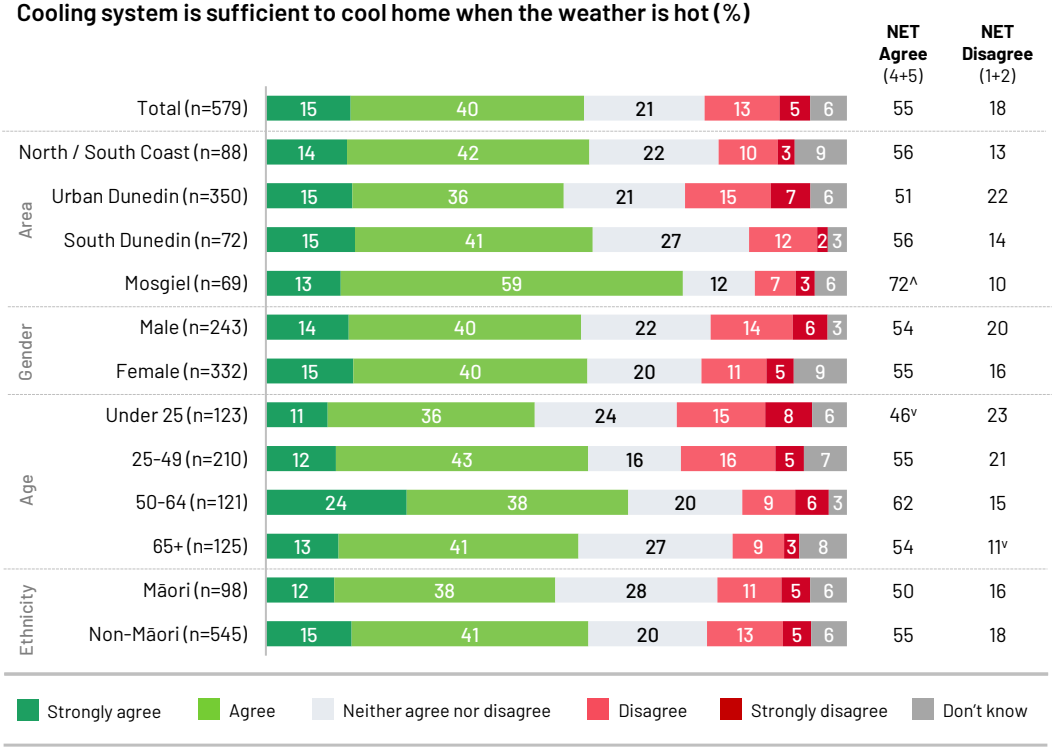
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Efficacy of home cooling systems

Over half (55%) of respondents agreed that they have a sufficient cooling system to cool their home when the weather is hot, while 18% disagreed.

Cooling system is sufficient to cool home when the weather is hot (%)



Base: All respondents

Source: Q43_3. *How much do you agree or disagree with the following statement: When the weather is hot, the cooling system keeps my home cool when it is in use...*
(1 - Strongly disagree, 2 - Disagree, 3 - Neither agree nor disagree, 4 - Agree, 5 - Strongly agree, 98 - Don't know)

^ Significantly higher than the rest of Dunedin

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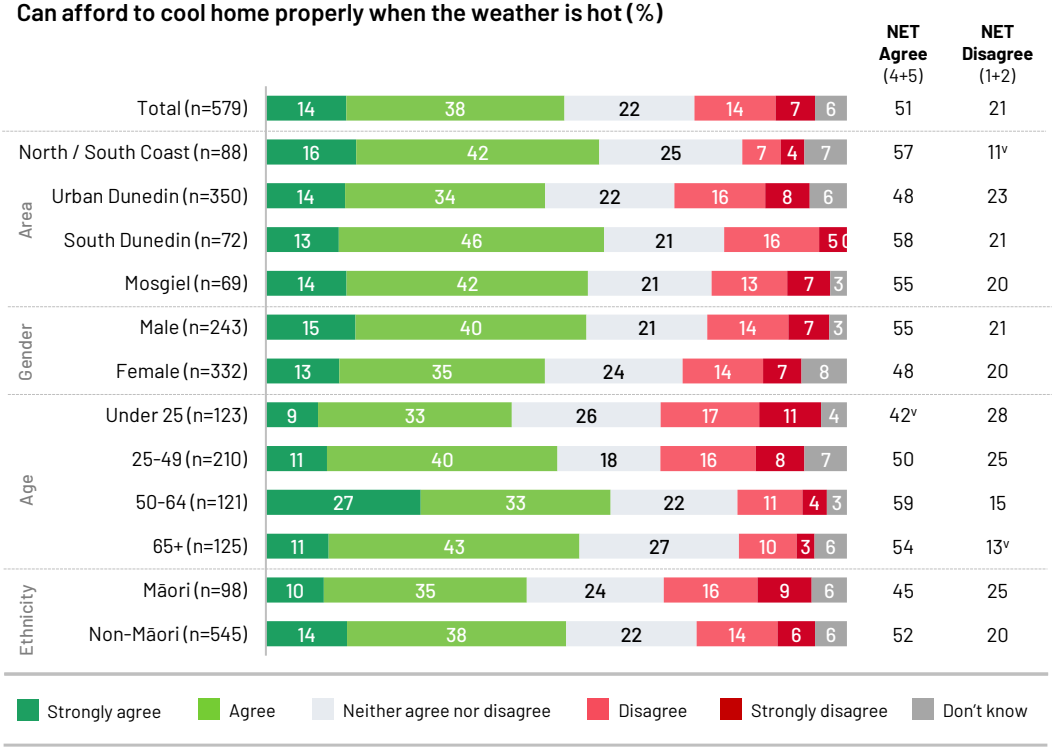
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HOUSING

Affordability of home cooling systems

Just over half (51%) of respondents can afford to cool their home properly when the weather is hot, while 21% said they cannot.

Can afford to cool home properly when the weather is hot (%)



Base: All respondents

Source: Q43_4. *How much do you agree or disagree with the following statement: When the weather is hot, I can afford to cool my home properly...* (1 - Strongly disagree, 2 - Disagree, 3 - Neither agree nor disagree, 4 - Agree, 5 - Strongly agree, 98 - Don't know)

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WHATUNGA HAPORI, WHATUNGA AHUREA, WHATUNGA PĀPORI / COMMUNITY, CULTURE & SOCIAL NETWORKS

This section reports questions relating to social participation and engagement with others. Areas covered include respondents' perceptions of a sense of community within Dunedin, issues relating to culture and diversity, and discrimination and prejudice.

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COMMUNITY, CULTURE & SOCIAL NETWORKS

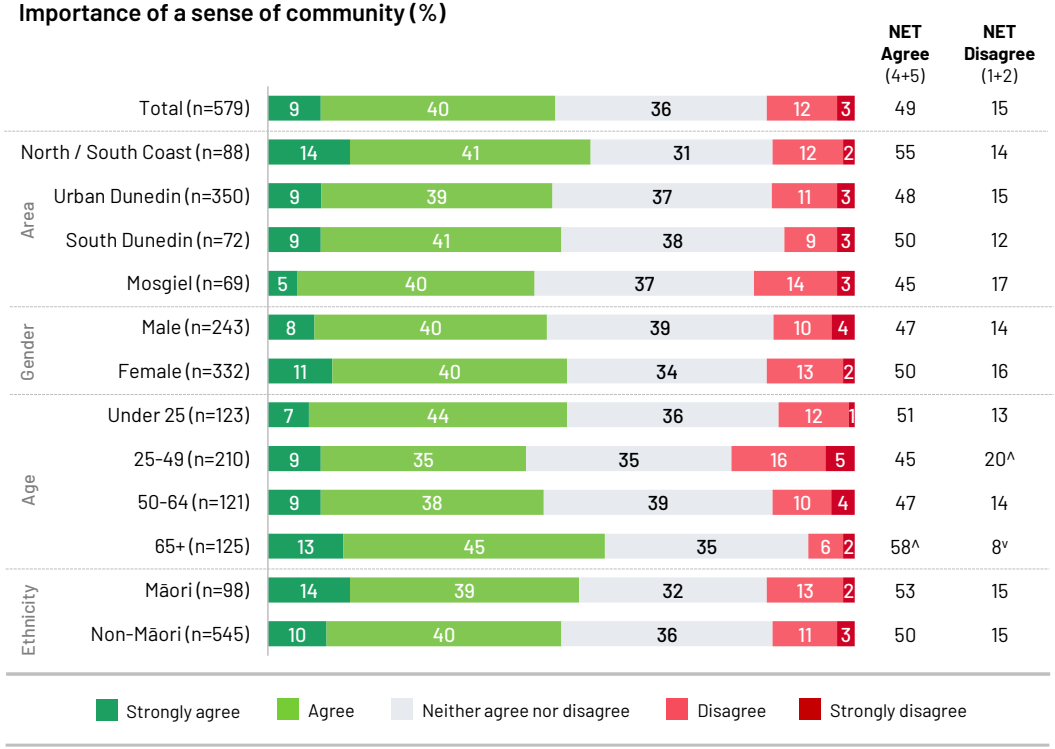
Importance of a sense of community

Nearly half (49%) of Dunedin respondents agreed that it was important to feel a sense of community in their neighbourhood, including 9% who strongly agreed. In comparison, 15% disagreed that this was important to them.

The proportion of those who agree that a sense of community is important to them has decreased from 58% in 2024 to 49% in 2026.

Respondents aged over 65 remain significantly more likely than the overall Dunedin population to value a sense of community (58%, compared with 49% overall in 2026). However, agreement in this group has also fallen since 2024, from 74%.

Importance of a sense of community (%)



Base: All respondents

Source: Q25_2. *How much do you agree or disagree with the following statements... It's important to me to feel a sense of community with people in my neighbourhood* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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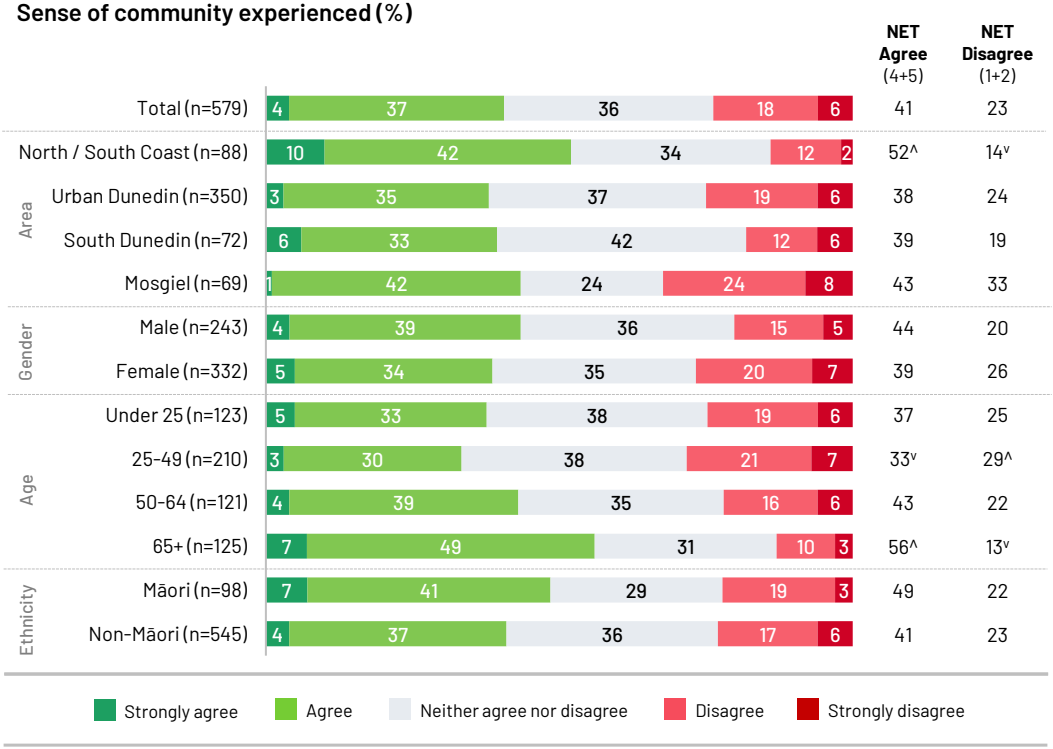
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COMMUNITY, CULTURE & SOCIAL NETWORKS

Sense of community experienced

Around two in five (41%) respondents agreed that they felt a sense of community with others in their neighbourhood, while nearly a quarter (23%) disagreed.

Sense of community experienced (%)



Base: All respondents

Source: Q25_1. *How much do you agree or disagree with the following statements... I feel a sense of community with others in my neighbourhood* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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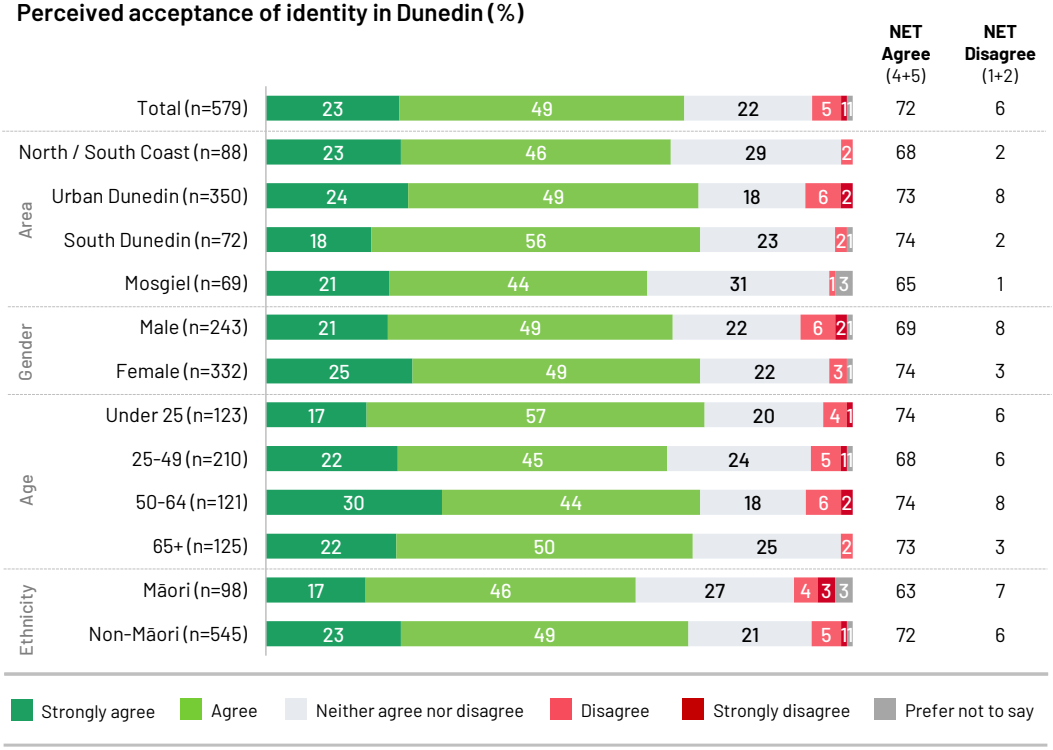
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COMMUNITY, CULTURE & SOCIAL NETWORKS

Acceptance of culture & identity

Nearly three quarters (72%) of respondents reported feeling accepted and valued for their identity by others in Dunedin. Only a small minority (6%) disagreed.

Perceived acceptance of identity in Dunedin (%)



Base: All respondents

Source: Q35_1. *How much do you agree or disagree with the following statements... People in [city / local area] accept and value me and others of my identity (e.g. sexual, gender, ethnic, cultural, faith)* (1 - Strongly disagree, 2 - Disagree, 3 - Neither agree nor disagree, 4 - Agree, 5 - Strongly agree, 97 - Prefer not to say)

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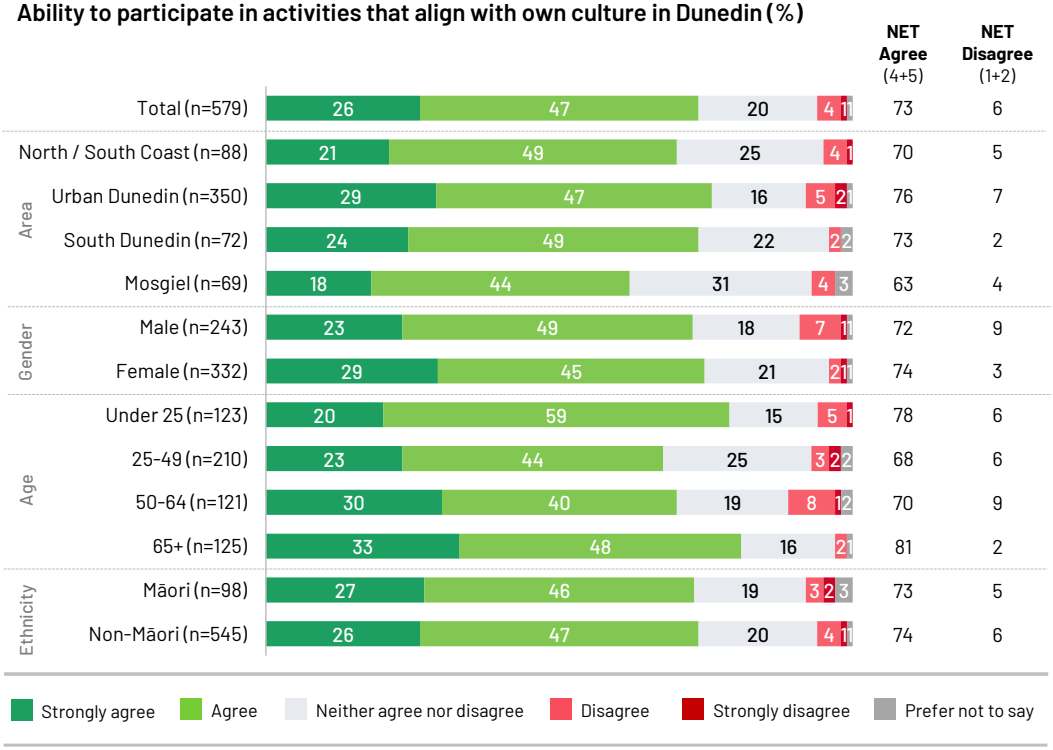
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COMMUNITY, CULTURE & SOCIAL NETWORKS

Participation in cultural activities

Across Dunedin respondents, 73% agreed that they can participate, perform, or attend activities or groups that align with their culture. Only a small minority (6%) disagreed.

Ability to participate in activities that align with own culture in Dunedin (%)



Base: All respondents

Source: Q35_3. *How much do you agree or disagree with the following statements... I can participate, perform, or attend activities or groups that align with my culture* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 97 – Prefer not to say)

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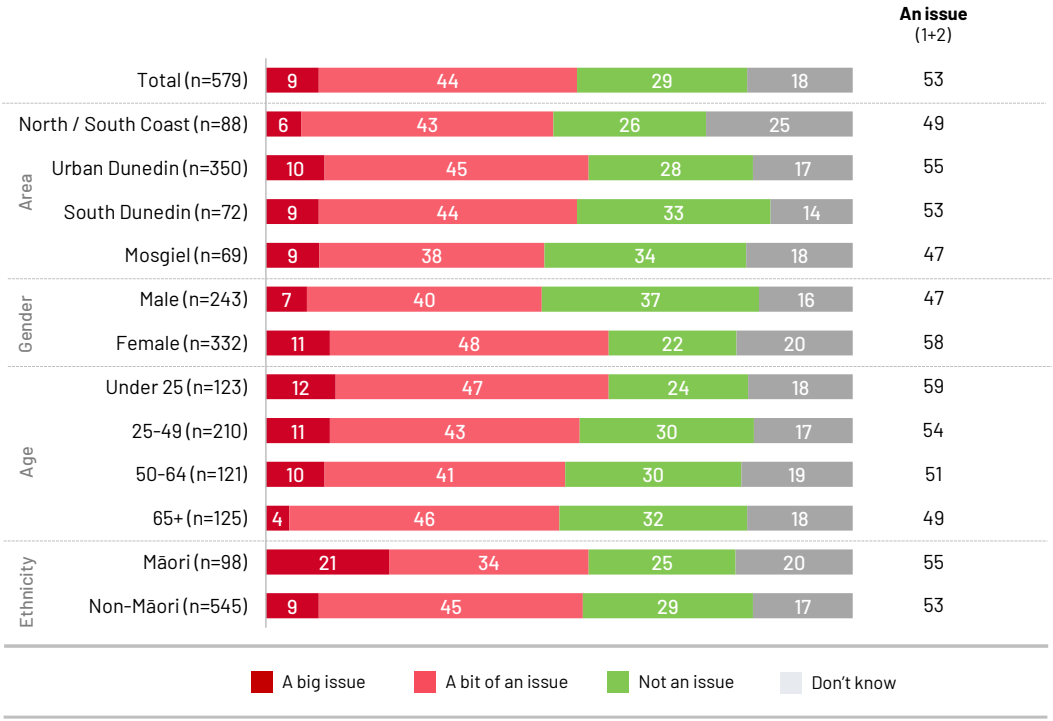
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COMMUNITY, CULTURE & SOCIAL NETWORKS

Racism / discrimination

More than half (53%) said that racism and discrimination has been an issue in Dunedin over the last twelve months, with just under one in ten (9%) saying it has been a big issue.

Perceptions of racism / discrimination in Dunedin (%)



Base: All respondents

Source: Q11_5. *To what extent, if at all, has each of the following been an issue in [city / local area] over the past 12 months ... Racism or discrimination towards particular groups of people* (1 – A big issue, 2 – A bit of an issue, 3 – Not an issue, 98 – Don't know)

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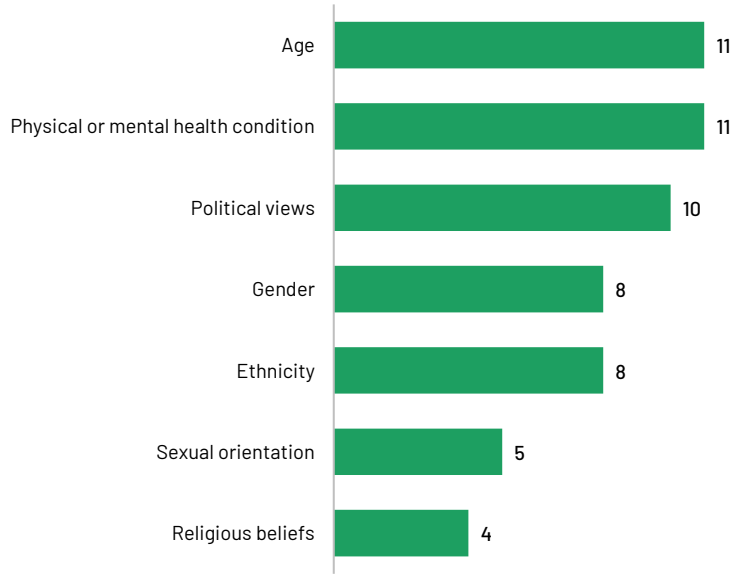
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COMMUNITY, CULTURE & SOCIAL NETWORKS

Personal experience of prejudice / intolerance

In the last six months, 11% of Dunedin respondents reported experiencing prejudice or intolerance, or being treated unfairly or excluded, because of their age. The same proportion (11%) reported this because of a physical or mental health condition. A further 10% cited their political views, and 8% cited their gender or ethnicity.

Personal experience of prejudice / intolerance in the last 6 months in Dunedin – Dunedin total (% Yes)



Base: All respondents

Source: Q36. *In the last six months in [city / local area], have you personally experienced anger or intolerance, or been treated unfairly or excluded, because of your...?* (1 – Yes, 2 – No)

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COMMUNITY, CULTURE & SOCIAL NETWORKS

Personal experience of prejudice / intolerance

	Dunedin total (n=579) %	North / South Coast (n=88)	Urban Dunedin (n=350)	South Dunedin (n=72)	Mosgiel (n=69)	Male (n=243)	Female (n=332)	Under 25 (n=123)	25-49 (n=210)	50-64 (n=121)	65+ (n=125)	Māori (n=98)	Non-Māori (n=545)
Age	11	9	12	14	8	11	11	15	6v	11	18^	15	11
Physical or mental health condition	11	5	13	5	13	12	9	13	11	14	5v	21^	10
Political views	10	9	13	6	3v	14	7	11	9	15	8	16	10
Gender	8	9	9	6	8	5	10	14^	9	5	6	17^	8
Ethnicity	8	5	9	6	3	10	6	14^	10	4	2v	28^	7
Sexual orientation	5	1	6	6	4	8	3	11^	5	4	2	10^	5
Religious beliefs	4	3	5	3	2	5	3	5	4	4	1	13^	4

Base: All respondents

Source: Q36. *In the last six months in [city / local area], have you personally experienced anger or intolerance, or been treated unfairly or excluded, because of your...?*

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TE HAUORA ME TE ORANGA / HEALTH & WELLBEING

This section explores respondents' perceptions of their health and wellbeing. This includes their rating of their physical and mental health, stress, how much they exercise, and barriers to accessing healthcare services.

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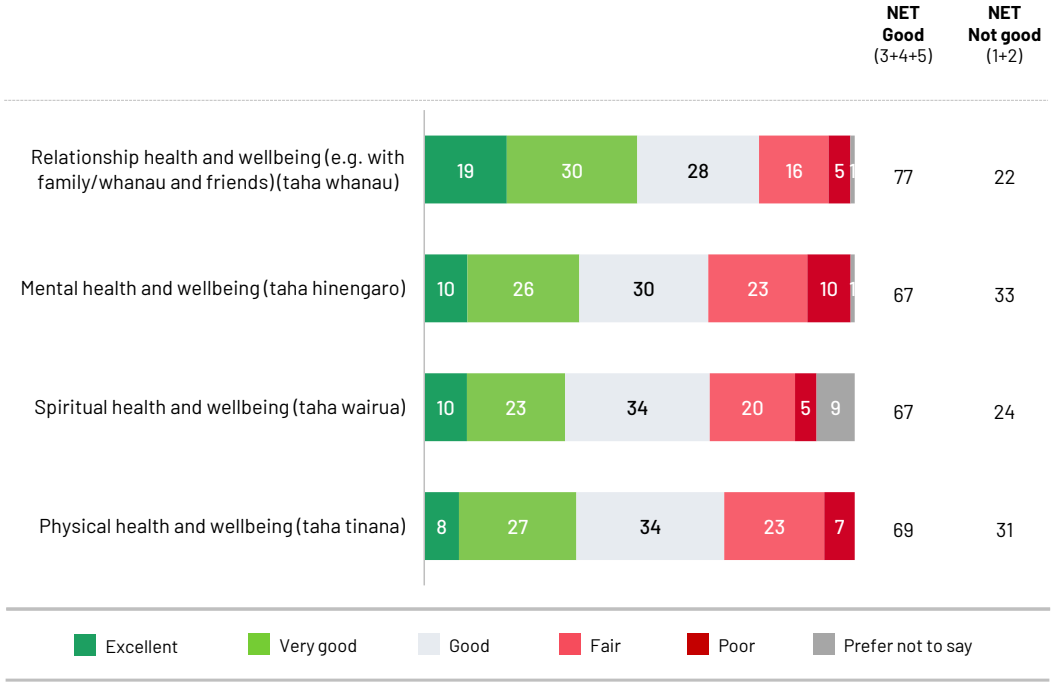
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HEALTH & WELLBEING

Rating of health and wellbeing

More than three quarters (77%) rated their relationship health and wellbeing positively. Around two thirds also rated their physical health (69%), mental health (67%) and spiritual health (67%) positively ('good', 'very good', or 'excellent').

Rating of health and wellbeing (summary) – Dunedin total (%)



Base: All respondents

Source: Q23. Thinking about different aspects of your health and wellbeing, in general, how would you rate your...? (1 – Poor, 2 – Fair, 3 – Good, 4 – Very good, 5 – Excellent, 6 – Prefer not to say)

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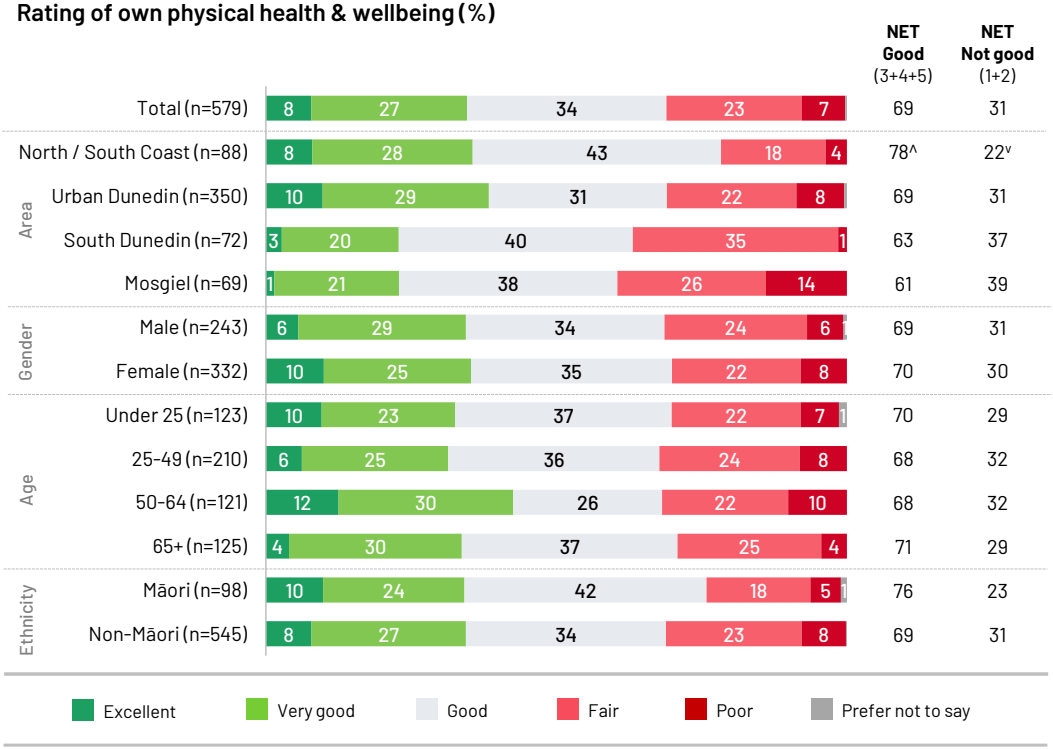
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HEALTH & WELLBEING

Physical health & wellbeing

Around seven in ten (69%) Dunedin respondents rated their physical health positively ('good', 'very good', or 'excellent'), although only 8% rated it as 'excellent'. Almost a third (31%) rated their physical health as 'fair' or 'poor'.

Rating of own physical health & wellbeing (%)



Base: All respondents

Source: Q23_1. *In general, how would you rate your... Physical health and wellbeing (taha tinana)?* (1 – Poor, 2 – Fair, 3 – Good, 4 – Very good, 5 – Excellent, 6 – Prefer not to say)

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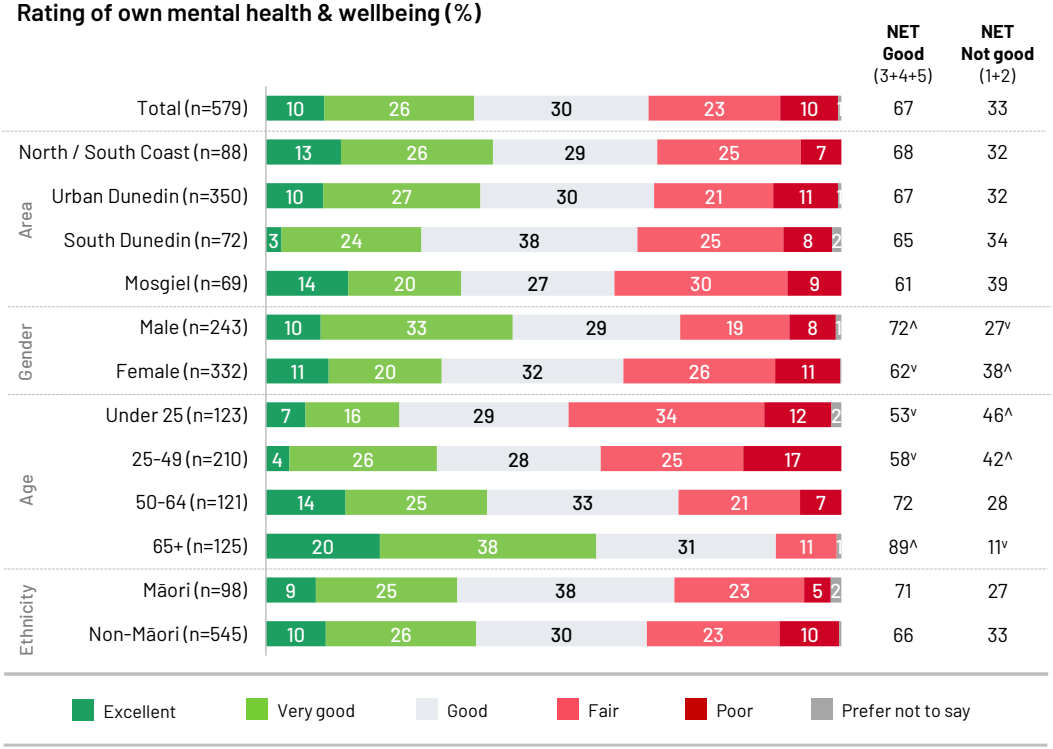
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HEALTH & WELLBEING

Mental health & wellbeing

Two thirds (67%) of respondents rated their mental health positively, with 10% rating it as 'excellent'. Around a third (33%) rated their mental health as 'fair' or 'poor'.

Rating of own mental health & wellbeing (%)



Base: All respondents

Source: Q23_2. *In general, how would you rate your... Mental health and wellbeing (taha hinengaro)?* (1 – Poor, 2 – Fair, 3 – Good, 4 – Very good, 5 – Excellent, 6 – Prefer not to say)

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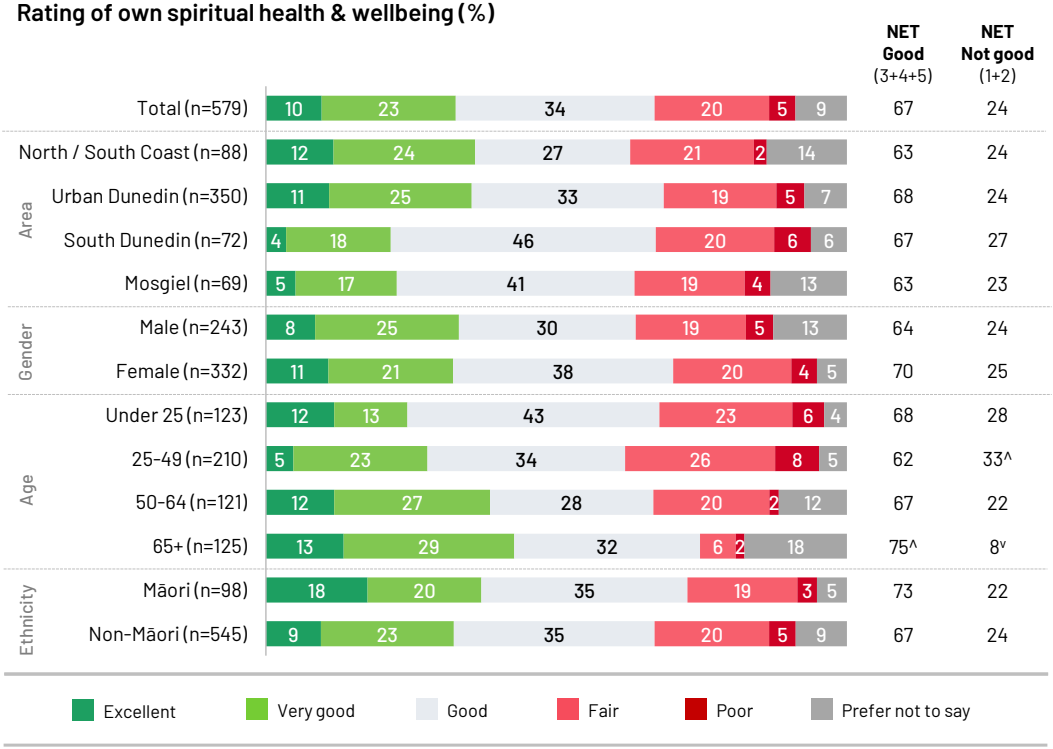
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HEALTH & WELLBEING

Spiritual health & wellbeing

Two thirds (67%) of respondents rated their spiritual health positively. Around a quarter (24%) rated their spiritual health as 'fair' or 'poor', while 9% preferred not to say.

Rating of own spiritual health & wellbeing (%)



Base: All respondents

Source: Q23_3. *In general, how would you rate your... Spiritual health and wellbeing (taha wairua)?* (1 – Poor, 2 – Fair, 3 – Good, 4 – Very good, 5 – Excellent, 6 – Prefer not to say)

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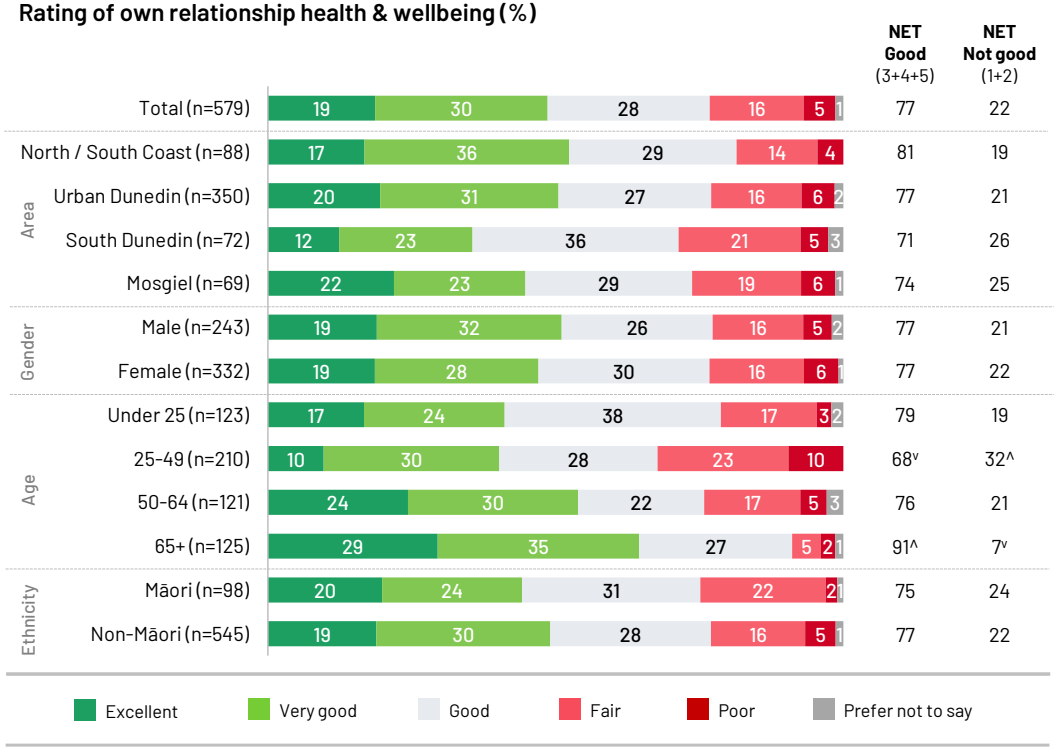
HEALTH & WELLBEING

Relationship health & wellbeing

Over three quarters (77%) of respondents rated the health of their relationships positively, including 19% who rated it as 'excellent'. Around one fifth (22%) rated the health of their relationships as 'fair' or 'poor'.

Fewer respondents rated their relationship health as "excellent", "very good", or "good" in 2026 than in 2024 (77%, compared with 83%).

Rating of own relationship health & wellbeing (%)



Base: All respondents

Source: Q23_4. *In general, how would you rate your... Relationship health and wellbeing (e.g. with family/whānau and friends) (taha whānau)?* (1 – Poor, 2 – Fair, 3 – Good, 4 – Very good, 5 – Excellent, 6 – Prefer not to say)

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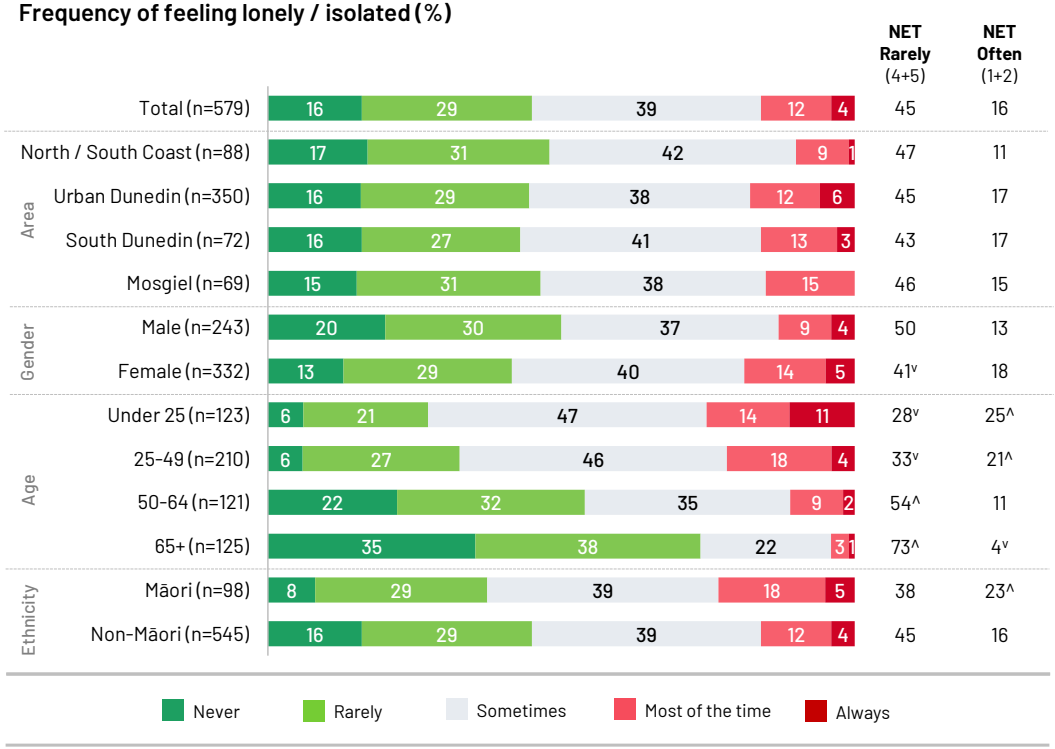
HEALTH & WELLBEING

Loneliness & isolation

Nearly half (45%) of Dunedin respondents reported 'never' or 'rarely' feeling lonely or isolated over the last 12 months, while 16% felt lonely or isolated 'most of the time' or 'always'.

The likelihood of rarely feeling lonely rises steadily with age. Respondents aged 50–64 (54%) and 65+ (73%) were significantly more likely than the overall Dunedin population (45%) to report 'never' or 'rarely' feeling lonely or isolated.

Frequency of feeling lonely / isolated (%)



Base: All respondents

Source: Q27. *Over the last 12 months, how often, if ever, have you felt lonely or isolated?* (1 – Always, 2 – Most of the time, 3 - Sometimes, 4 – Rarely, 5 – Never)

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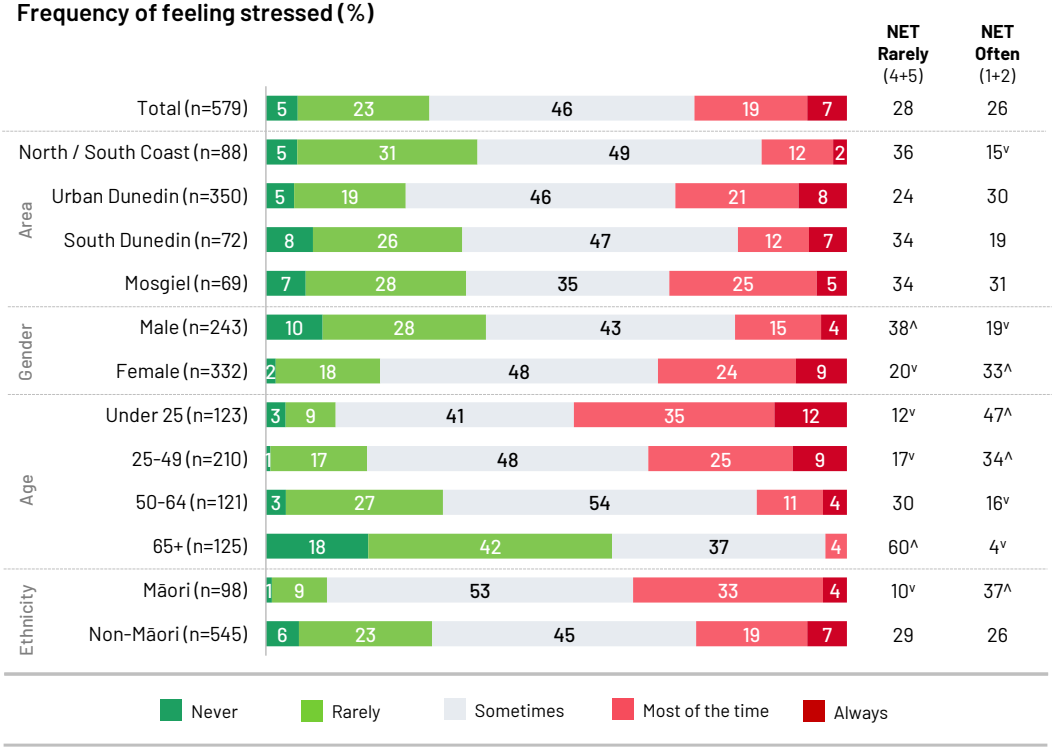
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HEALTH & WELLBEING

Stress

Over a quarter (28%) of respondents 'rarely' or 'never' experienced stress in the last 12 months, while a similar proportion (26%) experienced stress 'most of the time' or 'always'. Almost half (46%) experienced stress 'sometimes'.

Frequency of feeling stressed (%)



Base: All respondents

Source: Q29. *At some time in their lives, most people experience stress. Which statement below best applies to how often, if ever, over the past 12 months you have experienced stress that had a negative effect on you?* (1 – Always, 2 – Most of the time, 3 – Sometimes, 4 – Rarely, 5 – Never)

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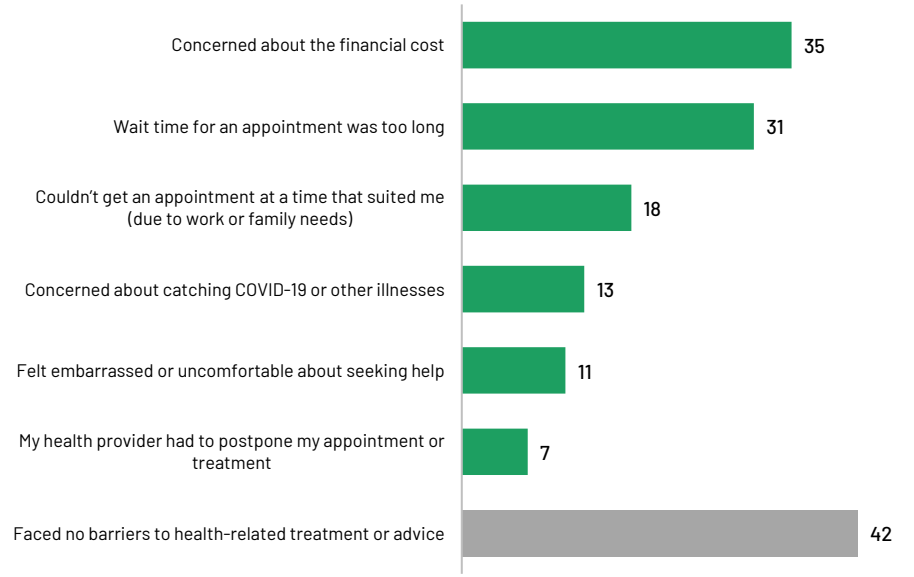
HEALTH & WELLBEING

Barriers to health-related treatment or advice

Respondents were asked to select from a list of options the types of barriers, if any, they have faced to seeking healthcare in the last 12 months.

Financial cost (35%) and long wait times for appointments (31%) were the most commonly reported barriers to accessing health-related treatment or advice, each affecting around a third of respondents. Additionally, nearly one in five (18%) were unable to get an appointment at a suitable time.

Barriers to health-related treatment or advice faced (%) – Dunedin total (%)



Base: All respondents

Source: Q32. *In the last 12 months, have you, or anyone in your household, faced any of the following barriers to seeking health-related treatment or advice?*

Note: Multi-select question. Only statements selected by 5% or more of respondents are shown.

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Barriers to health-related treatment or advice

	Dunedin total (n=579) %	North / South Coast (n=88)	Urban Dunedin (n=350)	South Dunedin (n=72)	Mosgiel (n=69)	Male (n=243)	Female (n=332)	Under 25 (n=123)	25-49 (n=210)	50-64 (n=121)	65+ (n=125)	Māori (n=98)	Non-Māori (n=545)
Concerned about the financial cost	35	35	34	46	35	27v	42^	37	51^	27v	16v	41	35
Wait time for an appointment was too long	31	33	31	32	24	24v	37^	32	38^	26	23v	37	31
Couldn't get an appointment at a time that suited me	18	19	17	25	15	11v	24^	23	25^	14	5v	30^	18
Concerned about catching COVID-19 or other illnesses	13	9	12	15	18	12	14	22^	16	5v	6v	25^	13
Felt embarrassed or uncomfortable about seeking help	11	7	11	15	12	12	10	21^	14	6v	2v	14	11
Health provider had to postpone appointment or treatment	7	7	6	13	5	7	7	9	5	9	5	10	7
Faced no barriers to seeking health-related treatment or advice	42	38	42	38	44	50^	34v	40	26v	48	63^	28v	42

Base: All respondents

Source: Q32. *In the last 12 months, have you, or anyone in your household, faced any of the following barriers to seeking health-related treatment or advice?*

Note: Multi-select question. Only statements selected by 5% or more of respondents are shown.

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NGĀ TAKE Ā-ROHE / LOCAL ISSUES

This section reports on respondents' perceptions of problems or social issues in Dunedin in the previous 12 months, as well as their sense of safety.

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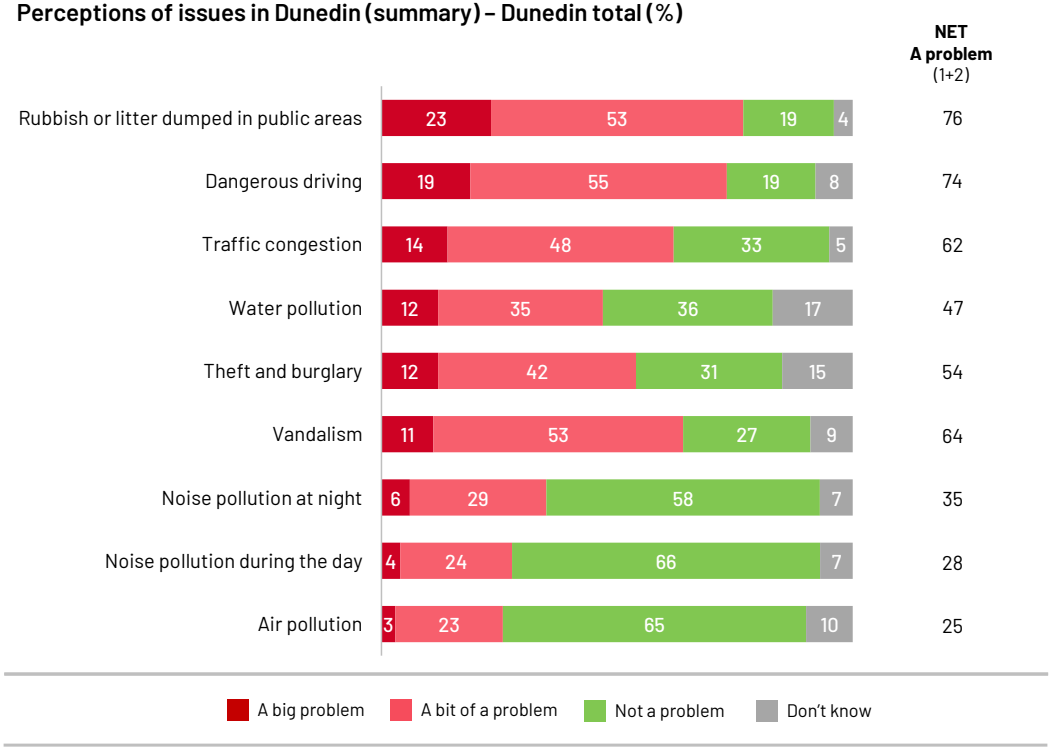
LOCAL ISSUES

Rating of issues as problematic in Dunedin

Respondents were asked about the extent to which they perceived a range of specific issues to have been a problem in Dunedin over the last 12 months.

Rubbish or litter dumped in public areas was rated as the main problem with over three-quarters (76%) saying it was 'a bit of a problem' or 'a big problem'. This was followed by *dangerous driving* (74%) and *traffic congestion* (62%).

Perceptions of issues in Dunedin (summary) – Dunedin total (%)



Base: All respondents

Source: Q10. *To what extent, if at all, has each of the following been a problem in [city / local area] over the past 12 months?* (1 – A big problem, 2 – A bit of a problem, 3 – Not a problem, 98 – Don't know)

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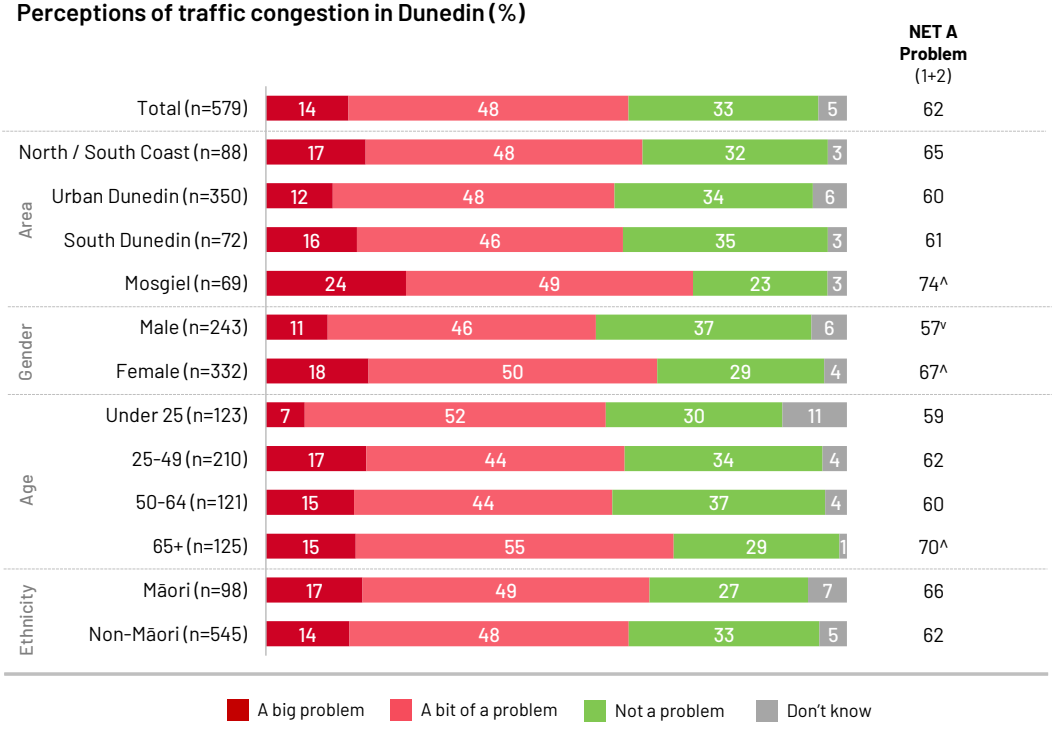
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LOCAL ISSUES

Traffic congestion

Close to two-thirds (62%) of respondents said that traffic congestion in Dunedin was a problem, with 14% considering it 'a big problem'.

Perceptions of traffic congestion in Dunedin (%)



Base: All respondents

Source: Q10_4. *To what extent, if at all, has each of the following been a problem in [city / local area] over the past 12 months... Traffic congestion* (1 – A big problem, 2 – A bit of a problem,
3 – Not a problem, 98 – Don't know)

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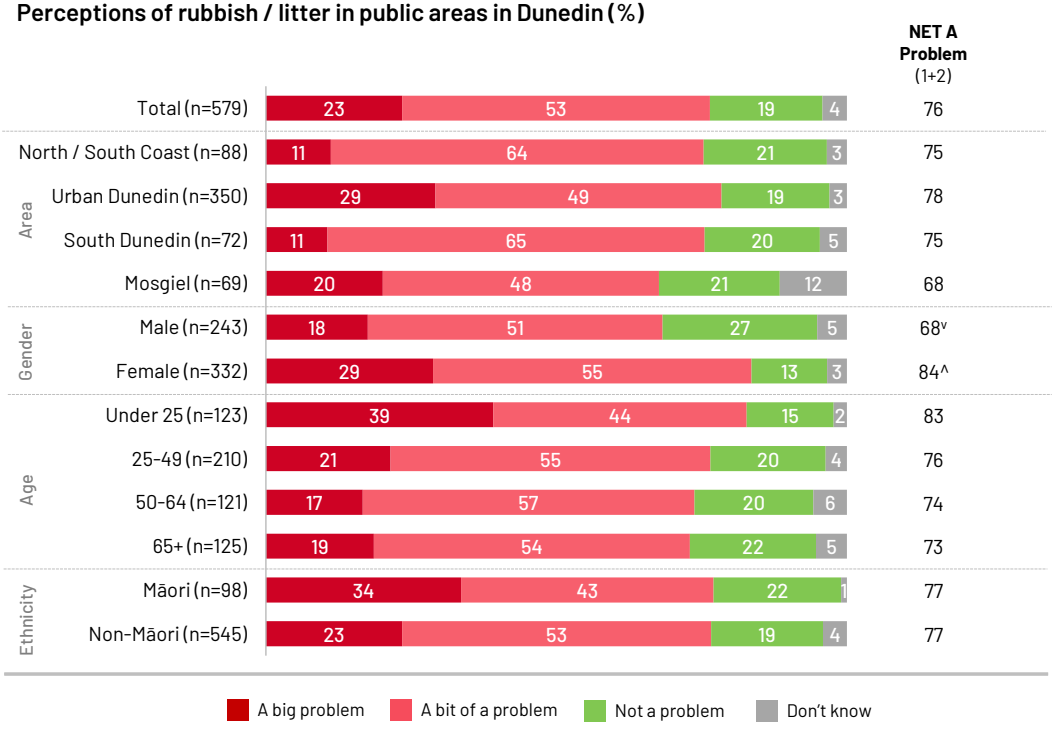
LOCAL ISSUES

Rubbish / litter in public areas

More than three in four (76%) of respondents perceived rubbish / litter in public areas (e.g. on streets, vacant areas and in parks) to be a problem in Dunedin, with 23% believing it to be 'a big problem'.

Since 2024, the proportion of those who said that rubbish / litter is a problem in Dunedin has increased (76% compared to 70% in 2024).

Perceptions of rubbish / litter in public areas in Dunedin (%)



Base: All respondents

Source: Q10_5. *To what extent, if at all, has each of the following been a problem in [city / local area] over the past 12 months... Rubbish or litter dumped in public areas (e.g. on streets, vacant areas, in parks)* (1 – A big problem, 2 – A bit of a problem, 3 – Not a problem, 98 – Don't know)

^ Significantly higher than the rest of Dunedin

v Significantly lower than the rest of Dunedin

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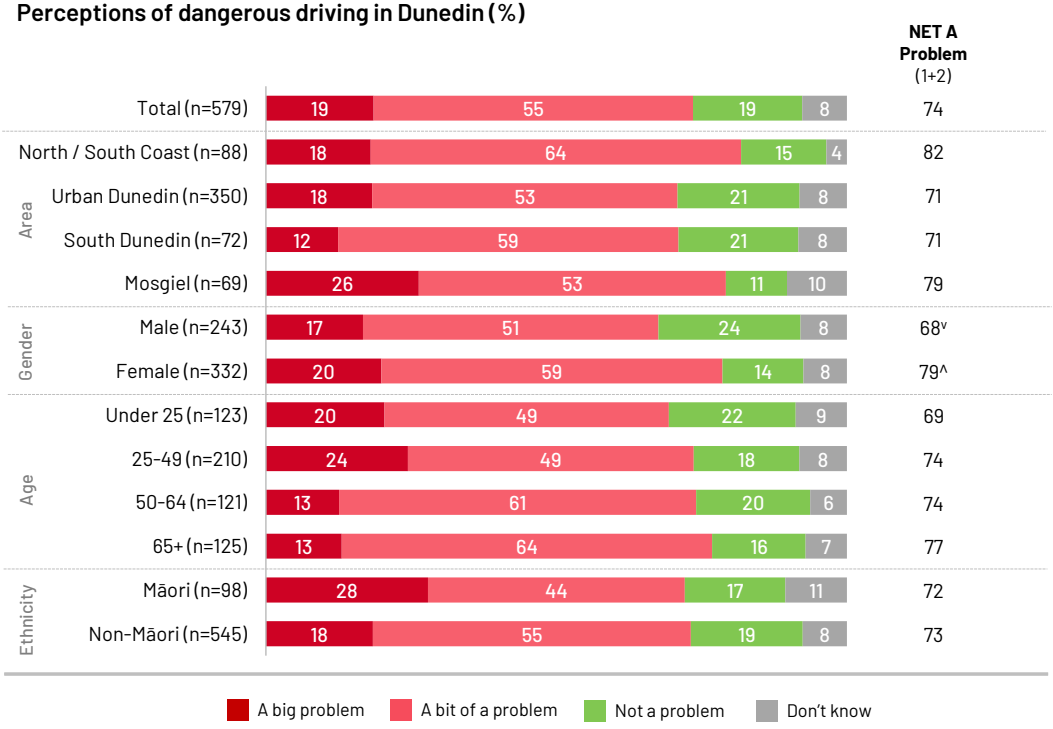
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LOCAL ISSUES

Dangerous driving

Almost three in four (74%) of respondents considered dangerous driving (e.g. drink driving and speeding) a problem in Dunedin, with 19% considering it 'a big problem'.

Perceptions of dangerous driving in Dunedin (%)



Base: All respondents

Source: Q10_3. *To what extent, if at all, has each of the following been a problem in [city / local area] over the past 12 months... Dangerous driving, including drink driving and speeding* (1 – A big problem, 2 – A bit of a problem, 3 – Not a problem, 98 – Don't know)

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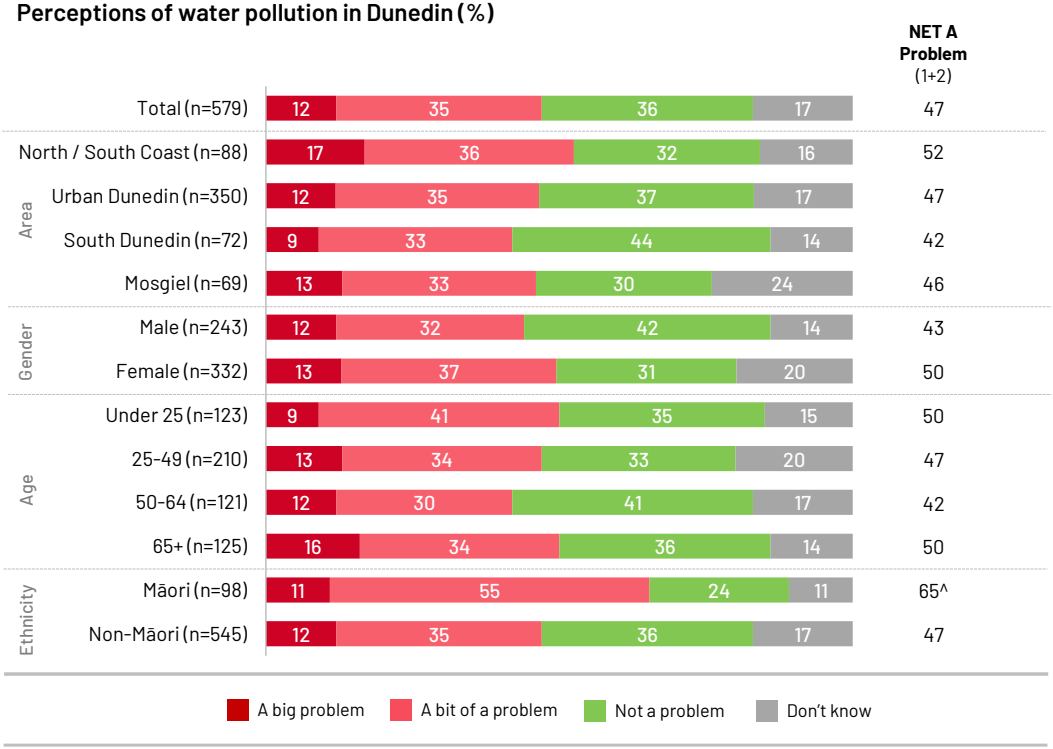
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LOCAL ISSUES

Water pollution

Nearly half (47%) of respondents said that water pollution (including pollution in streams, rivers, lakes and in the sea) is a problem in Dunedin, with 12% believing it to be 'a big problem'.

Perceptions of water pollution in Dunedin (%)



Base: All respondents

Source: Q10_11. *To what extent, if at all, has each of the following been a problem in [city / local area] over the past 12 months... Water pollution* (1 – A big problem, 2 – A bit of a problem, 3 – Not a problem, 98 – Don't know)

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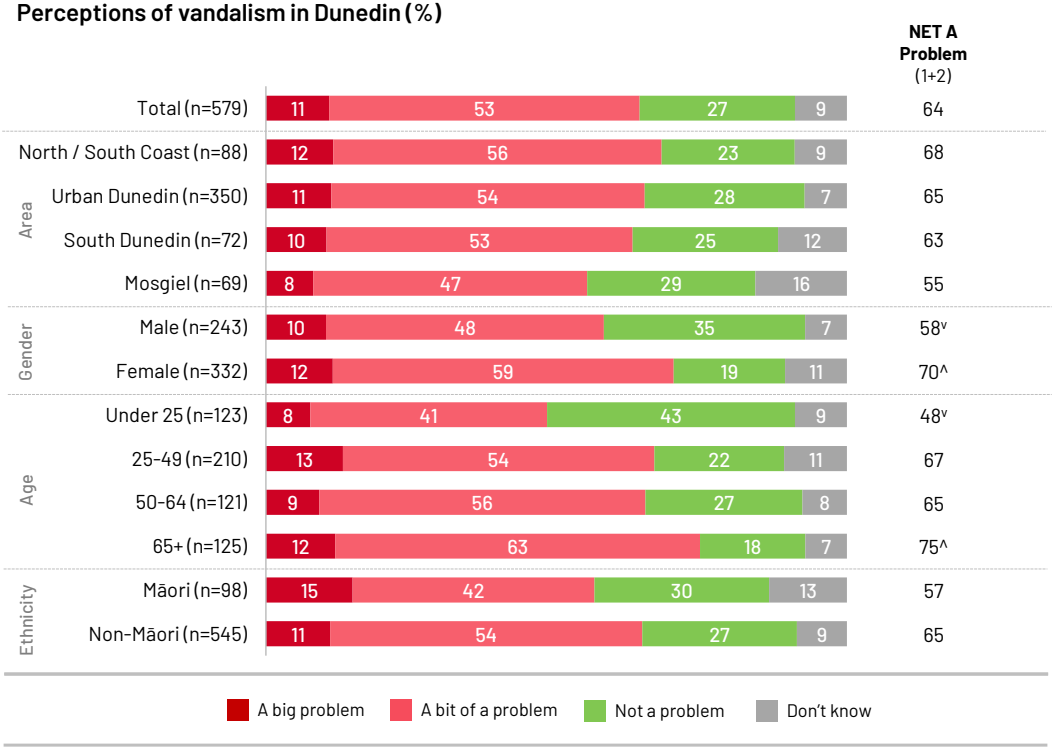
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LOCAL ISSUES

Vandalism

Close to two-thirds (64%) of respondents said that vandalism (e.g. graffiti or tagging, or broken windows in shops and public buildings) is a problem in Dunedin, with 11% saying it is 'a big problem'.

Perceptions of vandalism in Dunedin (%)



Base: All respondents

Source: Q10_1. *To what extent, if at all, has each of the following been a problem in [city / local area] over the past 12 months... Vandalism, such as graffiti or tagging, or broken windows in shops and public buildings.* (1 – A big problem, 2 – A bit of a problem, 3 – Not a problem, 98 – Don't know)

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v Significantly lower than the rest of Dunedin

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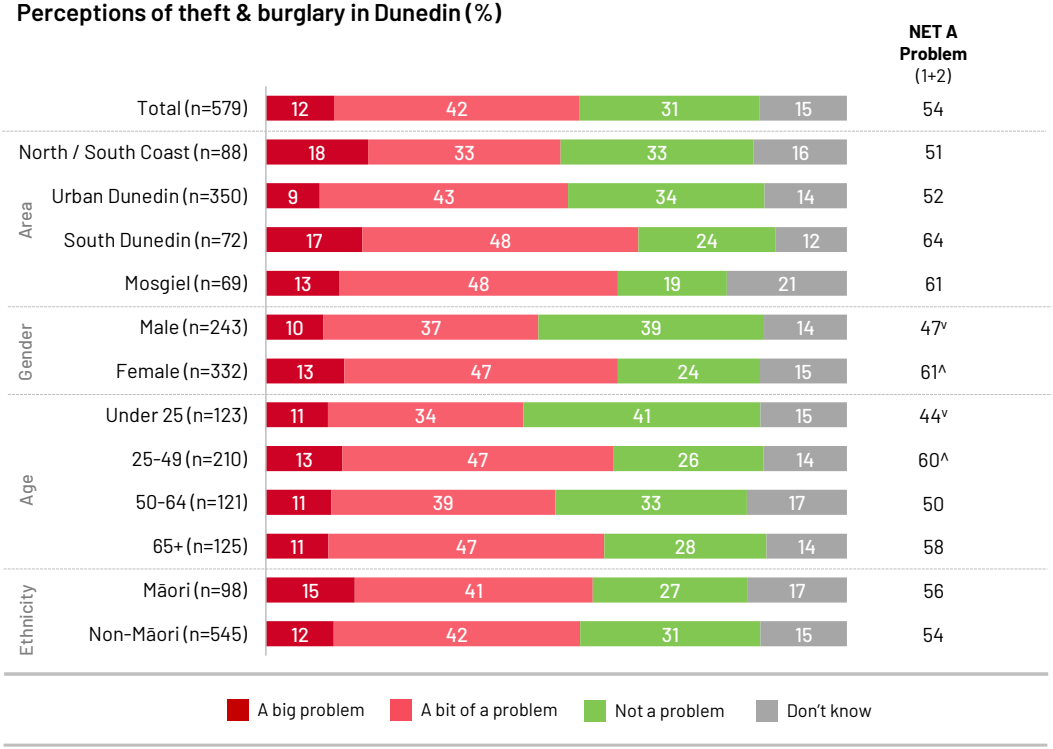
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LOCAL ISSUES

Theft & burglary

Over half (54%) of respondents considered theft and burglary (e.g. car, house) to be a problem in Dunedin, with 12% saying it is 'a big problem'.

Perceptions of theft & burglary in Dunedin (%)



Base: All respondents

Source: Q10_2. *To what extent, if at all, has each of the following been a problem in [city / local area] over the past 12 months... Theft and burglary* (1 – A big problem, 2 – A bit of a problem, 3 – Not a problem, 98 – Don't know)

^ Significantly higher than the rest of Dunedin

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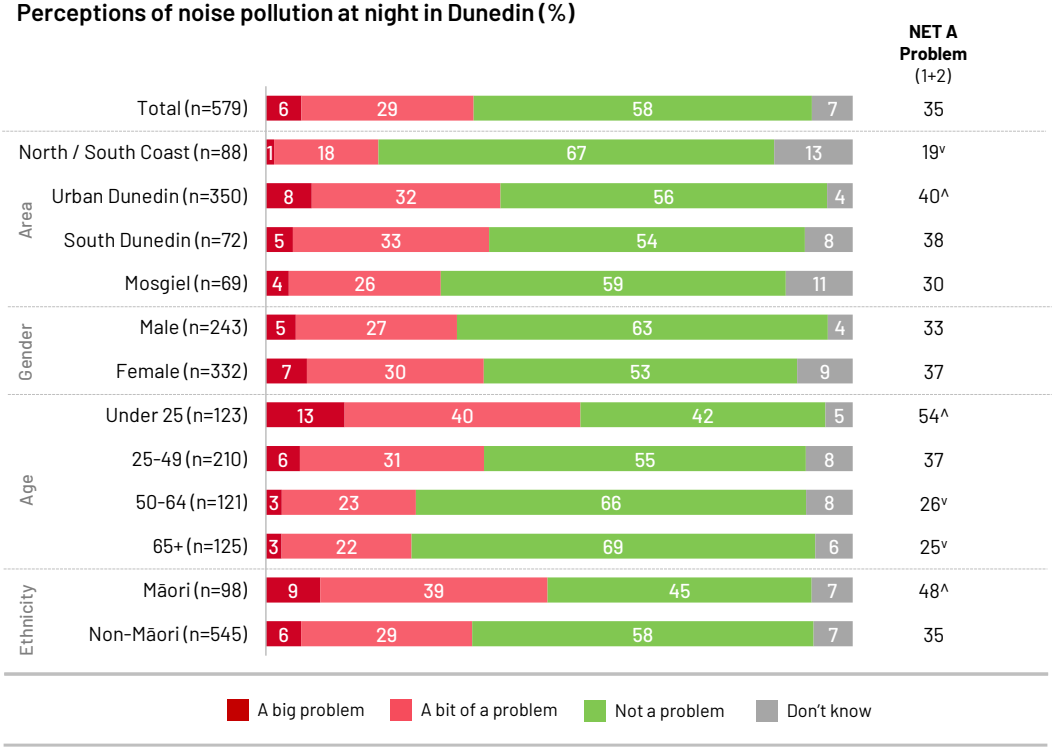
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LOCAL ISSUES

Noise pollution at night

Noise pollution at night is considered a problem by 35% of Dunedin respondents, with 6% saying that it is 'a big problem'.

Perceptions of noise pollution at night in Dunedin (%)



Base: All respondents

Source: Q10_7. *To what extent, if at all, has each of the following been a problem in [city / local area] over the past 12 months... Noise pollution at night* (1 – A big problem, 2 – A bit of a problem, 3 – Not a problem, 98 – Don't know)

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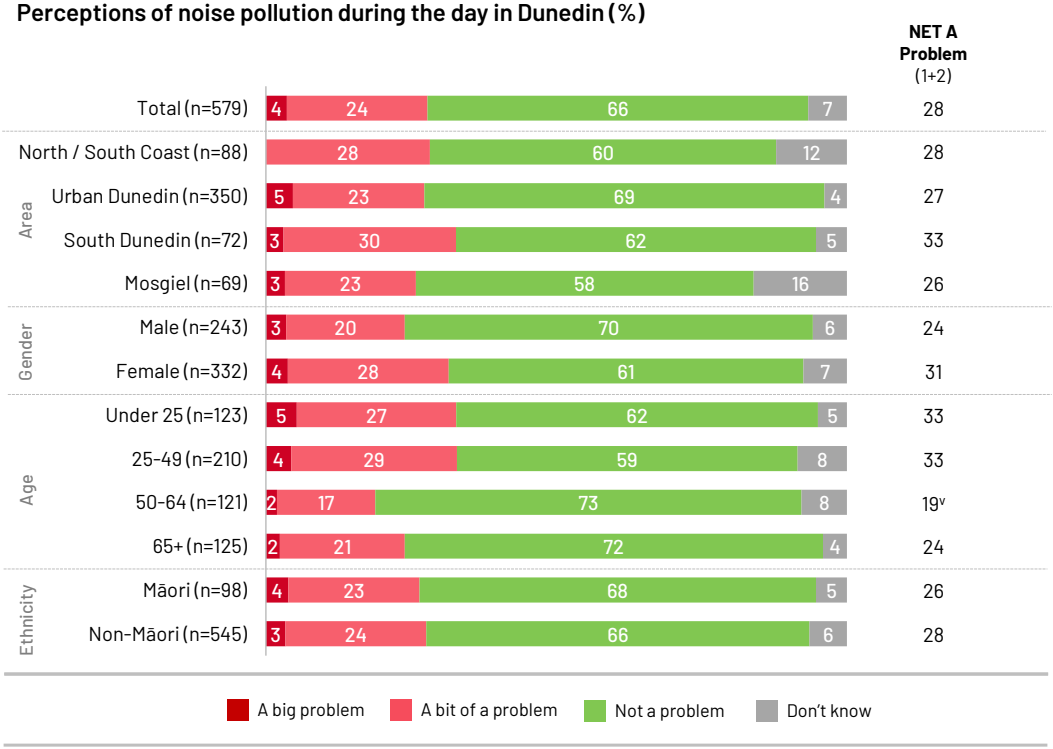
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LOCAL ISSUES

Noise pollution during the day

Just over a quarter (28%) of Dunedin respondents considered noise pollution during the day to be a problem, although just 4% considered it 'a big problem'.

Perceptions of noise pollution during the day in Dunedin (%)



Base: All respondents

Source: Q10_6. *To what extent, if at all, has each of the following been a problem in [city / local area] over the past 12 months... Noise pollution during the day* (1 – A big problem, 2 – A bit of a problem, 3 – Not a problem, 98 – Don't know)

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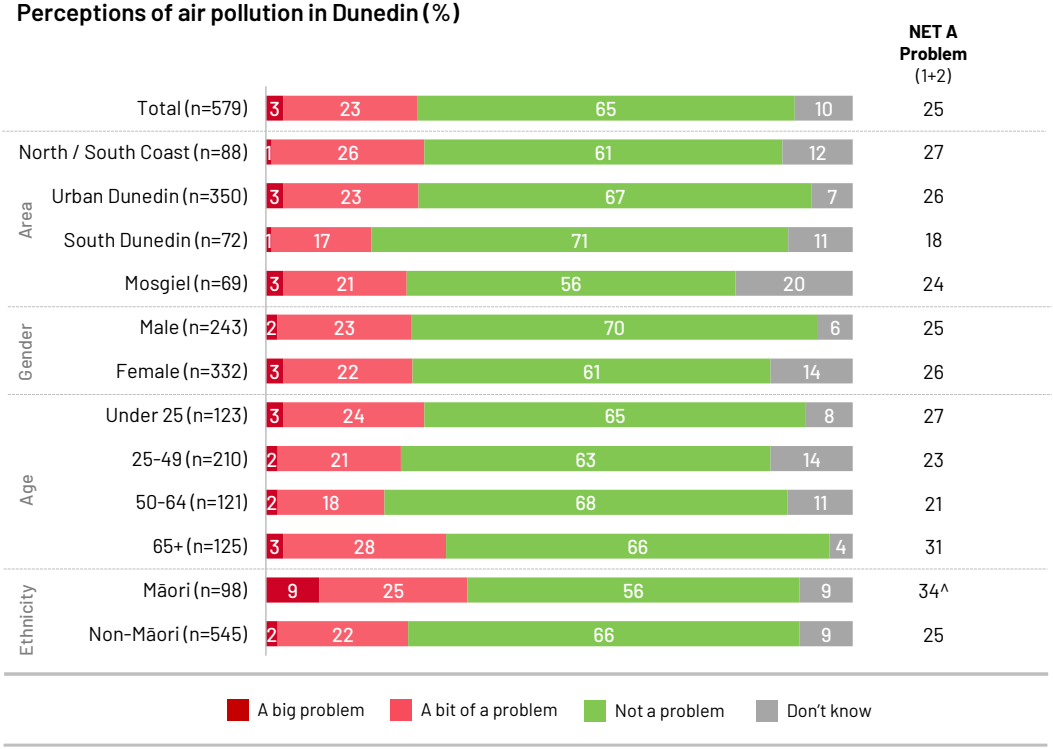
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LOCAL ISSUES

Air pollution

A quarter (25%) of respondents considered air pollution to be a problem in Dunedin, with just 3% considering it 'a big problem'.

Perceptions of air pollution in Dunedin (%)



Base: All respondents

Source: Q10_10. *To what extent, if at all, has each of the following been a problem in [city / local area] over the past 12 months... Air pollution* (1 – A big problem, 2 – A bit of a problem, 3 – Not a problem, 98 – Don't know)

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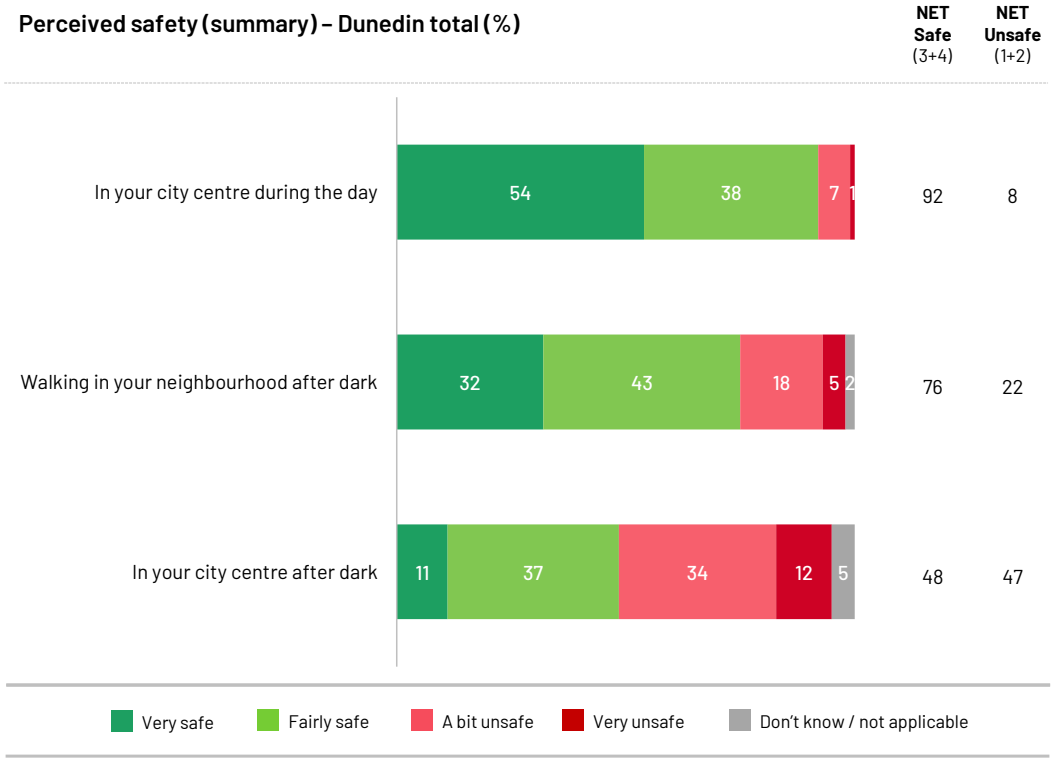
LOCAL ISSUES

Summary of sense of safety

Dunedin respondents feel safest in their city centre during the day, with 92% saying they feel 'fairly safe' or 'very safe'. However, perceptions of safety declined considerably after dark, with close to half (48%) saying they would feel 'a bit unsafe' or 'very unsafe'.

Respondents feel considerably safer in their own neighbourhood after dark, with more than three-quarters (76%) reporting that they feel safe walking there.

Perceived safety (summary) – Dunedin total (%)



Base: All respondents

Source: Q9. *In general, how safe or unsafe would you feel in the following situations...* (1 – Very unsafe, 2 – A bit unsafe, 3 – Fairly safe, 4 – Very safe, 98 – Don't know / not applicable)

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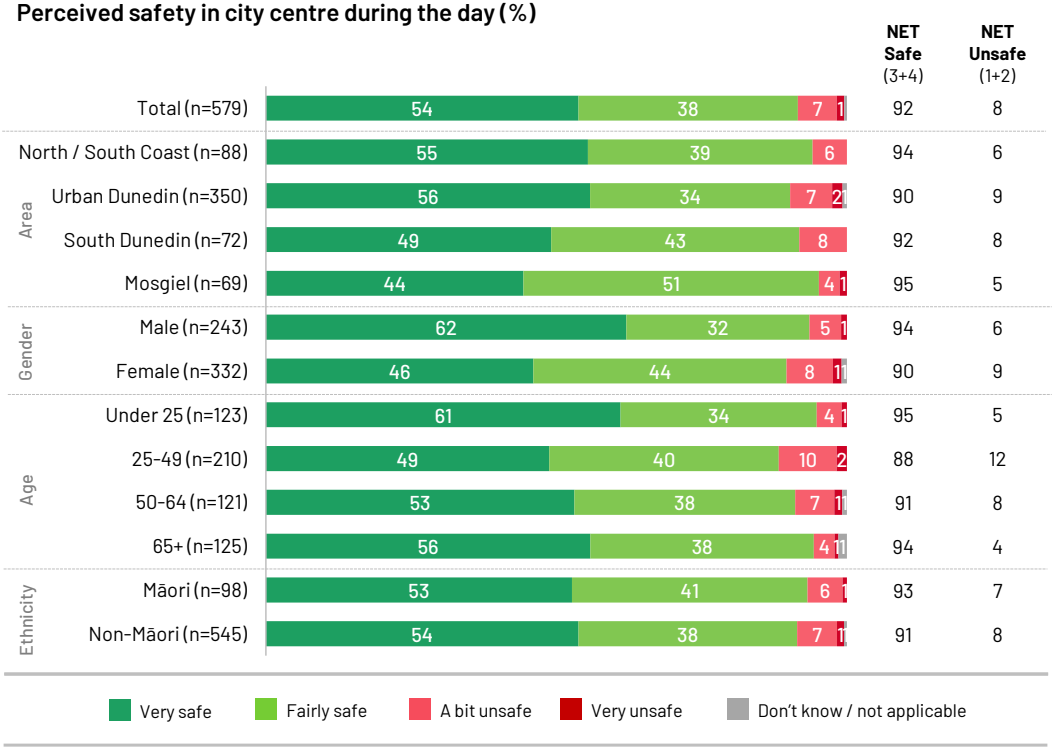
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LOCAL ISSUES

Feeling safe in city centre during the day

A strong majority (92%) of Dunedin respondents said they feel safe in their city centre during the day, compared with 8% who said they feel unsafe.

Perceived safety in city centre during the day (%)



Base: All respondents

Source: Q9_1. *In general, how safe or unsafe would you feel in the following situations... In city centre during the day* (1 – Very unsafe, 2 – A bit unsafe, 3 – Fairly safe, 4 – Very safe, 98 – Don't know / not applicable)

^ Significantly higher than the rest of Dunedin

v Significantly lower than the rest of Dunedin

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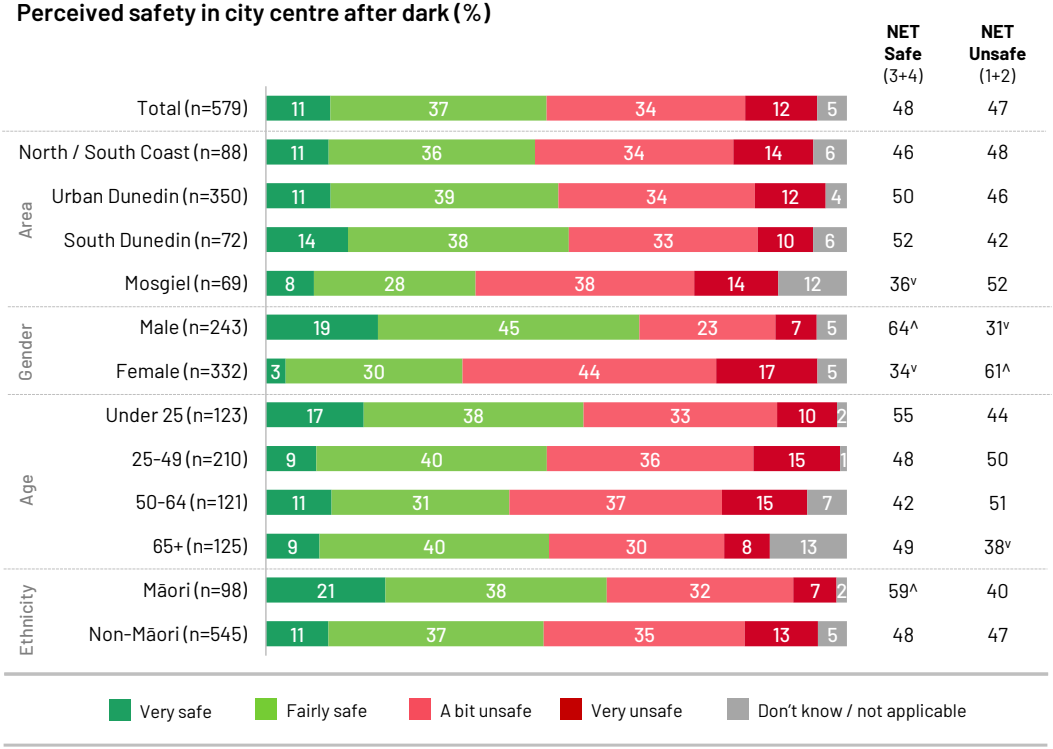
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LOCAL ISSUES

Feeling safe in city centre after dark

Nearly half (48%) of Dunedin respondents said they would feel safe in their city centre after dark, while a similar proportion (47%) said they would feel unsafe, including 12% who would feel 'very unsafe'.

Perceived safety in city centre after dark (%)



Base: All respondents

Source: Q9_2. *In general, how safe or unsafe would you feel in the following situations... In city centre after dark* (1 – Very unsafe, 2 – A bit unsafe, 3 – Fairly safe, 4 – Very safe, 98 – Don't know / not applicable)

^ Significantly higher than the rest of Dunedin

v Significantly lower than the rest of Dunedin

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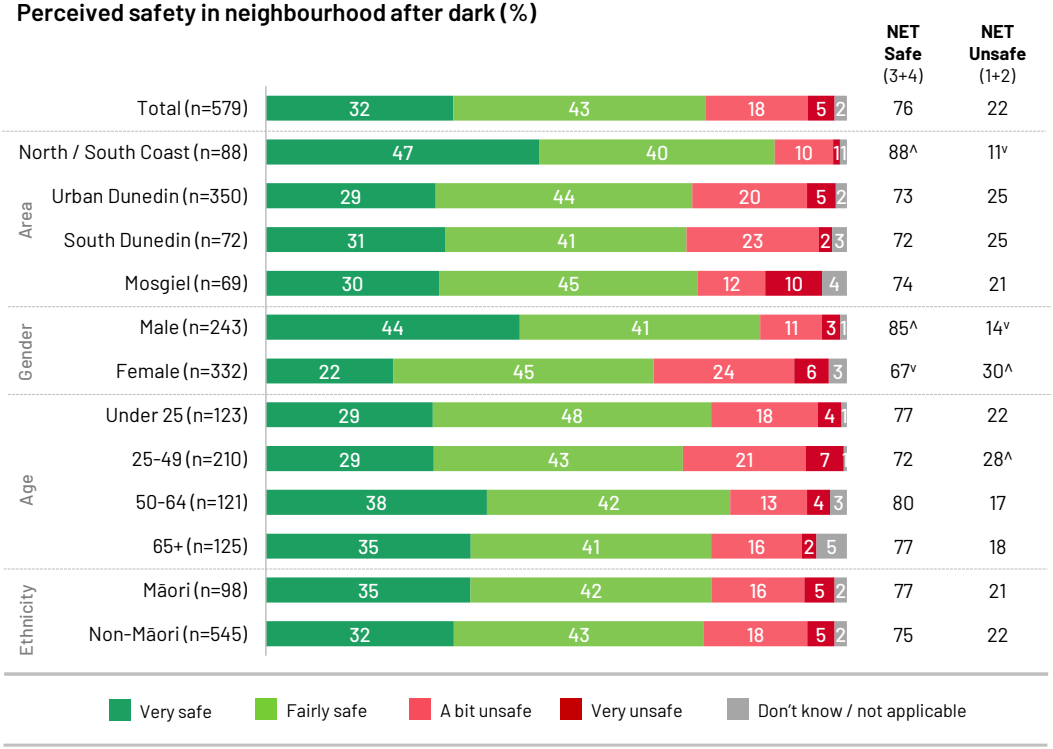
LOCAL ISSUES

Feeling safe in neighbourhood after dark

More than three-quarters (76%) of respondents said they feel safe walking in their neighbourhood after dark, while over one in five (22%) said they feel unsafe.

The proportion of those who said that they feel safe in their neighbourhood after dark has decreased since 2024 (76% compared to 81% in 2024), and feelings of unsafety have increased (22% compared to 17% in 2024).

Perceived safety in neighbourhood after dark (%)



Base: All respondents

Source: Q9_3. *In general, how safe or unsafe would you feel in the following situations... Walking in your neighbourhood after dark* (1 – Very unsafe, 2 – A bit unsafe, 3 – Fairly safe, 4 – Very safe, 98 – Don't know / not applicable)

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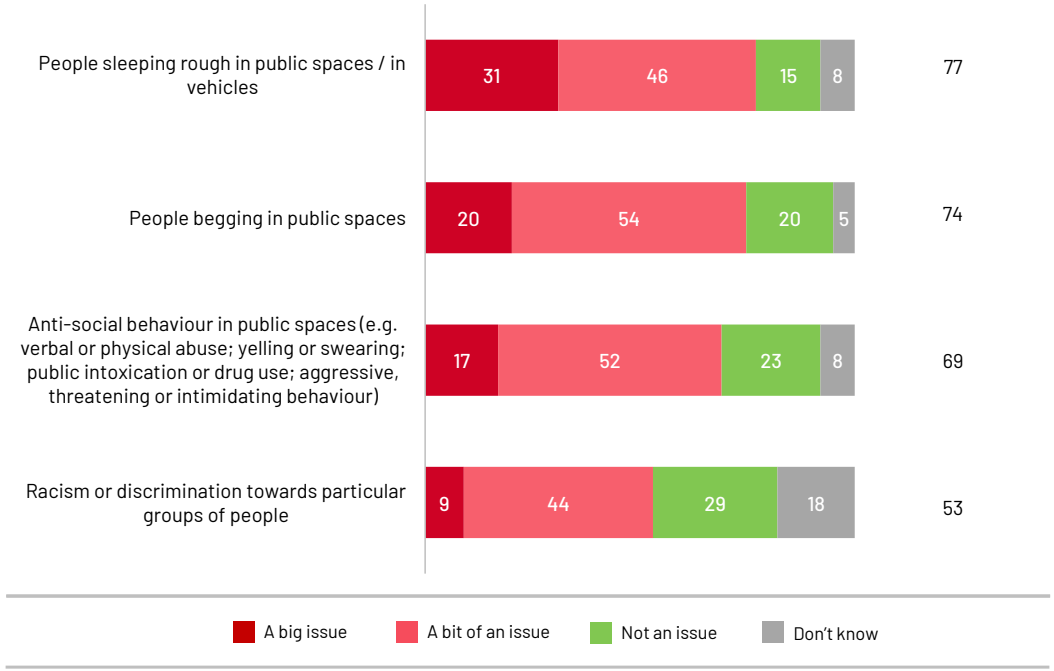
LOCAL ISSUES

Rating of social issues in Dunedin

Respondents were asked about the extent to which they perceived a range of specific issues to have been a problem in Dunedin over the last 12 months.

Around three quarters of respondents viewed *people sleeping rough in public spaces or vehicles* (77%) and *begging in public spaces* (74%) as issues in Dunedin, while 69% said the same of *anti-social behaviour in public spaces*. A smaller proportion, just over half (53%), considered *racism or discrimination towards particular groups of people* to be an issue.

Perceptions of social issues in Dunedin (summary) – Dunedin total (%)



Base: All respondents

Source: Q11. *Thinking about the following social issues, to what extent, if at all, has each of the following been an issue in [city / local area] over the past 12 months?* (1 – A big issue, 2 – A bit of an issue, 3 – Not an issue, 98 – Don't know)

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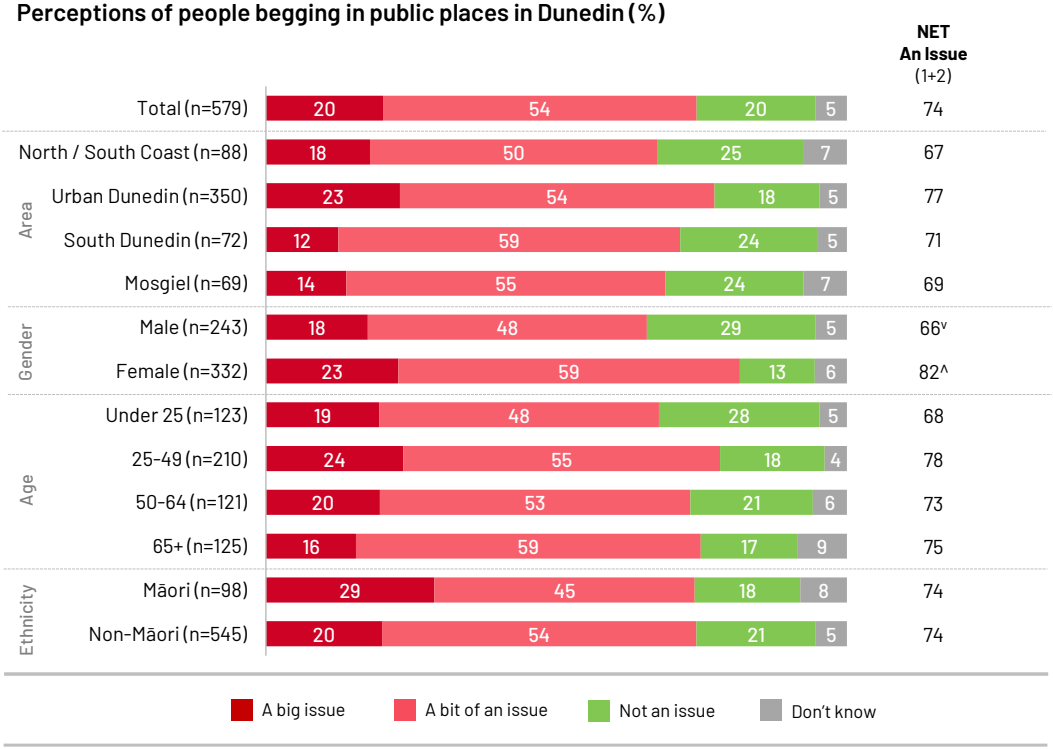
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LOCAL ISSUES

People begging in public spaces

Close to three in four (74%) of respondents perceived the presence of people begging in public spaces as an issue in Dunedin, with one in five (20%) saying it is 'a big issue'.

Perceptions of people begging in public places in Dunedin (%)



Base: All respondents

Source: Q11_3. *To what extent, if at all, has each of the following been an issue in [city / local area] over the past 12 months ... People begging in public spaces* (1 – A big issue, 2 – A bit of an issue, 3 – Not an issue, 98 – Don't know)

^ Significantly higher than the rest of Dunedin

v Significantly lower than the rest of Dunedin

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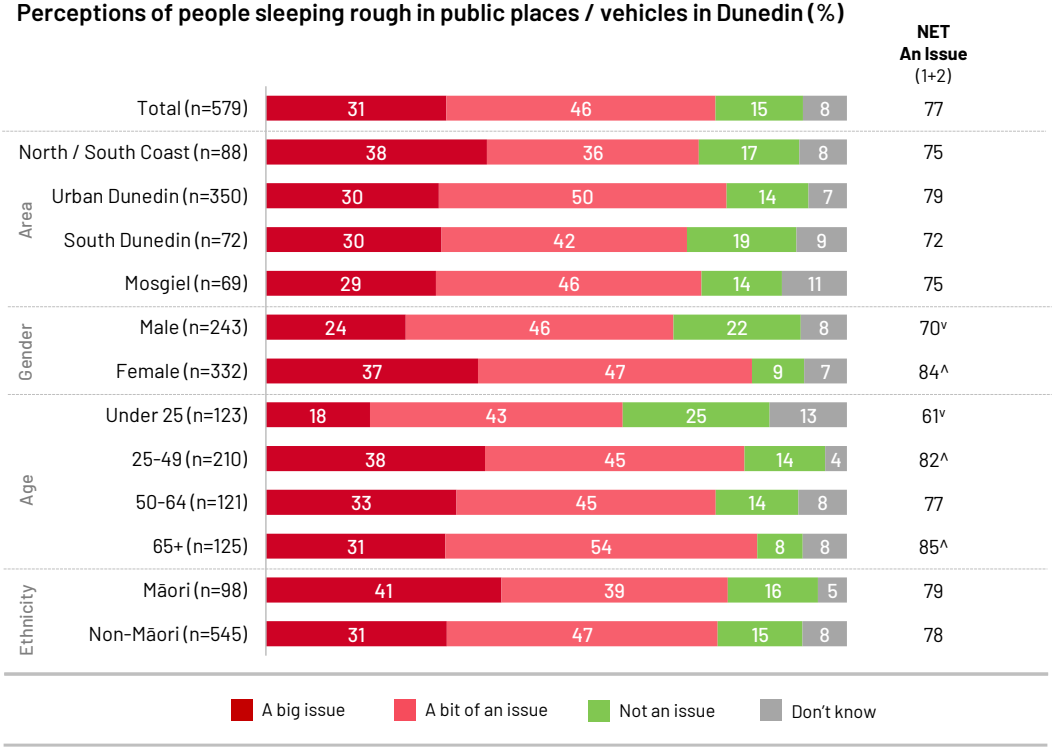
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LOCAL ISSUES

People sleeping rough in public spaces / vehicles

More than three-quarters (77%) of respondents considered people sleeping rough in public places or vehicles to be an issue in Dunedin, with nearly one-third (31%) saying it is 'a big issue'.

Perceptions of people sleeping rough in public places / vehicles in Dunedin (%)



Base: All respondents

Source: Q11_4. *To what extent, if at all, has each of the following been an issue in [city / local area] over the past 12 months ... People sleeping rough in public spaces / in vehicles* (1 – A big issue, 2 – A bit of an issue, 3 – Not an issue, 98 – Don't know)

^ Significantly higher than the rest of Dunedin

v Significantly lower than the rest of Dunedin

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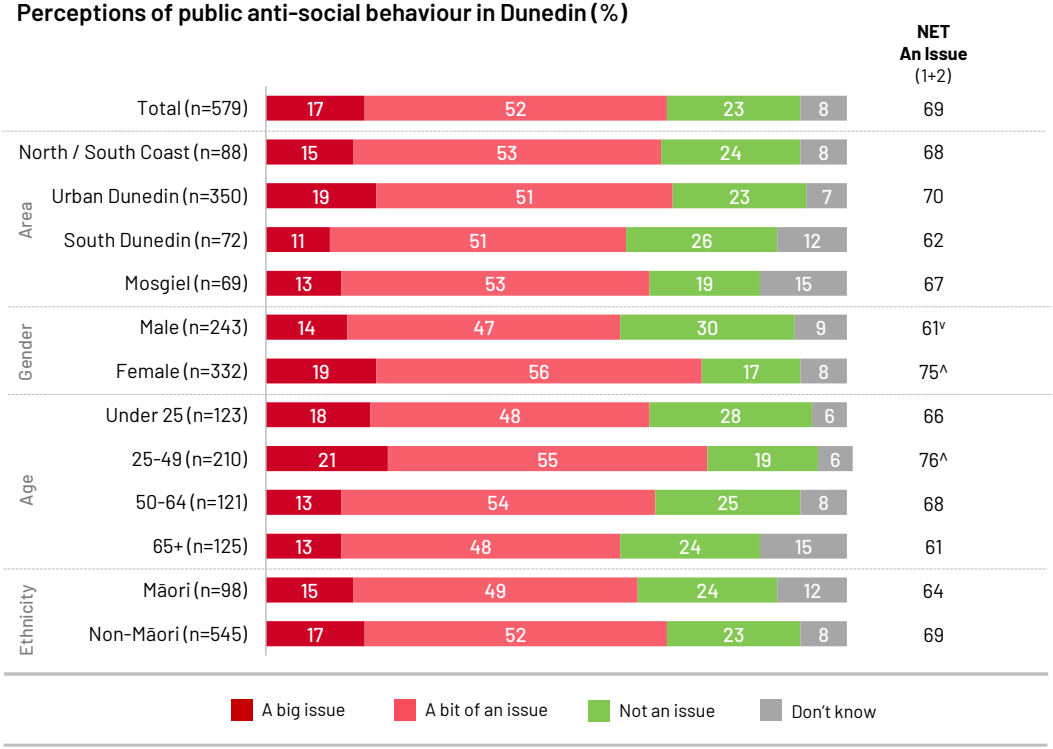
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LOCAL ISSUES

Anti-social behaviour in public spaces

Around seven in ten (69%) respondents perceived anti-social behaviour in public spaces as an issue in Dunedin, including 17% who considered it 'a big issue'.

Perceptions of public anti-social behaviour in Dunedin (%)



Base: All respondents

Source: Q11_6. *To what extent, if at all, has each of the following been an issue in [city / local area] over the past 12 months ... Anti-social behaviour in public spaces (e.g. verbal or physical abuse; yelling or swearing; public intoxication or drug use; aggressive, threatening or intimidating behaviour)* (1 - A big issue, 2 - A bit of an issue, 3 - Not an issue, 98 - Don't know)

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v Significantly lower than the rest of Dunedin

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WHAKAWHIRINAKI / TRUST IN PEOPLE AND INSITUTIONS

This section reports on respondents' trust of people in Dunedin and in their local institutions.

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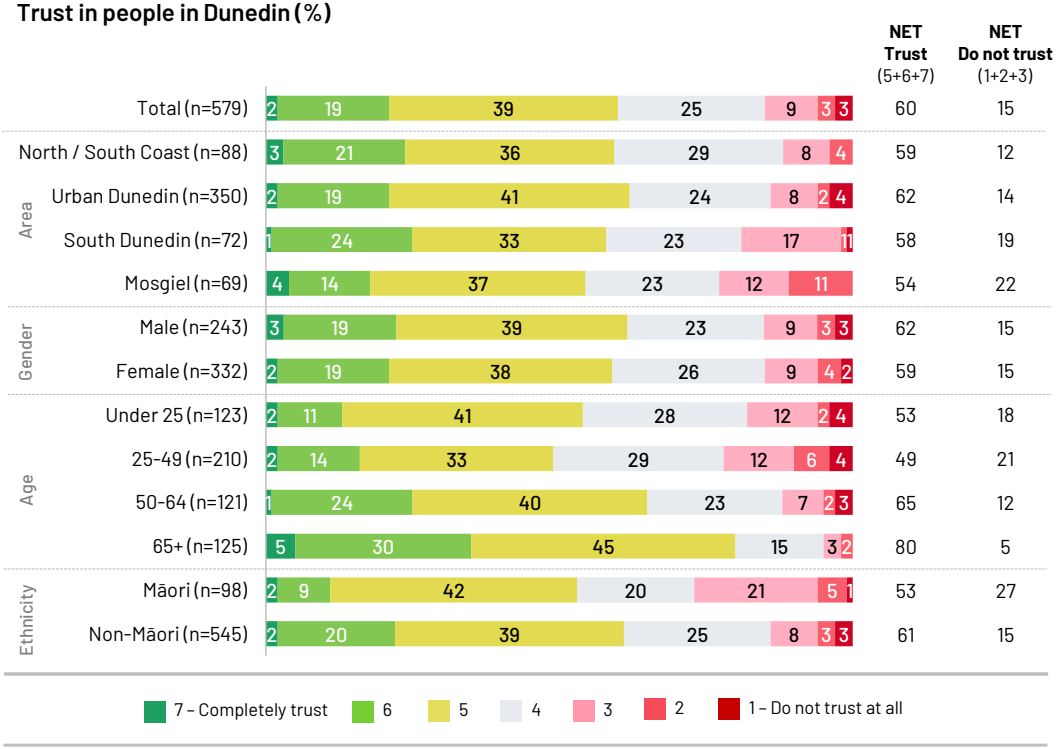
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TRUST IN PEOPLE & INSTITUTIONS

Trust in people in Dunedin

Three in five (60%) of the respondents said they trust people in Dunedin, while 15% said they do not.

Trust in people in Dunedin (%)



Base: All respondents

Source: Q34. *And in general, how much do you trust people in [city / local area]?* (1 - Do not trust at all, 7 - Completely trust)

^ Significantly higher than the rest of Dunedin

v Significantly lower than the rest of Dunedin

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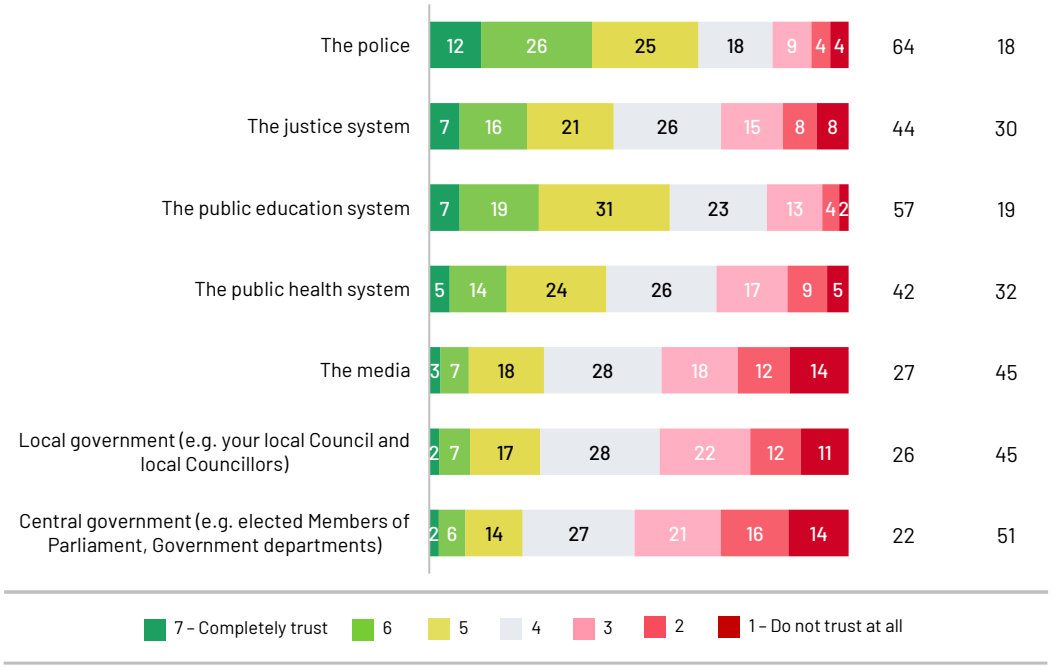
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TRUST IN PEOPLE & INSTITUTIONS

Trust in institutions

Dunedin respondents were asked to rate their general level of trust in New Zealand's institutions. The police saw the highest level of trust among the institutions listed, with 64% of respondents saying they trust them. The central government has the lowest level of trust, with 22% of respondents expressing trust in it.

Trust in institutions (summary) – Dunedin total (%)



Base: All respondents

Source: Q33. *How much do you trust the following institutions in Aotearoa New Zealand? Even if you've had very little or no contact with them, please base your answer on your general impression of them.* (1 – Do not trust at all, 7 – Completely trust)

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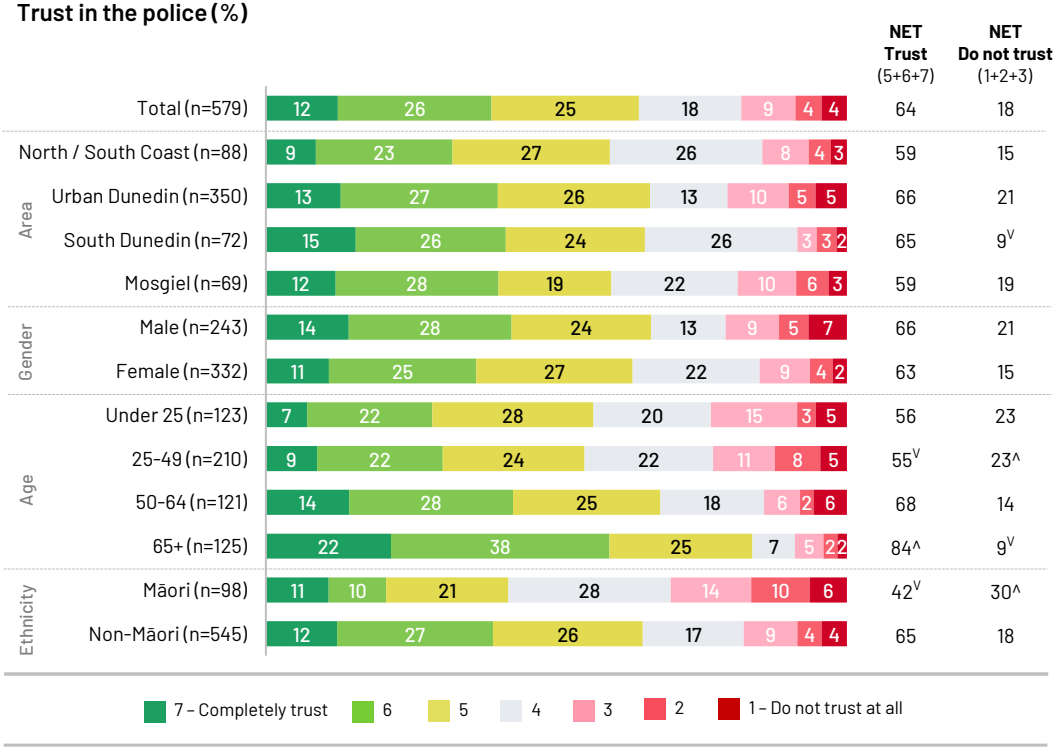
TRUST IN PEOPLE & INSTITUTIONS

Trust in the police

Just under two thirds (64%) of respondents in Dunedin said they have trust in the police, while 18% said they do not.

Compared to 2024, trust in the police has decreased (64% in 2026 compared to 70% in 2024), and distrust has increased (18% in 2026 compared to 13% in 2024).

Trust in the police (%)



Base: All respondents

Source: Q33_1. *How much do you trust the following institutions in Aotearoa New Zealand?... The Police. Even if you've had very little or no contact with them, please base your answer on your general impression of them.* (1 - Do not trust at all, 7 - Completely trust)

^ Significantly higher than 7-city total (excluding the subgroup compared)

v Significantly lower than 7-city total (excluding the subgroup compared)

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TRUST IN PEOPLE & INSTITUTIONS

Trust in the public education system

More than half (57%) said they trust the public education system, while around one in five (19%) said they do not.

Trust in the public education system (%)

		7	6	5	4	3	2	1	NET Trust (5+6+7)	NET Do not trust (1+2+3)
	Total (n=579)	7	19	31	23	13	4	2	57	19
	North / South Coast (n=88)	3	14	43	22	12		7	59	19
Area	Urban Dunedin (n=350)	8	20	30	22	12	4	3	58	19
Area	South Dunedin (n=72)	4	17	32	27	13	5	2	53	20
Area	Mosgiel (n=69)	9	21	23	26	19		2 1	52	22
Gender	Male (n=243)	9	18	34	19	12	5	3	61	20
Gender	Female (n=332)	6	20	28	27	14	3	2	53	19
Age	Under 25 (n=123)	6	16	31	26	14	4	3	54	21
Age	25-49 (n=210)	5	13	30	24	19	6	4	47v	29^
Age	50-64 (n=121)	6	23	33	25	10		22	62	14
Age	65+ (n=125)	14	27	32	18	6	3		73^	9v
Ethnicity	Māori (n=98)	6	8	23	27	24	8	3	38v	35^
Ethnicity	Non-Māori (n=545)	7	19	31	23	13	4	2	58	19

7 – Completely trust | 6 | 5 | 4 | 3 | 2 | 1 – Do not trust at all

Base: All respondents

Source: Q33_5. *How much do you trust the following institutions in Aotearoa New Zealand?... The public education system. Even if you've had very little or no contact with them, please base your answer on your general impression of them.* (1 – Do not trust at all, 7 – Completely trust)

^ Significantly higher than the rest of Dunedin

v Significantly lower than the rest of Dunedin

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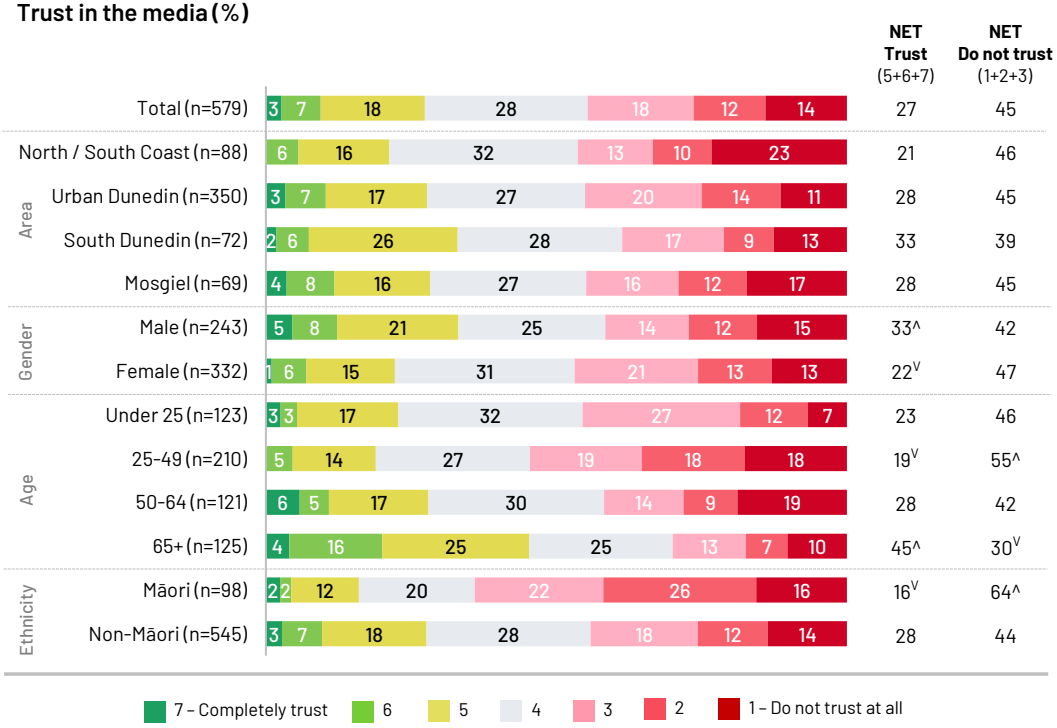
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TRUST IN PEOPLE & INSTITUTIONS

Trust in the media

Over a quarter (27%) of respondents said they trust the media, while 45% said they do not.

Trust in the media (%)



Base: All respondents

Source: Q33_8. *How much do you trust the following institutions in Aotearoa New Zealand?... The media. Even if you've had very little or no contact with them, please base your answer on your general impression of them.* (1 - Do not trust at all, 7 - Completely trust)

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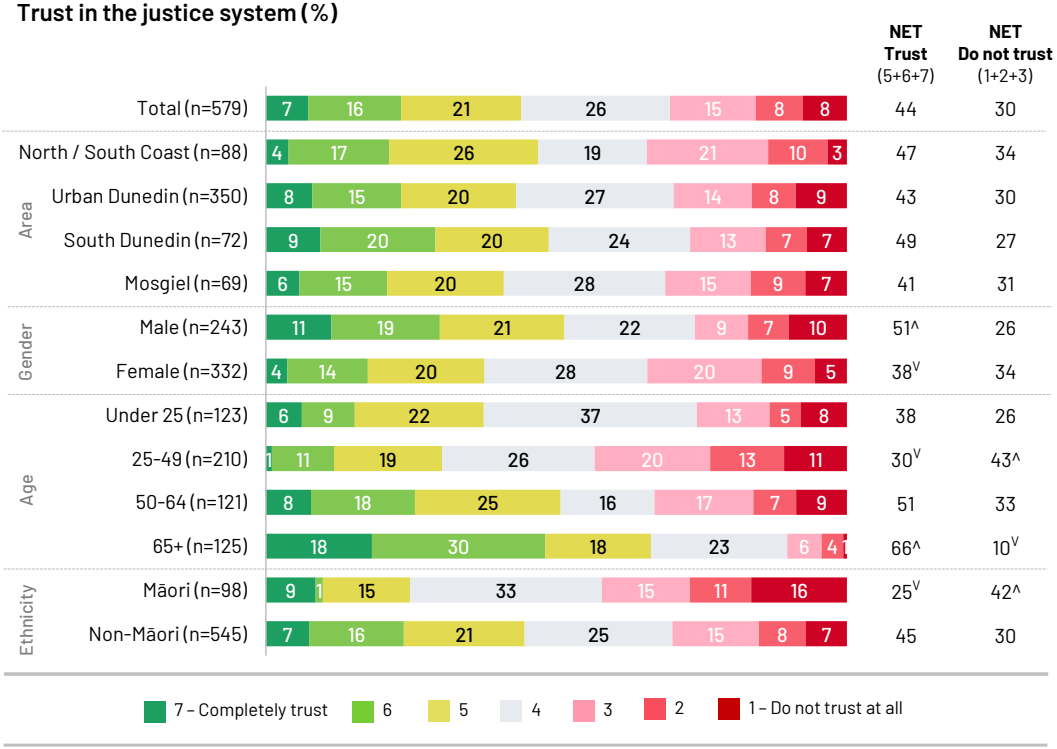
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TRUST IN PEOPLE & INSTITUTIONS

Trust in the justice system

Over two in five (44%) said they trust the justice system in Aotearoa New Zealand, while 30% said they do not trust it.

Trust in the justice system (%)



Base: All respondents

Source: Q33_3. *How much do you trust the following institutions in Aotearoa New Zealand?... The justice system. Even if you've had very little or no contact with them, please base your answer on your general impression of them.* (1 - Do not trust at all, 7 - Completely trust)

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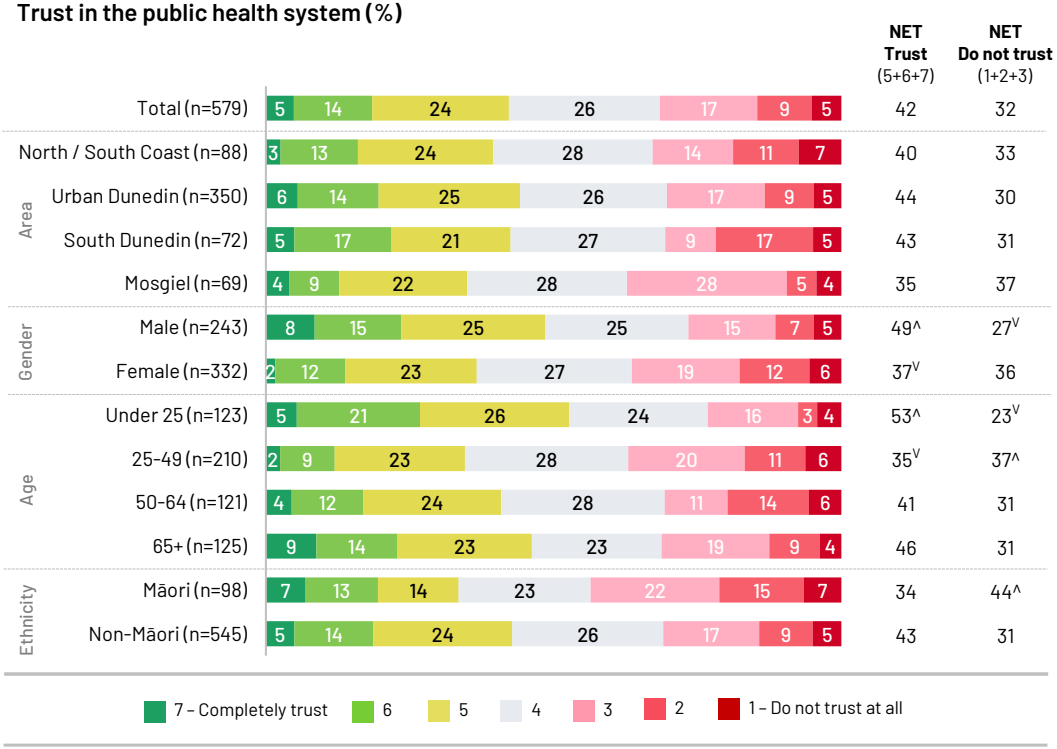
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TRUST IN PEOPLE & INSTITUTIONS

Trust in the public health system

Over two in five (42%) said they trust the public health system, while just under a third (32%) said they do not.

Trust in the public health system (%)



Base: All respondents

Source: Q33_4. *How much do you trust the following institutions in Aotearoa New Zealand?... The public health system. Even if you've had very little or no contact with them, please base your answer on your general impression of them.* (1 – Do not trust at all, 7 – Completely trust)

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TRUST IN PEOPLE & INSTITUTIONS

Trust in local government

Over a quarter (26%) said they have trust in their local government, while 28% were 'neutral', and 45% said they do not.

Trust amongst respondents over 65 is significantly higher than the total of Dunedin.

Trust in local government (%)

		7	6	5	4	3	2	1	NET Trust (5+6+7)	NET Do not trust (1+2+3)
	Total (n=579)	2	7	17	28	22	12	11	26	45
Area	North / South Coast (n=88)	5		19	23	17	22	13	24	52
	Urban Dunedin (n=350)	3	8	18	30	22	8	11	29	41
	South Dunedin (n=72)	2	6	15	22	29	16	10	23	55
	Mosgiel (n=69)	4	6	10	32	21	18	10	20	48
Gender	Male (n=243)	5	9	17	25	21	12	13	30	45
	Female (n=332)	6		16	32	22	13	10	23	45
Age	Under 25 (n=123)	4	9	16	35	27	5	4	28	36v
	25-49 (n=210)	1	4	14	28	21	14	18	19v	53^
	50-64 (n=121)	2	7	13	26	21	16	14	23	51
	65+ (n=125)	4	11	26	25	17	12	5	41^	34v
Ethnicity	Māori (n=98)	5	3	12	28	23	11	17	21	51
	Non-Māori (n=545)	2	7	17	29	22	12	11	26	45

7 – Completely trust | 6 | 5 | 4 | 3 | 2 | 1 – Do not trust at all

Base: All respondents

Source: Q33_6. *How much do you trust the following institutions in Aotearoa New Zealand?... Local government (e.g. your local Council and local Councillors). Even if you've had very little or no contact with them, please base your answer on your general impression of them.* (1 – Do not trust at all, 7 – Completely trust)

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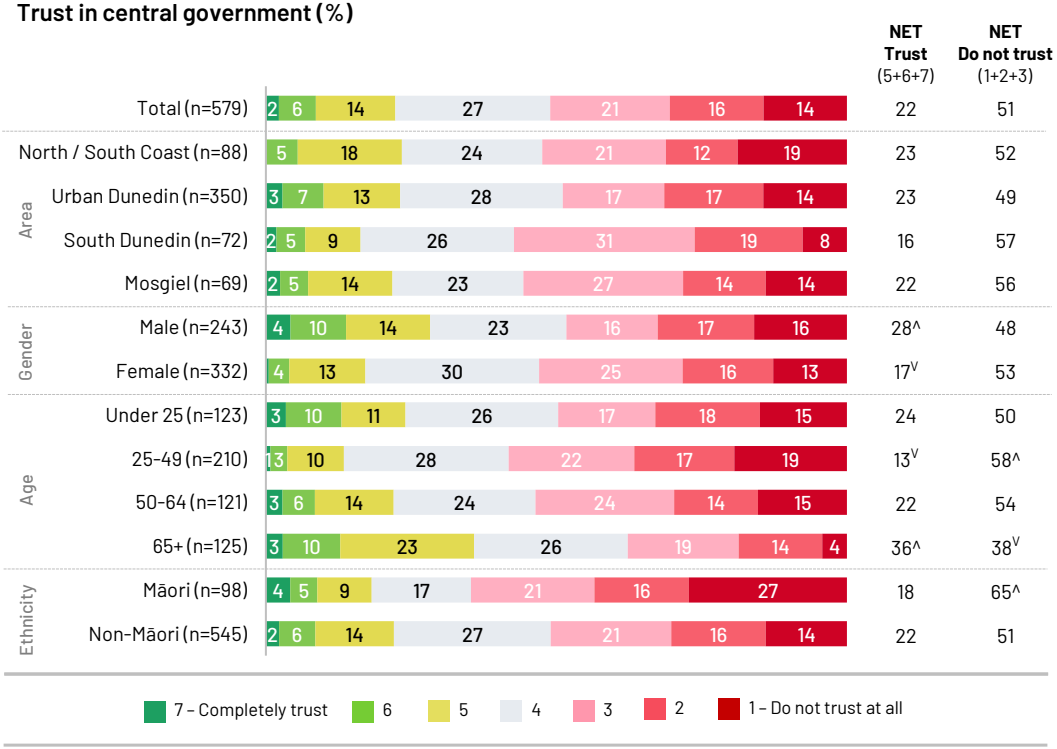
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TRUST IN PEOPLE & INSTITUTIONS

Trust in the central government

Over one in five (22%) said they have trust in the central government, while over half (51%) said they do not.

Trust in central government (%)



Base: All respondents

Source: Q33_7. *How much do you trust the following institutions in Aotearoa New Zealand?... Central government (e.g. elected Members of Parliament, Government departments). Even if you've had very little or no contact with them, please base your answer on your general impression of them.* (1 - Do not trust at all, 7 - Completely trust)

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TUKANGA KAUNIHERA / COUNCIL PROCESSES

This section reports on respondents' confidence in council decision-making, and their perceptions of how much influence the public has on council decision-making.

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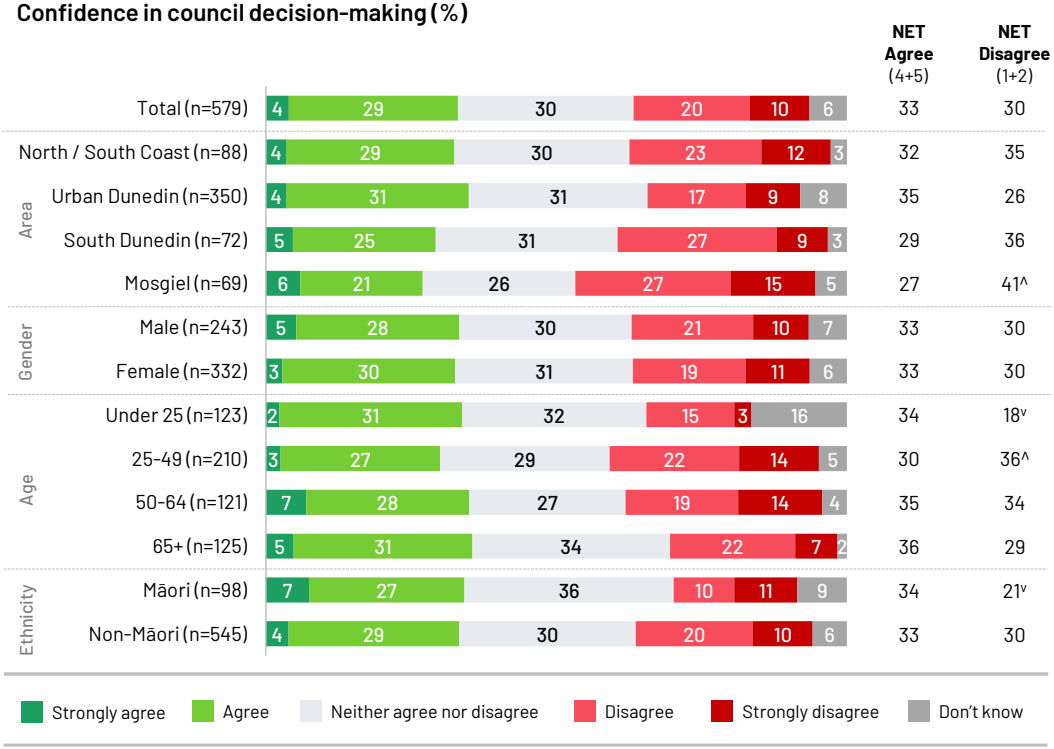
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COUNCIL PROCESSES

Confidence in council decision-making

Across Dunedin, there were mixed views on council decision-making. One third (33%) of respondents agreed they have confidence that their local council makes decisions that are in Dunedin's best interest, while 30% disagreed and another 30% neither agreed nor disagreed.

Confidence in council decision-making (%)



Base: All respondents

Source: Q15. *Overall, I have confidence that [city / local council] makes decisions that are in the best interests of my city.* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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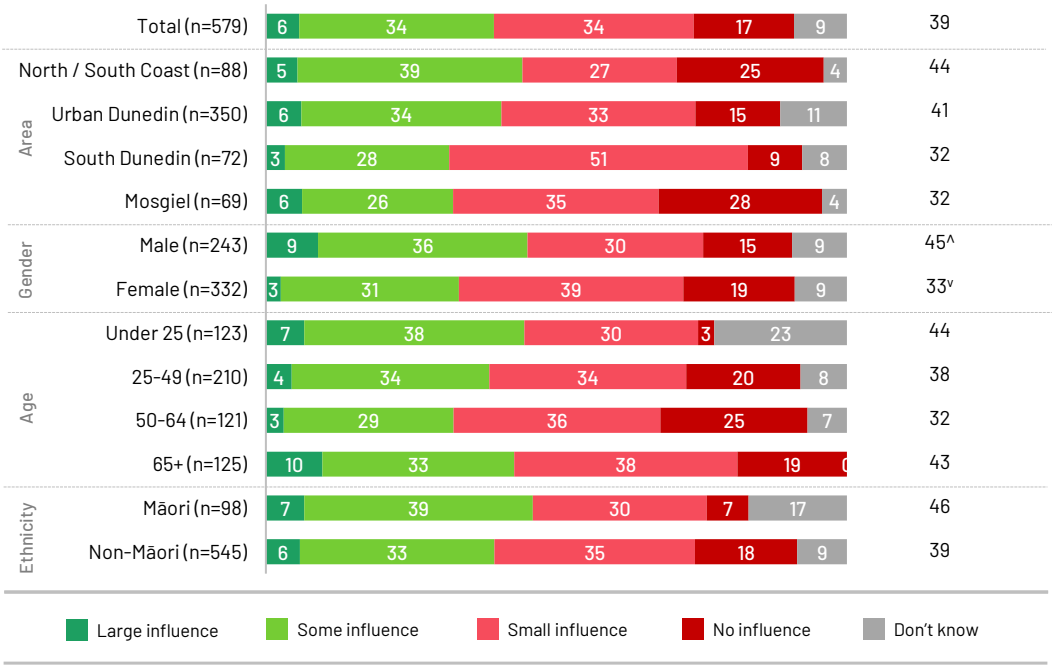
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COUNCIL PROCESSES

Perceptions of public influence on council decision-making

Almost two in five (39%) Dunedin respondents felt the public had 'large' or 'some' influence on the decisions made by their council, while 17% felt the public had no influence at all.

Perception of public influence on council decision-making (%)



Base: All respondents

Source: Q16. *Overall, how much influence do you feel the public has on the decisions [city / local council] makes?* (1 – No influence, 2 – Small influence, 3 – Some influence, 4 – Large influence, 98 – Don't know)

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HE ORANGA WHIWHI MAHI, TE UTU O TE NOHO / EMPLOYMENT & COST OF LIVING

This section reports on respondents' employment status, perceptions of their work–life balance, their ability to cover costs of everyday needs, reductions in spending due to cost, and worry about food due to lack of money.

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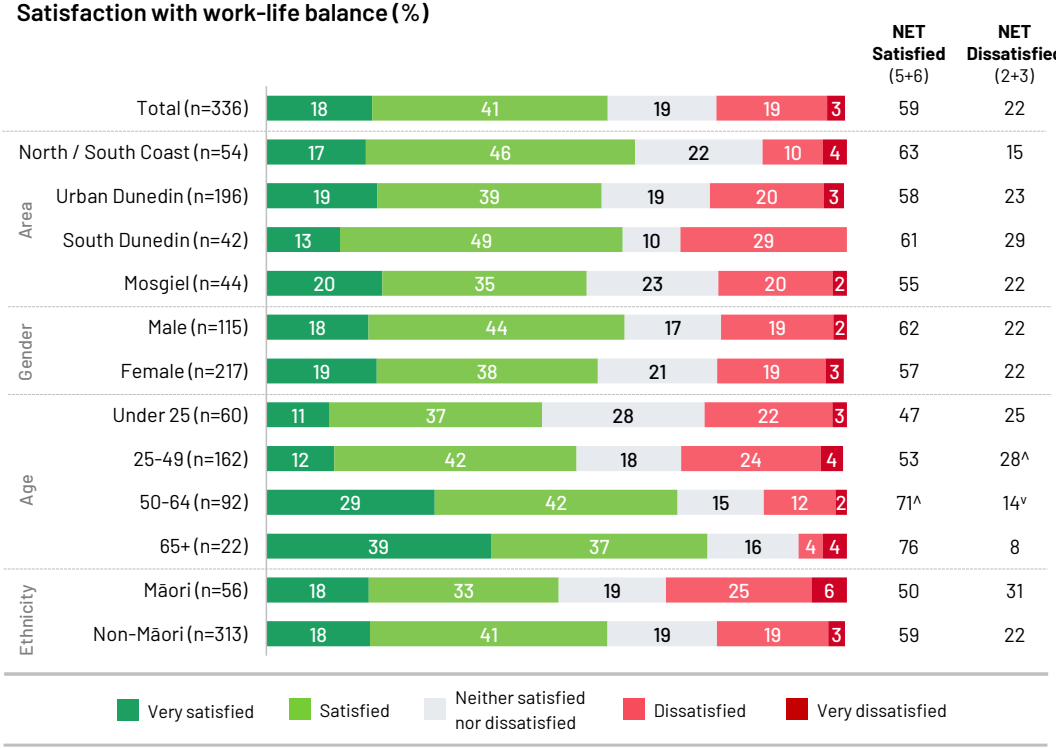
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EMPLOYMENT & COST OF LIVING

Satisfaction with work–life balance

Around three in five (59%) Dunedin respondents in paid employment are satisfied with the balance between their work and other aspects of their life, while over a fifth (22%) are dissatisfied.

Satisfaction with work-life balance (%)



Base: Those in paid employment (n=336), excluding 'not applicable, not in paid work'

Source: Q18. *Overall, how satisfied or dissatisfied are you with the balance between your paid work and other aspects of your life such as time with your family or for leisure?* (1 – Not applicable, not in paid work, 2 – Very dissatisfied, 3 – Dissatisfied, 4 – Neither satisfied nor dissatisfied, 5 – Satisfied, 6 – Very satisfied)

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EMPLOYMENT & COST OF LIVING

Ability of income to meet everyday needs

Four in ten (40%) Dunedin respondents said they have 'enough' or 'more than enough money', while a similar proportion (43%) reported having 'just enough money'. In contrast, just under one in six (15%) said they do not have enough.

Respondents aged under 25 were significantly less likely than the overall Dunedin population to report having enough money to meet their everyday needs (26%, compared with 40% overall). In contrast, respondents aged 50–64 (50%) and over 65 (52%) were significantly more likely to report this.

Ability of income to meet everyday needs (%)

		Have more than enough money	Have enough money	Have just enough money	Do not have enough money	Prefer not to answer	NET Enough money (1+2)	Not enough money (4)
	Total (n=579)	6	35	43	15	2	40	15
	North / South Coast (n=88)	6	43	42	8	2	48	8v
Area	Urban Dunedin (n=350)	5	35	44	15	1	40	15
Area	South Dunedin (n=72)	5	26	41	25	2	32	25^
Area	Mosgiel (n=69)	7	30	42	17	4	37	17
Gender	Male (n=243)	7	37	40	14	2	43	14
Gender	Female (n=332)	4	32	45	16	1	37	16
Age	Under 25 (n=123)	2	24	49	21	4	26v	21
Age	25-49 (n=210)	6	29	46	17	1	35	17
Age	50-64 (n=121)	7	43	39	9	2	50^	9v
Age	65+ (n=125)	6	46	35	12		52^	12
Ethnicity	Māori (n=98)	2	19	49	25	4	21v	25^
Ethnicity	Non-Māori (n=545)	6	35	43	15	2	41	15

Base: All respondents

Source: Q20. *Which of the following best describes how well your total income (from all sources) meets your everyday needs for things such as accommodation, food, clothing and other basic needs?* (1 – Have more than enough money, 2 – Have enough money, 3 – Have just enough money, 4 – Do not have enough money, 5 – Prefer not to say)

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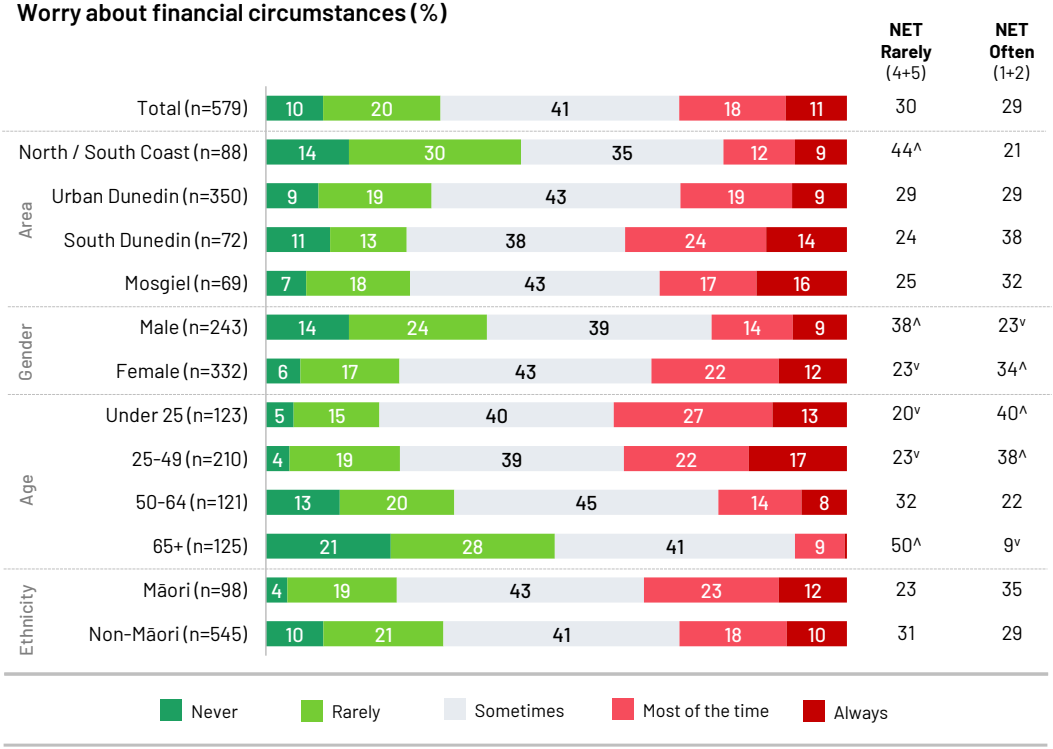
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EMPLOYMENT & COST OF LIVING

Worry about financial circumstances

Dunedin respondents reported varying levels of financial worry over the past three months. Close to a third (29%) had worried about their or their family's financial circumstances 'always' or 'most of the time', while 41% had 'sometimes' worried and 30% had 'rarely' or 'never' worried.

Worry about financial circumstances (%)



Base: All respondents

Source: Q21. *In the last 3 months, how often were you worried about the financial circumstances of you and your family / whānau?* (1 – Always, 2 – Most of the time, 3 –Sometimes, 4 – Rarely, 5 – Never)

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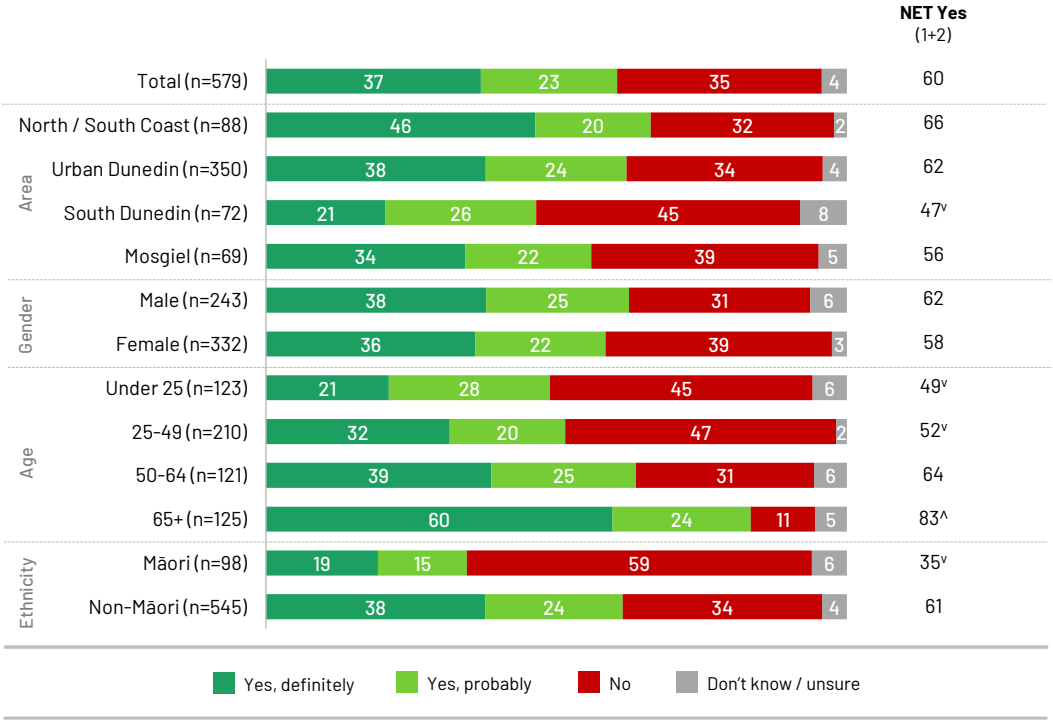
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EMPLOYMENT & COST OF LIVING

Ability to pay unexpected bill without going into debt

Three in five (60%) respondents said they would be able to pay an unexpected bill of $2,000 within a week without going into debt, while over a third (35%) said they would not be able to access this amount.

Ability to pay unexpected bill without going into debt (%)



Base: All respondents

Source: Q22. *If you had to pay a $2000 bill unexpectedly, could you access the money within a week and without going into debt?* (1 – Yes, definitely, 2 – Yes, probably, 3 – No, 98 – Don't know)

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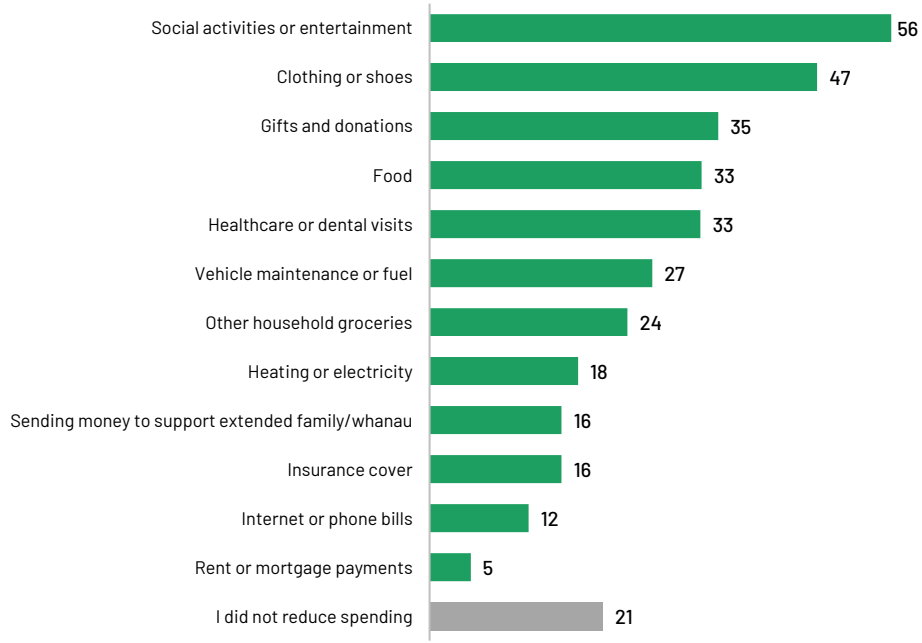
EMPLOYMENT & COST OF LIVING

Reduction in everyday expenses when money is tight

Dunedin respondents were asked which everyday expenses, if any, they had cut back on in the 12 months before the survey. The most common were social activities or entertainment (56%) and clothing or shoes (47%), followed by gifts and donations (35%), food (33%), and healthcare or dental visits (33%).

Just over one in five (21%) said they had not reduced their spending.

Everyday expenses cut back on when money was tight (%)



Base: All respondents

Source: Q44. *Thinking about your everyday expenses in the last 12 months, which of the following areas (if any) have you had to reduce your spending on or go without if money was tight?*

Note: Multi-select question. Only statements selected by 5% or more of respondents are shown.

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EMPLOYMENT & COST OF LIVING

Reduction in everyday expenses when money is tight

	Dunedin total (n=579) %	North / South Coast (n=88)	Urban Dunedin (n=350)	South Dunedin (n=72)	Mosgiel (n=69)	Male (n=243)	Female (n=332)	Under 25 (n=123)	25-49 (n=210)	50-64 (n=121)	65+ (n=125)	Māori (n=98)	Non-Māori (n=545)
Social activities or entertainment	56	51	57	62	52	45v	66^	66^	64^	53	36v	66^	56
Clothing or shoes	47	44	48	50	38	32v	60^	63^	59^	42	14v	55	46
Gifts and donations	35	34	36	37	28	30	38	35	38	31	34	36	35
Food	33	23v	34	36	41	32	35	49^	39	26	16v	49^	33
Healthcare or dental visits	33	32	31	43	32	25v	39^	36	39^	32	19v	41	32
Vehicle maintenance or fuel	27	27	25	29	30	24	29	33	34^	22	14v	39^	26
NET Other	24	32	22	22	25	30^	18v	11v	12v	34^	44^	11v	24
Other household groceries	24	19	23	31	28	19v	28	30	29^	18	15v	32^	24
Heating or electricity	18	5v	20	24	19	19	18	24	19	12	17	26^	17
Sending money to support extended family/whanau	16	12	18	18	14	14	19	19	18	15	12	25^	16
Insurance cover	16	18	15	20	16	15	17	10v	16	19	18	16	15
Internet or phone bills	12	8	11	20^	14	13	11	19^	13	8	7	33^	11
Rent or mortgage payments	5	3	4	8	4	5	4	9	5	2	2	15^	4
I did not reduce spending	21	29	20	17	22	28^	16v	10v	11v	28	43^	11v	22

Base: All respondents

Source: Q44. *Thinking about your everyday expenses in the last 12 months, which of the following areas (if any) have you had to reduce your spending on or go without if money was tight?*

Note: Multi-select question. Only statements selected by 5% or more of respondents are shown.

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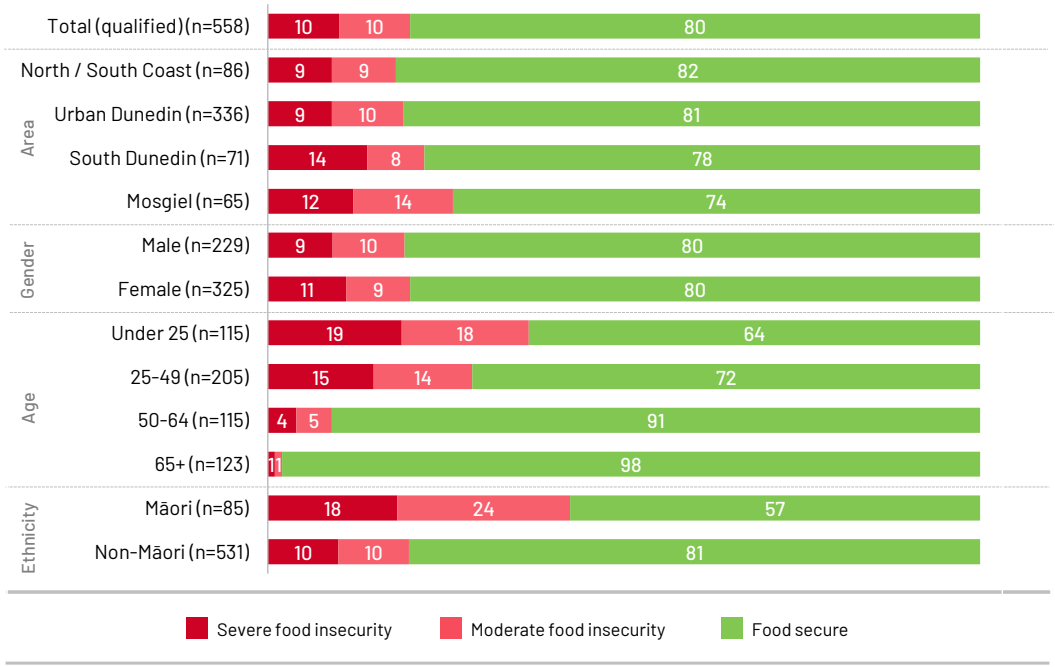
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EMPLOYMENT & COST OF LIVING

Food security

A strong majority of respondents were 'food secure', although one in five experienced some level of food insecurity, including 10% with 'moderate food insecurity' and 10% with 'severe food insecurity'.

Food security status (%)



Base: All respondents, excluding those who answered 'don't know' or 'prefer not to say' for three or more options (n=558)

Source: Derived from results for Q45. *During the last 12 months, was there a time when, because of lack of money or other resources, you and your household...* (1 – Yes, 2 – No, 99 – Prefer not to say, 98 – Don't know)

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TE TŪNUKU TŪMATAWHĀNUI / PUBLIC TRANSPORT

This section reports on respondents' use and perceptions of public transport. For the purposes of this survey, public transport was defined as cable cars, ferries, trains, and buses (including school buses), but not including taxis or Uber.

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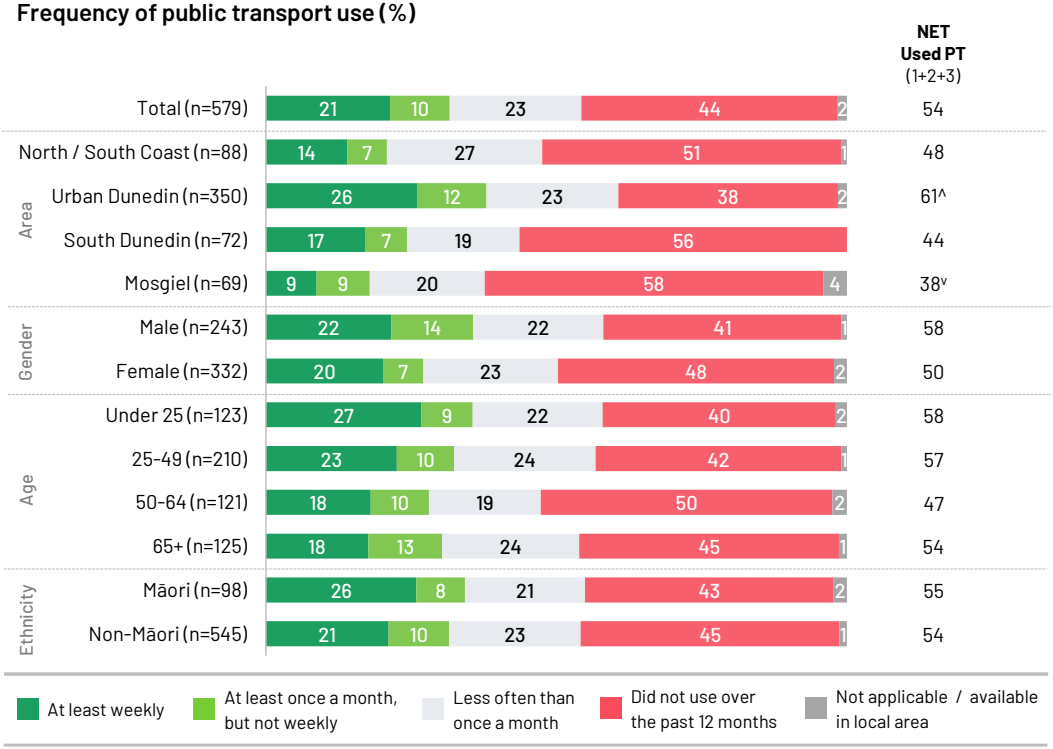
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PUBLIC TRANSPORT

Frequency of public transport use

Over half (54%) of Dunedin respondents said they had used public transport in the last 12 months, with 21% using it weekly. Over two in five (44%) did not use public transport during this period.

Frequency of public transport use (%)



Base: All respondents

Source: Q12. *In the last 12 months, how often have you used public transport?* (1 – At least weekly, 2 – At least once a month, but not weekly, 3 – Less often than once a month 4 – Did not use over the past 12 months, 5 – Not applicable / available in [city / local area])

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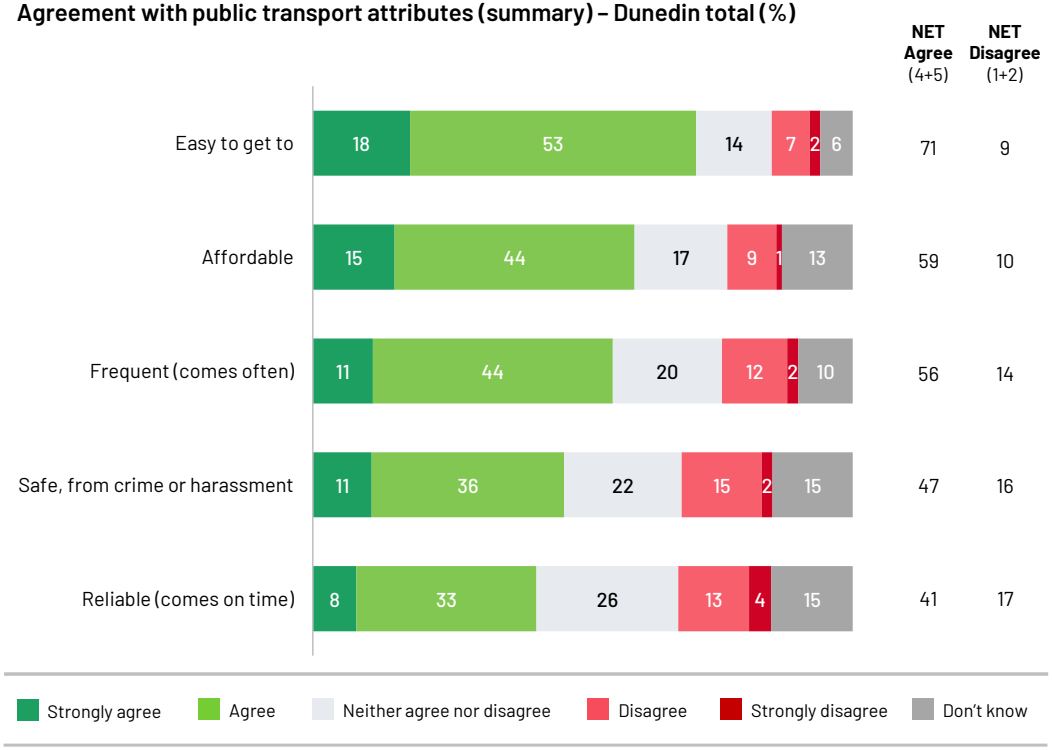
PUBLIC TRANSPORT

Summary of perceptions of public transport

Those who have public transport in their area were asked about their perceptions of public transport.

Public transport was rated most positively ('agree' or 'strongly agree') for being easy to get to (71%), and least positively for being reliable (41%).

Agreement with public transport attributes (summary) – Dunedin total (%)



Base: Those who did not select code 5 (*not applicable / not available in [city / local area]*) at Q12 (n=569)

Source: Q13. *Thinking about public transport in [city / local area], based on your experiences and perceptions, do you agree or disagree with the following statements?* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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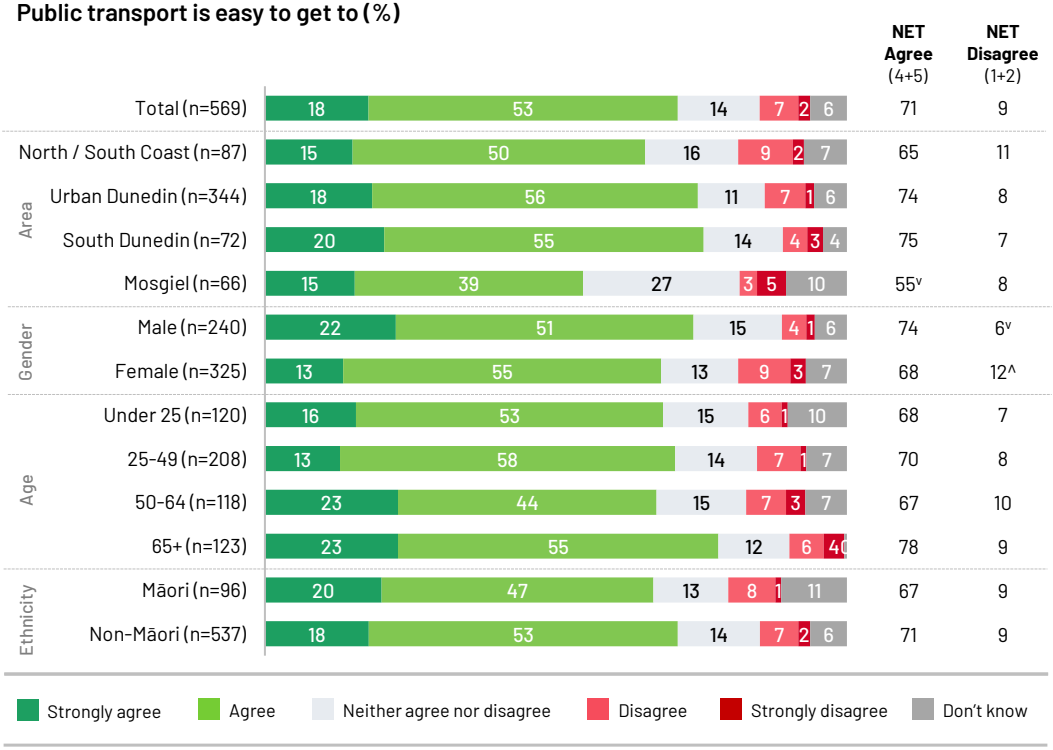
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PUBLIC TRANSPORT

Accessibility of public transport

Over two thirds (71%) of Dunedin respondents agreed that public transport is easy to get to, while 9% disagreed.

Public transport is easy to get to (%)



Base: Those who did not select code 5 (*not applicable / not available in [city / local area]*) at Q12 (n=569)

Source: Q13_4. *Thinking about public transport in [city / local area], based on your experiences and perceptions, do you agree or disagree with the following statements: Public transport is easy to get to* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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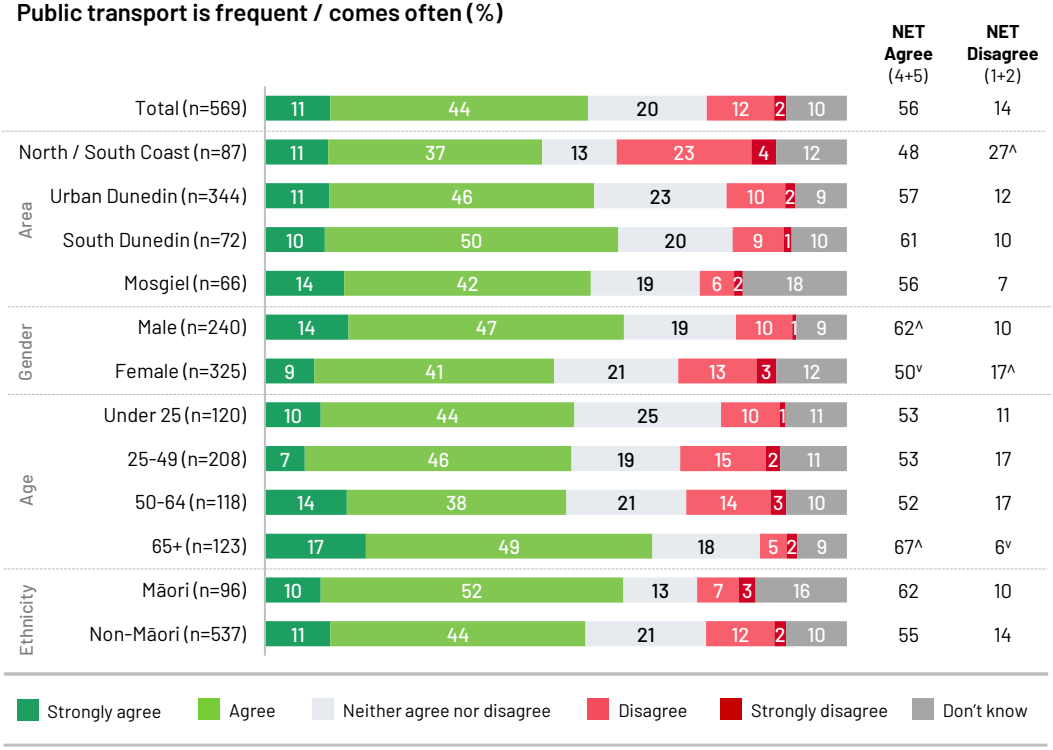
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PUBLIC TRANSPORT

Frequency of public transport

Over half (56%) of respondents agreed that public transport is frequent /comes often, while 14% disagreed.

Public transport is frequent / comes often (%)



Base: Those who did not select code 5 (*not applicable / not available in [city / local area]*) at Q12 (n=569)

Source: Q13_5. *Thinking about public transport in [city / local area], based on your experiences and perceptions, do you agree or disagree with the following statements: Public transport is frequent (comes often)* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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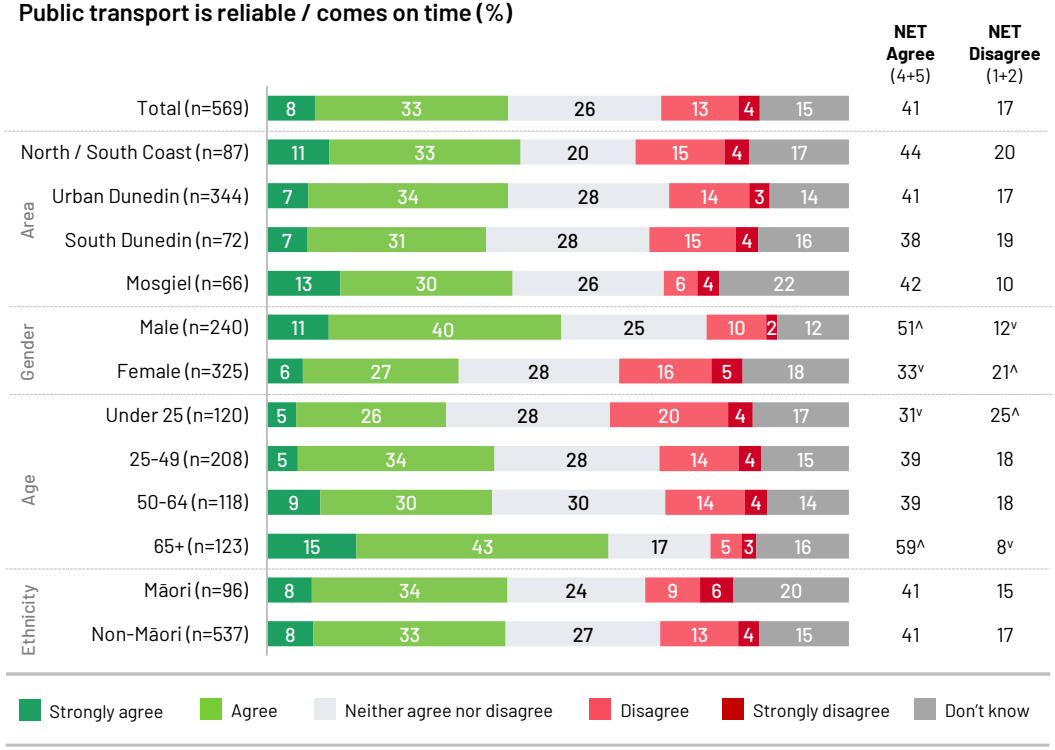
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PUBLIC TRANSPORT

Reliability of public transport

Over two fifths (41%) of respondents agreed that public transport is reliable / comes on time, while 17% disagreed.

Public transport is reliable / comes on time (%)



Base: Those who did not select code 5 (*not applicable / not available in [city / local area]*) at Q12 (n=569)

Source: Q13_6. *Thinking about public transport in [city / local area], based on your experiences and perceptions, do you agree or disagree with the following statements: Public transport is reliable (comes on time)* (1 - Strongly disagree, 2 - Disagree, 3 - Neither agree nor disagree, 4 - Agree, 5 - Strongly agree, 98 - Don't know)

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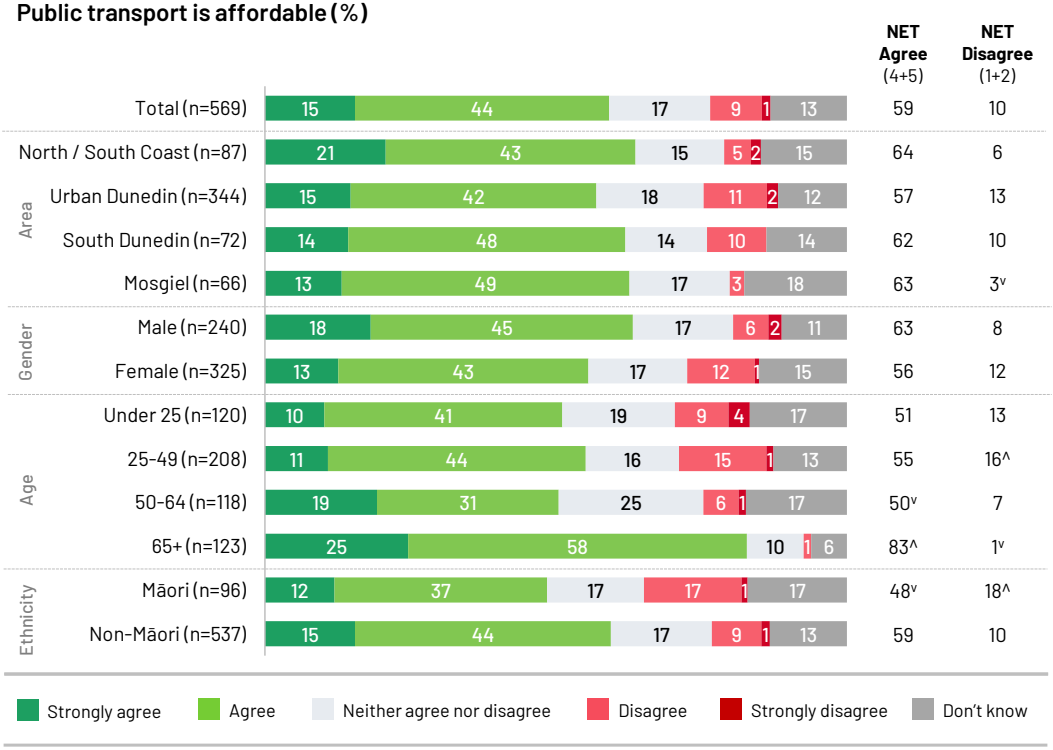
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PUBLIC TRANSPORT

Affordability of public transport

Nearly three in five (59%) Dunedin respondents agreed that public transport is affordable, while 10% disagreed.

Public transport is affordable (%)



Base: Those who did not select code 5 (*not applicable / not available in [city / local area]*) at Q12 (n=569)

Source: Q13_1. *Thinking about public transport in [city / local area], based on your experiences and perceptions, do you agree or disagree with the following statements: Public transport is affordable* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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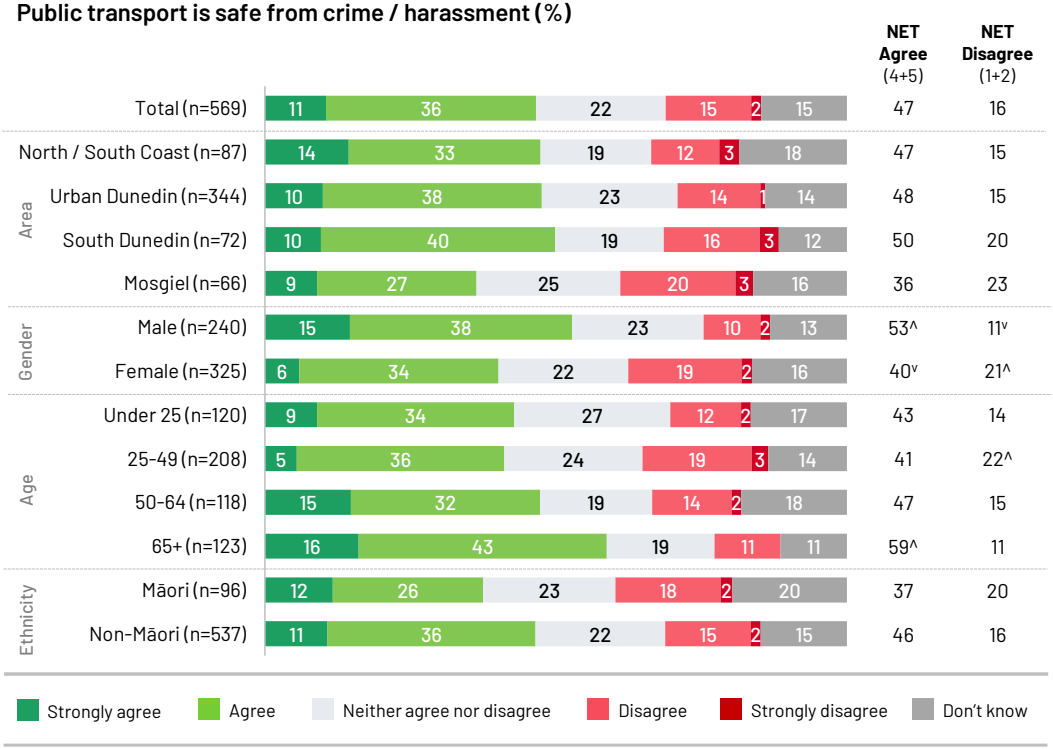
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PUBLIC TRANSPORT

Safety from crime / harassment

Nearly half (47%) of respondents agreed that public transport is safe from crime and harassment, while 16% disagreed.

Public transport is safe from crime / harassment (%)



Base: Those who did not select code 5 (*not applicable / not available in [city / local area]*) at Q12 (n=569)

Source: Q13_3. *Thinking about public transport in [city / local area], based on your experiences and perceptions, do you agree or disagree with the following statements: Public transport is safe from crime or harassment* (1 - Strongly disagree, 2 - Disagree, 3 - Neither agree nor disagree, 4 - Agree, 5 - Strongly agree, 98 - Don't know)

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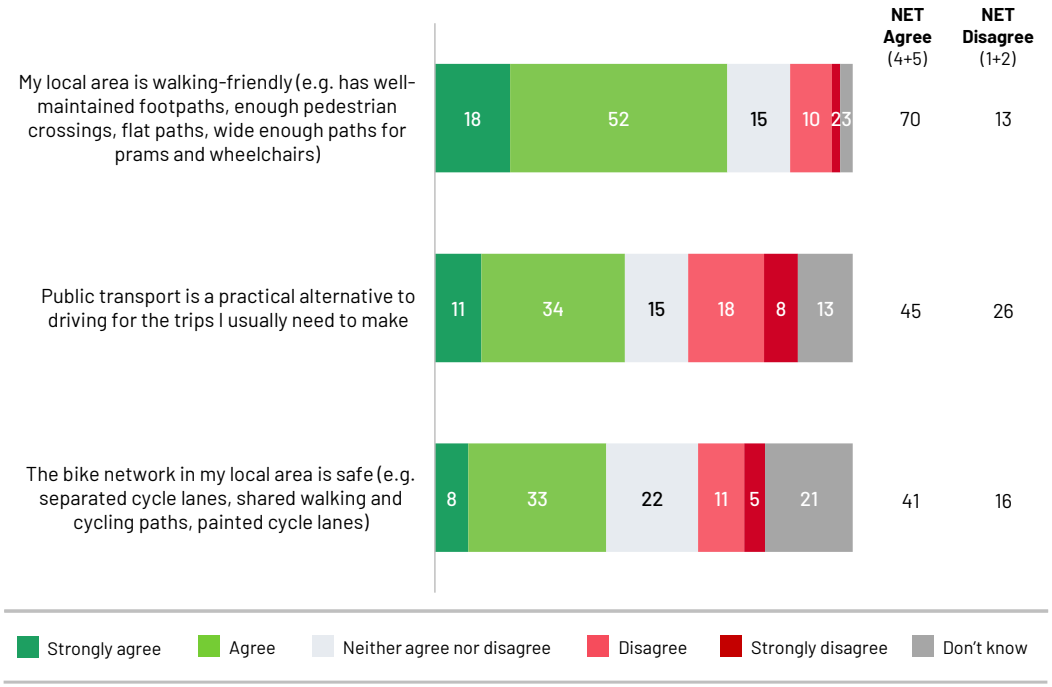
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PUBLIC TRANSPORT

Summary of alternatives to private vehicles

The majority (70%) of respondents agreed that Dunedin is a walking-friendly city. Almost half (45%) considered public transport to be a practical alternative to driving, while around two in five (41%) agreed that Dunedin's bike network is safe.

Perceptions of alternatives to private vehicles (summary) – Dunedin total (%)



Base: All respondents

Source: Q14. *Thinking about transport in [city / local area], how much do you agree or disagree with the following statements?* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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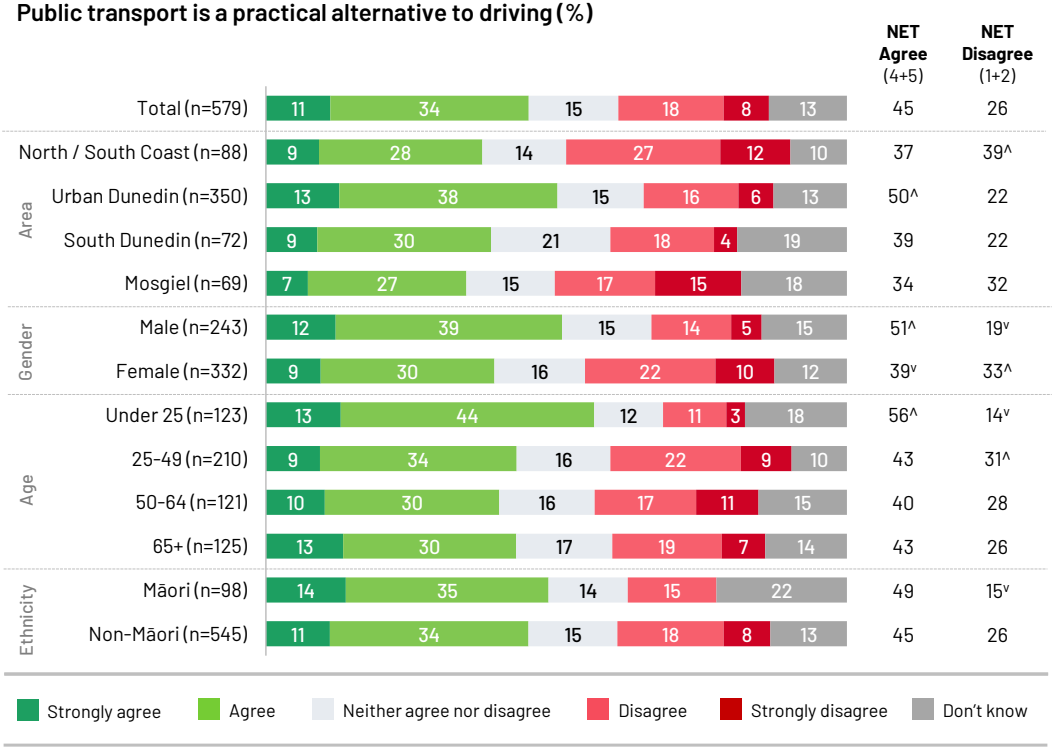
PUBLIC TRANSPORT

Practicality of using public transport

Nearly half (45%) of Dunedin respondents agreed that public transport is a practical alternative to driving, while 26% disagreed.

Since 2024, the proportion of those who disagree that public transport is practical has decreased (26% in 2026 compared to 37% in 2024).

Public transport is a practical alternative to driving (%)



Base: All respondents

Source: Q14_2. *How much do you agree with the following statement: Public transport is a practical alternative to driving for the trips I usually need to make* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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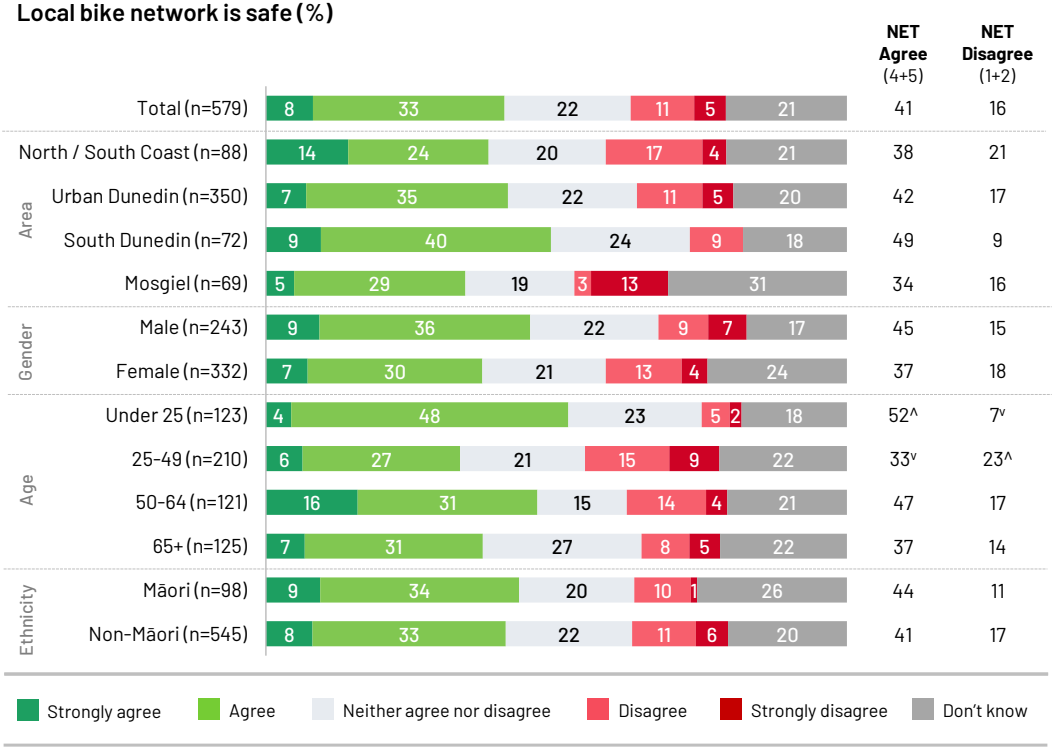
PUBLIC TRANSPORT

Safety of bike network

Close to two fifths (41%) of respondents agreed that Dunedin's bike network is safe, while 16% disagreed.

Fewer disagreed that their local bike network is safe compared to 2024 (16% compared to 23% in 2024).

Local bike network is safe (%)



Base: All respondents

Source: Q14_3. *How much do you agree with the following statement: The bike network in my local area is safe* (1 – Strongly disagree, 2 – Disagree, 3 – Neither agree nor disagree, 4 – Agree, 5 – Strongly agree, 98 – Don't know)

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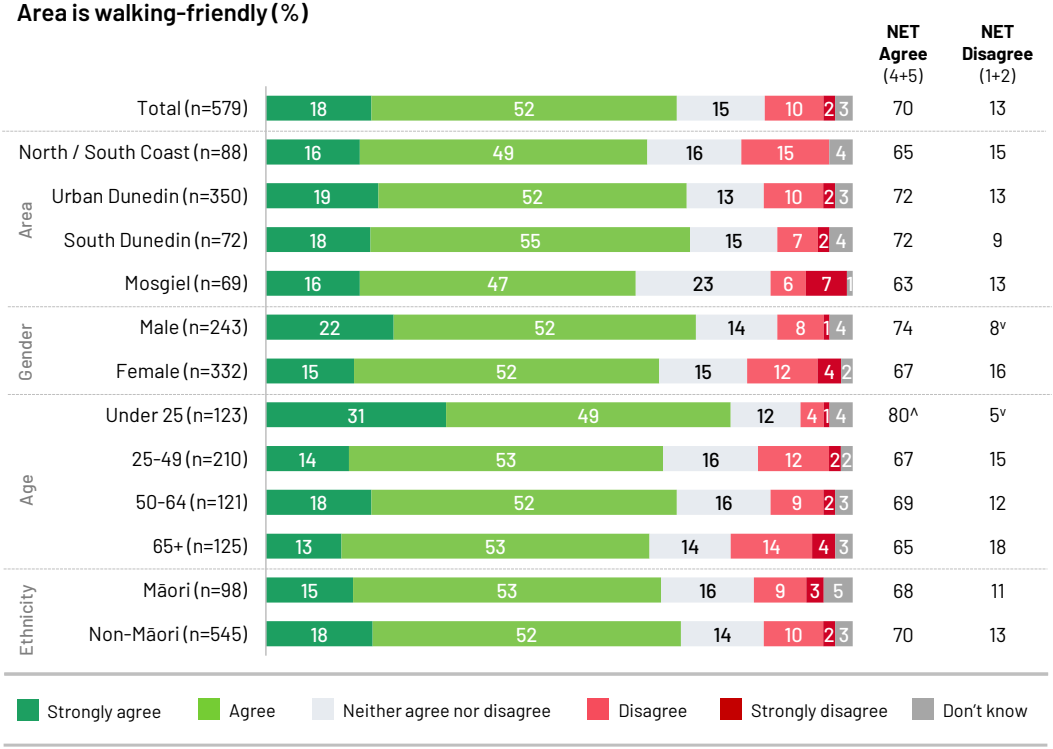
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PUBLIC TRANSPORT

Walkability of Dunedin

Around seven in ten (70%) respondents agreed that Dunedin is walking-friendly, while 13% disagreed.

Area is walking-friendly (%)



Base: All respondents

Source: Q14_4. *How much do you agree with the following statement: City / local area is walking-friendly (e.g. has well-maintained footpaths, enough pedestrian crossings, flat paths, wide enough paths for prams and wheelchairs)* (1 - Strongly disagree, 2 - Disagree, 3 - Neither agree nor disagree, 4 - Agree, 5 - Strongly agree, 98 - Don't know)

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TAIRARU ĀHUARANGI / CLIMATE PERCEPTIONS

This section reports on four questions relating to respondents' understanding of climate change, how worried they are about the impact of climate change on Dunedin, and climate actions they have taken in the last 12 months.

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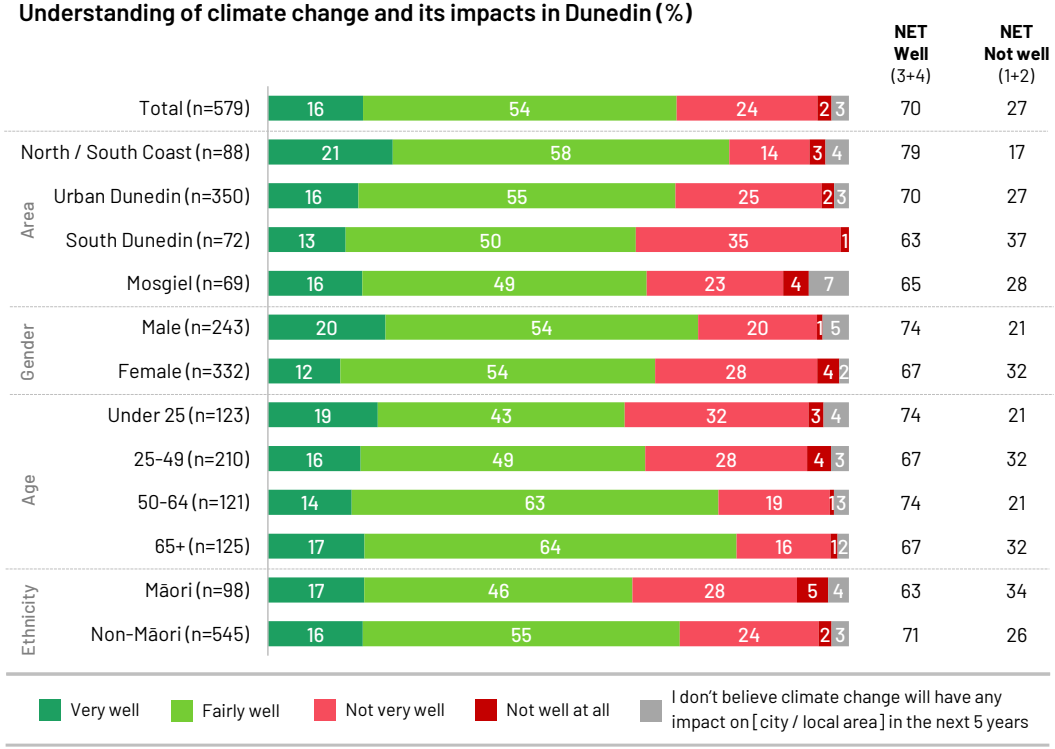
CLIMATE PERCEPTIONS

Understanding of climate change and its impacts

Seven out of ten (70%) respondents said they understand climate change and its possible impact on Dunedin well or fairly well. Over a quarter (27%) admitted they do not understand climate change or its impact well.

Since 2024, the proportion of those who felt they understand climate change well has increased (70% compared to 59% in 2024. Fewer said they do not understand climate change well (27% compared to 33% in 2024).

Understanding of climate change and its impacts in Dunedin (%)



Base: All respondents

Source: Q39. *How well do you think you understand climate change and the impacts it could have on [city / local area] in the next 5 years?* (1 – Not well at all, 2 – Not very well, 3 – Fairly well, 4 – Very well, 5 – I don't believe climate change will have any impact on [city / local area] in the next 5 years

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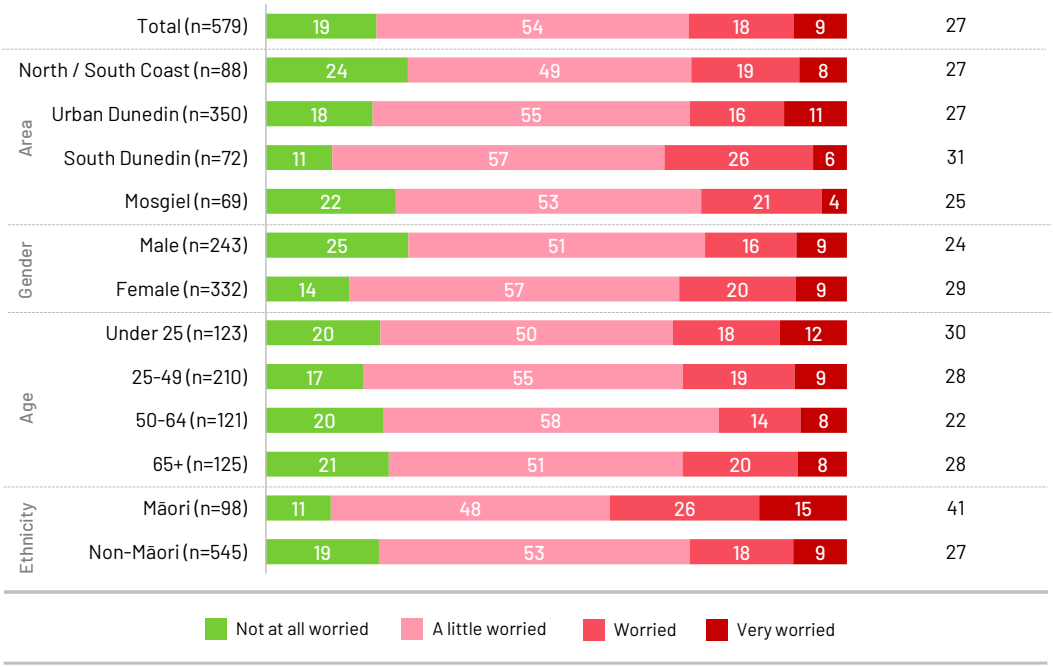
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CLIMATE PERCEPTIONS

Worry about climate change impacts

More than a quarter (27%) of respondents said they are worried about the impact of climate change on Dunedin and its residents, while 19% are not worried at all.

Worry about climate change impacts on the future and residents of in Dunedin (%)



Base: All respondents

Source: Q40. *To what extent do you personally worry about the impact of climate change on the future of [city / local area] and residents of [city / local area]?* (1 – Not at all worried, 2 – A little worried, 3 – Worried, 4 – Very worried

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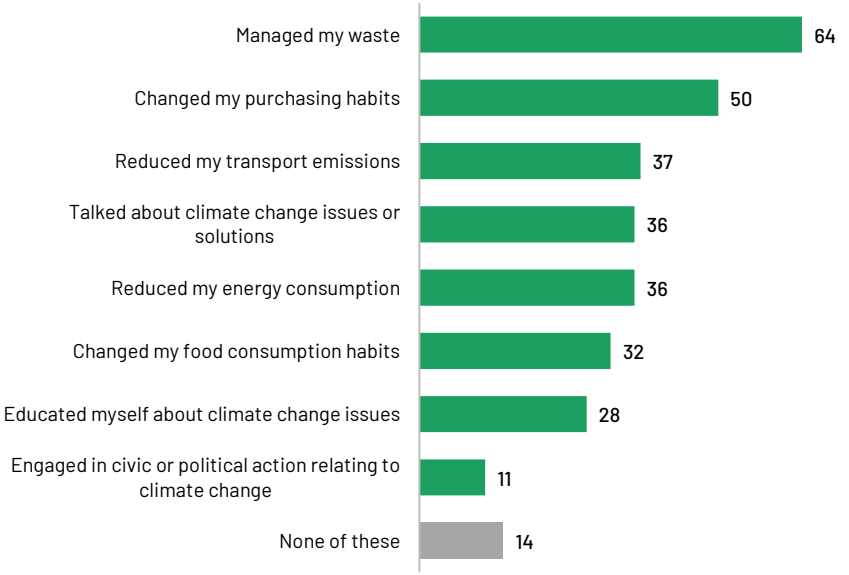
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CLIMATE PERCEPTIONS

Climate-conscious actions taken in the last 12 months

Close to two-thirds (64%) of respondents reported *managing my waste* as an environmentally conscious action they had taken. Half (50%) cited *changing my purchasing habits*, while over a third (37%) reported *reducing my transport emissions*.

Climate-conscious actions taken in the last 12 months (%)



Base: All respondents

Source: Q47. *Over the last 12 months, which of the following actions (if any) have you taken on an ongoing basis, for any reason?*

Note: Multi-select question. Only statements selected by 5% or more of respondents are shown.

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CLIMATE PERCEPTIONS

Climate-conscious actions taken in the last 12 months

	Dunedin total (n=579) %	North / South Coast (n=88)	Urban Dunedin (n=350)	South Dunedin (n=72)	Mosgiel (n=69)	Male (n=243)	Female (n=332)	Under 25 (n=123)	25-49 (n=210)	50-64 (n=121)	65+ (n=125)	Māori (n=98)	Non-Māori (n=545)
Managed my waste	64	73^	62	62	57	56v	71^	41v	62	71	80^	44v	65
Changed my purchasing habits	50	51	51	44	47	39v	59^	45	53	57	42	49	50
Reduced my transport emissions	37	30	42^	34	25v	36	38	37	31v	41	45	38	38
Talked about climate change issues or solutions	36	43	36	35	29	32	40	33	33	37	45^	26v	37
Reduced my energy consumption	36	39	36	36	27	36	36	24v	37	39	43	31	36
Changed my food consumption habits	32	33	33	31	22	26v	36	25	31	39	31	25	32
Educated myself about climate change issues	28	33	29	24	23	28	28	34	21v	27	37^	30	28
Engaged in civic or political action relating to climate change	11	6	15	7	3v	14	8	14	9	11	12	11	11
None of these	14	14	14	12	21	18	11	18	14	14	13	15	14

Base: All respondents

Source: Q47. *Over the last 12 months, which of the following actions (if any) have you taken on an ongoing basis, for any reason?*

Note: Multi-select question. Only statements selected by 5% or more of respondents are shown.

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APPENDIX 1

Sample Profile

Table 1: Gender

	Unweighted %	Weighted %
Male	42	47
Female	57	52
Another gender	1	1

Base: Dunedin total (n=579) / **Source: D1.** *Are you...*

Table 2: Age

	Unweighted %	Weighted %
Under 25 years	21	21
25–49 years	36	36
50–64 years	21	22
65+ years	22	21

Base: Dunedin total (n=579) / **Source: D3.** *Are you...*

Table 3: Ethnicity

	Unweighted %	Weighted %
Māori	17	9
Pacific	4	3
Asian	9	9
European / Other	85	88

Base: Dunedin total (n=579) / **Source: D2.** *Which ethnic group, or groups, do you belong to?*
Note: Respondents could select more than one ethnicity

Table 4: Area

	Unweighted %	Weighted %
North / South Coast	15	16
Urban Dunedin	60	63
South Dunedin	12	10
Mosgiel	12	11

Base: Dunedin total (n=579) / **Source: D4.** *Where do you currently live?*

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Sample Profile

Table 5: Transgender

	Unweighted %	Weighted %
Yes	2	1
No	97	97
I don't know	1	1
Prefer not to say	1	1

Base: Dunedin total (n=579) / **Source: D5.** *Do you consider yourself to be transgender?*

Table 6: Sexuality

	Unweighted %	Weighted %
Heterosexual or straight	81	86
Gay or lesbian	2	2
Bisexual	9	9
Other	1	1
I don't know	1	1
Prefer not to say	1	1

Base: Dunedin total (n=579) / **Source: D6.** *Which of the following options best describes how you think of yourself?*

Table 7: LGBTQIA+ community

	Unweighted %	Weighted %
LGBTQIA+ community	12	11
Non-LGBTQIA+ community	88	89

Base: Dunedin total (n=579) / **Source:** If D5 = Yes, or if D6 = Gay or Lesbian, Bisexual, or Other

Table 8: Birthplace

	Unweighted %	Weighted %
Born in New Zealand	77	76
Born outside of New Zealand	22	23
Prefer not to say	1	1

Base: Dunedin total (n=579) / **Source: D7.** *Were you born in Aotearoa New Zealand?*

Table 9: Duration living in New Zealand

	Unweighted %	Weighted %
Less than 1 year	1	1
1 year to just under 2 years	2	2
2 years to just under 5 years	3	4
5 years to just under 10 years	3	3
10 years or more	90	89
Prefer not to say	1	1

Base: Dunedin total (n=579) / **Source: D8.** *How many years have you lived in Aotearoa New Zealand?*

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Table 10: Household members

	Unweighted %	Weighted %
Your parent(s)	8	8
Your partner / spouse	45	45
Your child(ren) aged under 5 years	6	6
Your child(ren) aged 5–12 years	11	11
Your child(ren) aged 13–17 years	8	8
Your adult child(ren) (aged 18 years and over)	7	7
Other child(ren)	2	2
Other adults related to you	3	3
Other adults not related to you	20	20
None of these, I usually live alone	20	20
Prefer not to say	3	2

Base: Dunedin total (n=579) / **Source: D14.** *Who lives in your household?*
Note: Respondents could select more than one type of household member living with them.

Table 11: Home ownership

	Unweighted %	Weighted %
I personally or jointly own it with a mortgage	25	25
I personally or jointly own it without a mortgage	24	24
A family trust owns it	4	4
Parents / other family members or partner own it	8	8
A private landlord who is NOT related to me owns it	29	29
A local authority or city council owns it	1	1
Kāinga Ora owns it	3	3
Other State landlord owns it	0	1
A social service agency or community housing provider owns it	1	1
NET Other	6	5

Base: Dunedin total (n=579) / **Source: D13.** *Who owns the home that you live in?*

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Table 12: Employment status

	Unweighted %	Weighted %
In paid work 30 hours or more a week	47.5	48.0
In paid work less than 30 hours a week	15.7	15.5
Not currently in paid employment	12.2	12.4
Caring for children under 18 (unpaid)	7.1	6.4
Caring for other dependents (unpaid)	2.2	2.1
Volunteer work	5.4	4.9
Student	8.3	8.4
Retired	15.5	14.9
Other	2.5	2.6
NET Employed	63.1	63.5
NET Unemployed	36.9	36.5

Base: Dunedin total (n=579) / **Source: Q17.** *Which of the following applies to your personal current situation?*
Note: Respondents could select more than one type of household member living with them.

Table 13: Household income

	Unweighted %	Weighted %
$20,000 or less	7	6
$20,001–$40,000	10	10
$40,001–$60,000	9	9
$60,001–$80,000	14	13
$80,001–$100,000	11	12
$100,001–$150,000	14	14
$150,001–$200,000	8	9
$200,001–$250,000	5	5
$250,001 or more	3	4
Prefer not to say	7	7
Don't know	11	11

Base: Dunedin total (n=579) / **Source: D15.** *Which best describes your household's annual income (from all sources) before tax?*

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APPENDIX 2

Māori demographics

Table 14: Māori descent

	Unweighted %	Weighted %
Yes	18	10
No	79	87
I don't know	2	3

Base: Dunedin total (n=579) / **Source: D9.** *Are you descended from Māori (that is, did you have a Māori birth parent, grandparent, or great-grandparent, etc.)?*

Table 15: Name of iwi known

	Unweighted %	Weighted %
Yes	87	83
No	13	17

Base: Those of Māori descent, or who don't know whether they have Māori ancestors (n=106) / **Source: D10.** *Do you know the name(s) of your iwi (tribe or tribes)?*

Table 16: Home area, rohe, or iwi region

	Unweighted %	Weighted %
Te Tai Tokerau / Tāmaki-Makaurau (Northland / Auckland) Region Iwi	11	10
Hauraki (Coromandel) Region Iwi	1	1
Waikato / Te Rohe Pōtae (Waikato / King Country) Region Iwi	12	11
Te Arawa / Taupō (Rotorua / Taupō) Region Iwi	8	8
Tauranga Moana / Mataatua (Bay of Plenty) Region Iwi	8	8
Te Tai Rawhiti (East Coast) Region Iwi	13	12
Te Matau-a-Māui / Wairarapa (Hawke's Bay / Wairarapa) Region iwi	5	5
Taranaki Region Iwi	8	8
Whanganui / Rangitikei (Wanganui / Rangitikei) Region Iwi	2	2
Manawatū / Horowhenua / Te Whanganui-a-Tara (Manawatū / Horowhenua / Wellington) Region Iwi	2	2
Te Waipounamu / Wharekauri (South Island / Chatham Islands) Region Iwi	32	32
Other (please type in the name(s) of your iwi)	22	23
I don't know	4	4

Base: Those who know the name(s) of their iwi (n=92) / **Source: D11.** *What is the name and home area, rohe, or region of your iwi?*

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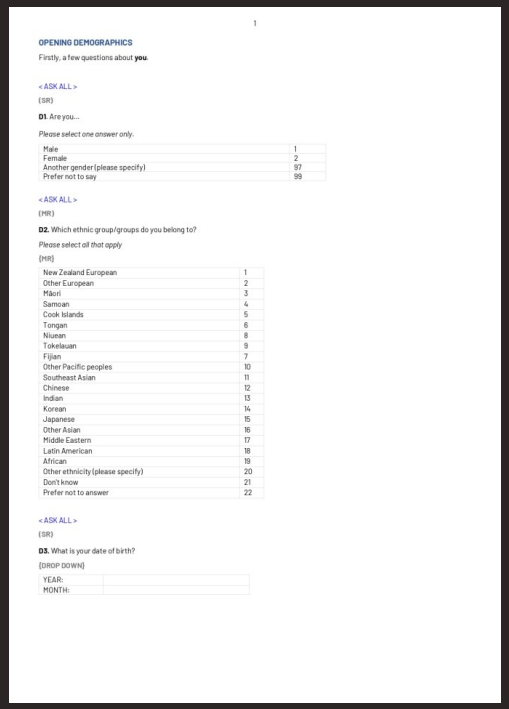
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APPENDIX 3

Questionnaire



1

OPENING DEMOGRAPHICS

Firstly, a few questions about **you**.

< ASK ALL >

(SR)

D1. Are you...

Please select one answer only.

Male	1
Female	2
Another gender (please specify)	97
Prefer not to say	99

< ASK ALL >

(MR)

D2. Which ethnic group/groups do you belong to?

Please select all that apply

(MR)

New Zealand European	1
Other European	2
Māori	3
Samoan	4
Cook Islands	5
Tongan	6
Niuean	8
Tokelauan	9
Fijian	7
Other Pacific peoples	10
Southeast Asian	11
Chinese	12
Indian	13
Korean	14
Japanese	15
Other Asian	16
Middle Eastern	17
Latin American	18
African	19
Other ethnicity (please specify)	20
Don't know	21
Prefer not to answer	22

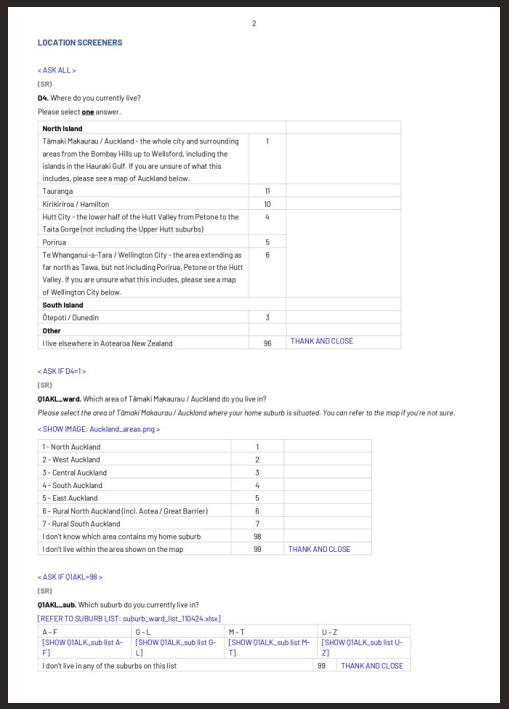
< ASK ALL >

(SR)

D3. What is your date of birth?

[DROP DOWN]

YEAR:	
MONTH:	



2

LOCATION SCREENERS

< ASK ALL >

(SR)

D4. Where do you currently live?

Please select **one** answer.

North Island		
Tāmaki Makaurau / Auckland - the whole city and surrounding areas from the Bombay Hills up to Wellsford, including the islands in the Hauraki Gulf. If you are unsure of what this includes, please see a map of Auckland below.	1	
Tauranga	11	
Kirikiriroa / Hamilton	10	
Hutt City - the lower half of the Hutt Valley from Petone to the Taita Gorge (not including the Upper Hutt suburbs)	4	
Porirua	5	
Te Whanganui-a-Tara / Wellington City - the area extending as far north as Tawa, but not including Porirua, Petone or the Hutt Valley. If you are unsure what this includes, please see a map of Wellington City below.	6	
South Island		
Ōtepoti / Dunedin	3	
Other		
I live elsewhere in Aotearoa New Zealand	96	THANK AND CLOSE

< ASK IF D4=1 >

(SR)

D1AKL_ward. Which area of Tāmaki Makaurau / Auckland do you live in?

Please select the area of Tāmaki Makaurau / Auckland where your home suburb is situated. You can refer to the map if you're not sure.

< SHOW IMAGE: Auckland_areas.png >

1 - North Auckland	1	
2 - West Auckland	2	
3 - Central Auckland	3	
4 - South Auckland	4	
5 - East Auckland	5	
6 - Rural North Auckland (incl. Aotea / Great Barrier)	6	
7 - Rural South Auckland	7	
I don't know which area contains my home suburb	98	
I don't live within the area shown on the map	99	THANK AND CLOSE

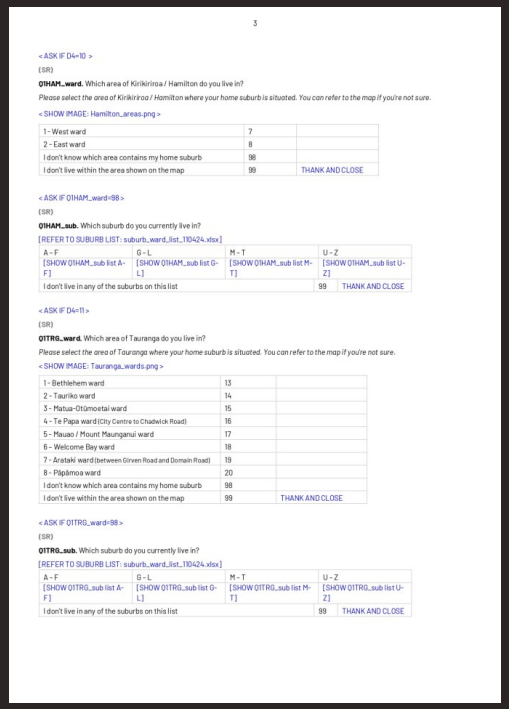
< ASK IF D1AKL=98 >

(SR)

D1AKL_sub. Which suburb do you currently live in?

[REFER TO SUBURB LIST: suburb_ward_list_110424.xlsx]

A - F	G - L	M - T	U - Z
[SHOW D1AKL_sub list A-F]	[SHOW D1AKL_sub list G-L]	[SHOW D1AKL_sub list M-T]	[SHOW D1AKL_sub list U-Z]
I don't live in any of the suburbs on this list		99	THANK AND CLOSE



3

< ASK IF D4=10 >

(SR)

D1HAM_ward. Which area of Kirikiriroa / Hamilton do you live in?

Please select the area of Kirikiriroa / Hamilton where your home suburb is situated. You can refer to the map if you're not sure.

< SHOW IMAGE: Hamilton_areas.png >

1 - West ward	7	
2 - East ward	8	
I don't know which area contains my home suburb	98	
I don't live within the area shown on the map	99	THANK AND CLOSE

< ASK IF D1HAM_ward=98 >

(SR)

D1HAM_sub. Which suburb do you currently live in?

[REFER TO SUBURB LIST: suburb_ward_list_110424.xlsx]

A - F	G - L	M - T	U - Z
[SHOW D1HAM_sub list A-F]	[SHOW D1HAM_sub list G-L]	[SHOW D1HAM_sub list M-T]	[SHOW D1HAM_sub list U-Z]
I don't live in any of the suburbs on this list		99	THANK AND CLOSE

< ASK IF D4=11 >

(SR)

D1TRG_ward. Which area of Tauranga do you live in?

Please select the area of Tauranga where your home suburb is situated. You can refer to the map if you're not sure.

< SHOW IMAGE: Tauranga_wards.png >

1 - Bethlehem ward	13	
2 - Tauriko ward	14	
3 - Matua-Ōtūmoetai ward	15	
4 - Te Papa ward (City Centre to Chadwick Road)	16	
5 - Mauao / Mount Maunganui ward	17	
6 - Welcome Bay ward	18	
7 - Arataki ward (between Girven Road and Domain Road)	19	
8 - Pāpāmoa ward	20	
I don't know which area contains my home suburb	98	
I don't live within the area shown on the map	99	THANK AND CLOSE

< ASK IF D1TRG_ward=98 >

(SR)

D1TRG_sub. Which suburb do you currently live in?

[REFER TO SUBURB LIST: suburb_ward_list_110424.xlsx]

A - F	G - L	M - T	U - Z
[SHOW D1TRG_sub list A-F]	[SHOW D1TRG_sub list G-L]	[SHOW D1TRG_sub list M-T]	[SHOW D1TRG_sub list U-Z]
I don't live in any of the suburbs on this list		99	THANK AND CLOSE

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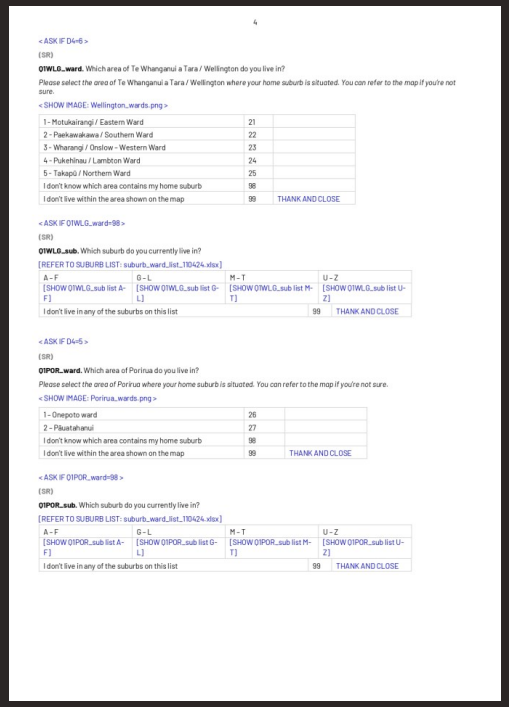
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< ASK IF D4=6 >

(SR)

Q1WLG_ward. Which area of Te Whanganui a Tara / Wellington do you live in?

Please select the area of Te Whanganui a Tara / Wellington where your home suburb is situated. You can refer to the map if you're not sure.

< SHOW IMAGE: Wellington_wards.png >

1 - Motukairangi / Eastern Ward	21	
2 - Paekawakawa / Southern Ward	22	
3 - Wharangi / Onslow - Western Ward	23	
4 - Pukehīnau / Lambton Ward	24	
5 - Takapū / Northern Ward	25	
I don't know which area contains my home suburb	98	
I don't live within the area shown on the map	99	THANK AND CLOSE

< ASK IF Q1WLG_ward=98 >

(SR)

Q1WLG_sub. Which suburb do you currently live in?

[REFER TO SUBURB LIST: suburb_ward_list_110424.xlsx]

A - F	G - L	M - T	U - Z
[SHOW Q1WLG_sub list A-F]	[SHOW Q1WLG_sub list G-L]	[SHOW Q1WLG_sub list M-T]	[SHOW Q1WLG_sub list U-Z]
I don't live in any of the suburbs on this list		99	THANK AND CLOSE

< ASK IF D4=5 >

(SR)

Q1POR_ward. Which area of Porirua do you live in?

Please select the area of Porirua where your home suburb is situated. You can refer to the map if you're not sure.

< SHOW IMAGE: Porirua_wards.png >

1 - Onepoto ward	26	
2 - Pāuatahanui	27	
I don't know which area contains my home suburb	98	
I don't live within the area shown on the map	99	THANK AND CLOSE

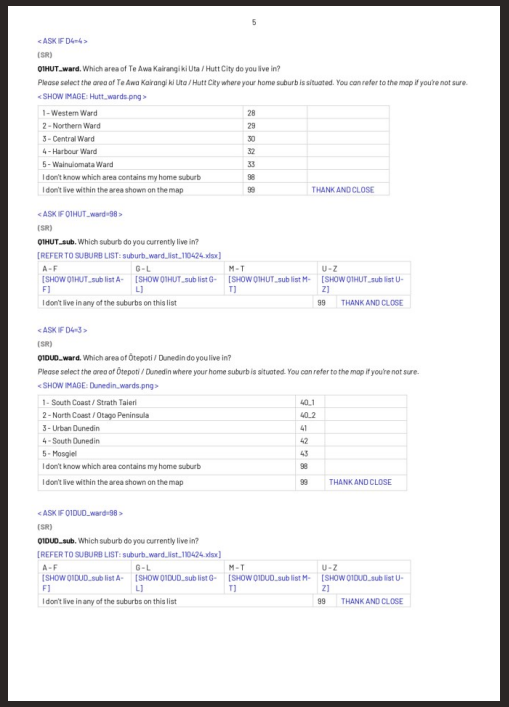
< ASK IF Q1POR_ward=98 >

(SR)

Q1POR_sub. Which suburb do you currently live in?

[REFER TO SUBURB LIST: suburb_ward_list_110424.xlsx]

A - F	G - L	M - T	U - Z
[SHOW Q1POR_sub list A-F]	[SHOW Q1POR_sub list G-L]	[SHOW Q1POR_sub list M-T]	[SHOW Q1POR_sub list U-Z]
I don't live in any of the suburbs on this list		99	THANK AND CLOSE



5

< ASK IF D4=4 >

(SR)

Q1HUT_ward. Which area of Te Awa Kairangi ki Uta / Hutt City do you live in?

Please select the area of Te Awa Kairangi ki Uta / Hutt City where your home suburb is situated. You can refer to the map if you're not sure.

< SHOW IMAGE: Hutt_wards.png >

1 - Western Ward	28	
2 - Northern Ward	29	
3 - Central Ward	30	
4 - Harbour Ward	32	
5 - Wainuiomata Ward	33	
I don't know which area contains my home suburb	98	
I don't live within the area shown on the map	99	THANK AND CLOSE

< ASK IF Q1HUT_ward=98 >

(SR)

Q1HUT_sub. Which suburb do you currently live in?

[REFER TO SUBURB LIST: suburb_ward_list_110424.xlsx]

A - F	G - L	M - T	U - Z
[SHOW Q1HUT_sub list A-F]	[SHOW Q1HUT_sub list G-L]	[SHOW Q1HUT_sub list M-T]	[SHOW Q1HUT_sub list U-Z]
I don't live in any of the suburbs on this list		99	THANK AND CLOSE

< ASK IF D4=3 >

(SR)

Q1DUD_ward. Which area of Ōtepoti / Dunedin do you live in?

Please select the area of Ōtepoti / Dunedin where your home suburb is situated. You can refer to the map if you're not sure.

< SHOW IMAGE: Dunedin_wards.png >

1 - South Coast / Strath Taieri	40_1	
2 - North Coast / Otago Peninsula	40_2	
3 - Urban Dunedin	41	
4 - South Dunedin	42	
5 - Mosgiel	43	
I don't know which area contains my home suburb	98	
I don't live within the area shown on the map	99	THANK AND CLOSE

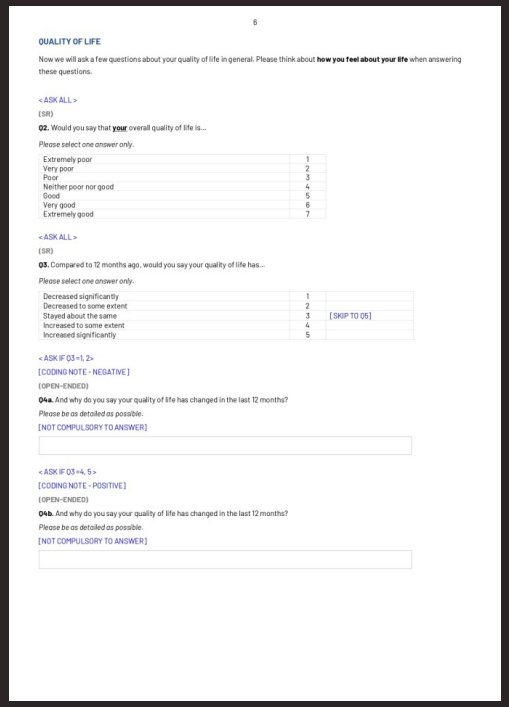
< ASK IF Q1DUD_ward=98 >

(SR)

Q1DUD_sub. Which suburb do you currently live in?

[REFER TO SUBURB LIST: suburb_ward_list_110424.xlsx]

A - F	G - L	M - T	U - Z
[SHOW Q1DUD_sub list A-F]	[SHOW Q1DUD_sub list G-L]	[SHOW Q1DUD_sub list M-T]	[SHOW Q1DUD_sub list U-Z]
I don't live in any of the suburbs on this list		99	THANK AND CLOSE



6

QUALITY OF LIFE

Now we will ask a few questions about your quality of life in general. Please think about **how you feel about your life** when answering these questions.

< ASK ALL >

(SR)

Q2. Would you say that **your** overall quality of life is...

Please select one answer only.

Extremely poor	1
Very poor	2
Poor	3
Neither poor nor good	4
Good	5
Very good	6
Extremely good	7

< ASK ALL >

(SR)

Q3. Compared to 12 months ago, would you say your quality of life has...

Please select one answer only.

Decreased significantly	1	
Decreased to some extent	2	
Stayed about the same	3	[SKIP TO Q5]
Increased to some extent	4	
Increased significantly	5	

< ASK IF Q3 =1, 2>

[CODING NOTE - NEGATIVE]

(OPEN-ENDED)

Q4a. And why do you say your quality of life has changed in the last 12 months?

Please be as detailed as possible.

[NOT COMPULSORY TO ANSWER]

< ASK IF Q3 =4, 5 >

[CODING NOTE - POSITIVE]

(OPEN-ENDED)

Q4b. And why do you say your quality of life has changed in the last 12 months?

Please be as detailed as possible.

[NOT COMPULSORY TO ANSWER]

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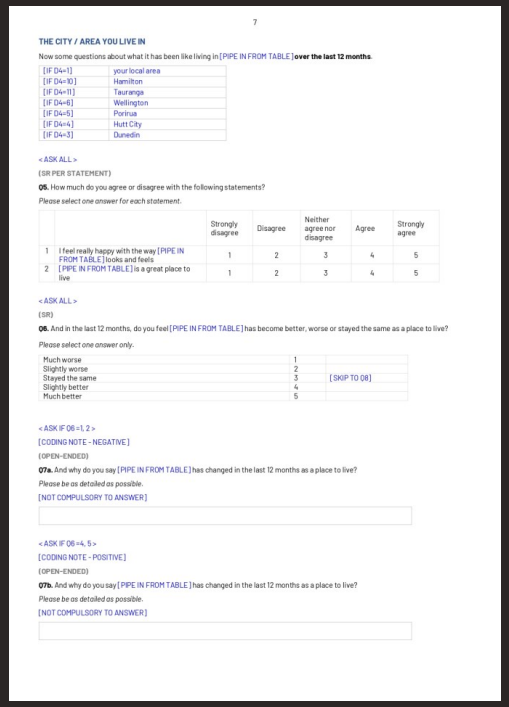
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THE CITY / AREA YOU LIVE IN

Now some questions about what it has been like living in [PIPE IN FROM TABLE] **over the last 12 months**.

[IF D4=1]	your local area
[IF D4=10]	Hamilton
[IF D4=11]	Tauranga
[IF D4=6]	Wellington
[IF D4=5]	Porirua
[IF D4=4]	Hutt City
[IF D4=3]	Dunedin

< ASK ALL >

(SR PER STATEMENT)

Q5. How much do you agree or disagree with the following statements?

Please select one answer for each statement.

		Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree
1	I feel really happy with the way [PIPE IN FROM TABLE] looks and feels	1	2	3	4	5
2	[PIPE IN FROM TABLE] is a great place to live	1	2	3	4	5

< ASK ALL >

(SR)

Q6. And in the last 12 months, do you feel [PIPE IN FROM TABLE] has become better, worse or stayed the same as a place to live?

Please select one answer only.

Much worse	1	
Slightly worse	2	
Stayed the same	3	[SKIP TO Q8]
Slightly better	4	
Much better	5	

< ASK IF Q6 =1, 2 >

[CODING NOTE - NEGATIVE]

(OPEN-ENDED)

Q7a. And why do you say [PIPE IN FROM TABLE] has changed in the last 12 months as a place to live?

Please be as detailed as possible.

[NOT COMPULSORY TO ANSWER]

< ASK IF Q6 =4, 5 >

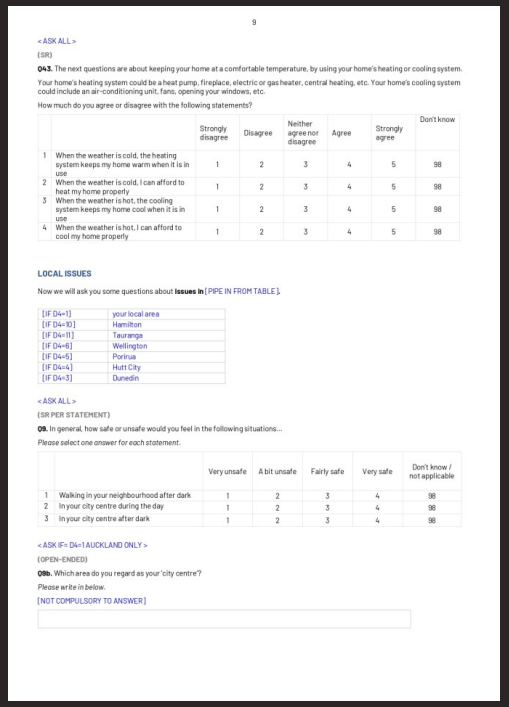
[CODING NOTE - POSITIVE]

(OPEN-ENDED)

Q7b. And why do you say [PIPE IN FROM TABLE] has changed in the last 12 months as a place to live?

Please be as detailed as possible.

[NOT COMPULSORY TO ANSWER]



9

< ASK ALL >

(SR)

Q43. The next questions are about keeping your home at a comfortable temperature, by using your home's heating or cooling system.

Your home's heating system could be a heat pump, fireplace, electric or gas heater, central heating, etc. Your home's cooling system could include an air-conditioning unit, fans, opening your windows, etc.

How much do you agree or disagree with the following statements?

		Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't know
1	When the weather is cold, the heating system keeps my home warm when it is in use	1	2	3	4	5	98
2	When the weather is cold, I can afford to heat my home properly	1	2	3	4	5	98
3	When the weather is hot, the cooling system keeps my home cool when it is in use	1	2	3	4	5	98
4	When the weather is hot, I can afford to cool my home properly	1	2	3	4	5	98

LOCAL ISSUES

Now we will ask you some questions about **issues in** [PIPE IN FROM TABLE].

[IF D4=1]	your local area
[IF D4=10]	Hamilton
[IF D4=11]	Tauranga
[IF D4=6]	Wellington
[IF D4=5]	Porirua
[IF D4=4]	Hutt City
[IF D4=3]	Dunedin

< ASK ALL >

(SR PER STATEMENT)

Q9. In general, how safe or unsafe would you feel in the following situations...

Please select one answer for each statement.

		Very unsafe	A bit unsafe	Fairly safe	Very safe	Don't know / not applicable
1	Walking in your neighbourhood after dark	1	2	3	4	98
2	In your city centre during the day	1	2	3	4	98
3	In your city centre after dark	1	2	3	4	98

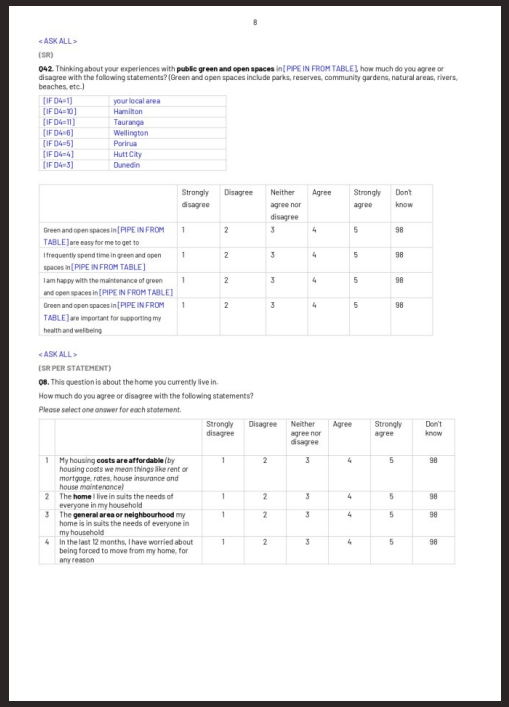
< ASK IF= D4=1 AUCKLAND ONLY >

(OPEN-ENDED)

Q9b. Which area do you regard as your 'city centre'?

Please write in below.

[NOT COMPULSORY TO ANSWER]



8

< ASK ALL >

(SR)

Q42. Thinking about your experiences with **public green and open spaces** in [PIPE IN FROM TABLE], how much do you agree or disagree with the following statements? (Green and open spaces include parks, reserves, community gardens, natural areas, rivers, beaches, etc.)

[IF D4=1]	your local area
[IF D4=10]	Hamilton
[IF D4=11]	Tauranga
[IF D4=6]	Wellington
[IF D4=5]	Porirua
[IF D4=4]	Hutt City
[IF D4=3]	Dunedin

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't know
Green and open spaces in [PIPE IN FROM TABLE] are easy for me to get to	1	2	3	4	5	98
I frequently spend time in green and open spaces in [PIPE IN FROM TABLE]	1	2	3	4	5	98
I am happy with the maintenance of green and open spaces in [PIPE IN FROM TABLE]	1	2	3	4	5	98
Green and open spaces in [PIPE IN FROM TABLE] are important for supporting my health and wellbeing	1	2	3	4	5	98

< ASK ALL >

(SR PER STATEMENT)

Q8. This question is about the home you currently live in.

How much do you agree or disagree with the following statements?

Please select one answer for each statement.

		Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't know
1	My housing **costs are affordable** *(by housing costs we mean things like rent or mortgage, rates, house insurance and house maintenance)*	1	2	3	4	5	98
2	The **home** I live in suits the needs of everyone in my household	1	2	3	4	5	98
3	The **general area or neighbourhood** my home is in suits the needs of everyone in my household	1	2	3	4	5	98
4	In the last 12 months, I have worried about being forced to move from my home, for any reason	1	2	3	4	5	98

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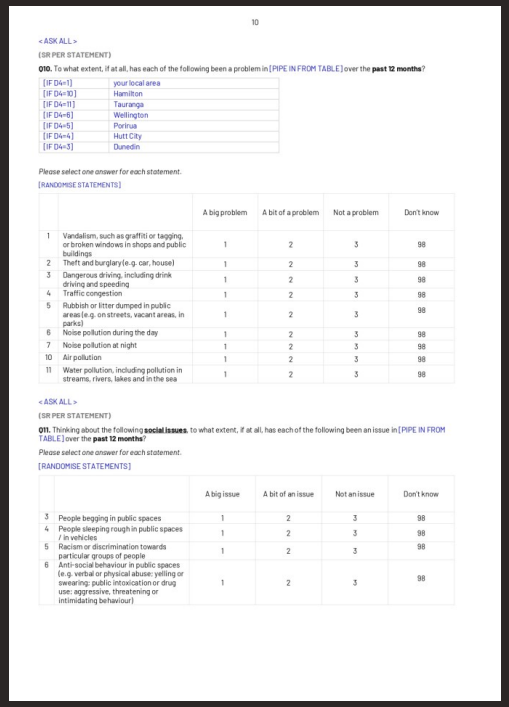
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< ASK ALL >

(SR PER STATEMENT)

Q10. To what extent, if at all, has each of the following been a problem in [PIPE IN FROM TABLE] over the **past 12 months**?

[IF D4=1]	your local area
[IF D4=10]	Hamilton
[IF D4=11]	Tauranga
[IF D4=6]	Wellington
[IF D4=5]	Porirua
[IF D4=4]	Hutt City
[IF D4=3]	Dunedin

Please select one answer for each statement.

[RANDOMISE STATEMENTS]

		A big problem	A bit of a problem	Not a problem	Don't know
1	Vandalism, such as graffiti or tagging, or broken windows in shops and public buildings	1	2	3	98
2	Theft and burglary (e.g. car, house)	1	2	3	98
3	Dangerous driving, including drink driving and speeding	1	2	3	98
4	Traffic congestion	1	2	3	98
5	Rubbish or litter dumped in public areas (e.g. on streets, vacant areas, in parks)	1	2	3	98
6	Noise pollution during the day	1	2	3	98
7	Noise pollution at night	1	2	3	98
10	Air pollution	1	2	3	98
11	Water pollution, including pollution in streams, rivers, lakes and in the sea	1	2	3	98

< ASK ALL >

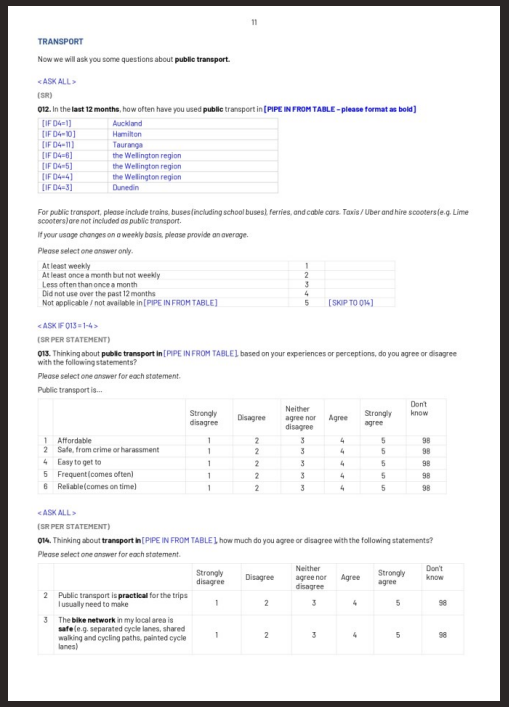
(SR PER STATEMENT)

Q11. Thinking about the following **social issues**, to what extent, if at all, has each of the following been an issue in [PIPE IN FROM TABLE] over the **past 12 months**?

Please select one answer for each statement.

[RANDOMISE STATEMENTS]

		A big issue	A bit of an issue	Not an issue	Don't know
3	People begging in public spaces	1	2	3	98
4	People sleeping rough in public spaces / in vehicles	1	2	3	98
5	Racism or discrimination towards particular groups of people	1	2	3	98
6	Anti-social behaviour in public spaces (e.g. verbal or physical abuse; yelling or swearing; public intoxication or drug use; aggressive, threatening or intimidating behaviour)	1	2	3	98



11

TRANSPORT

Now we will ask you some questions about **public transport.**

< ASK ALL >

(SR)

Q12. In the **last 12 months**, how often have you used **public** transport in **[PIPE IN FROM TABLE – please format as bold]**

[IF D4=1]	Auckland
[IF D4=10]	Hamilton
[IF D4=11]	Tauranga
[IF D4=6]	the Wellington region
[IF D4=5]	the Wellington region
[IF D4=4]	the Wellington region
[IF D4=3]	Dunedin

For public transport, please include trains, buses (including school buses), ferries, and cable cars. Taxis / Uber and hire scooters (e.g. Lime scooters) are not included as public transport.

If your usage changes on a weekly basis, please provide an average.

Please select one answer only.

At least weekly	1	
At least once a month but not weekly	2	
Less often than once a month	3	
Did not use over the past 12 months	4	
Not applicable / not available in [PIPE IN FROM TABLE]	5	[SKIP TO Q14]

< ASK IF Q13 = 1-4 >

(SR PER STATEMENT)

Q13. Thinking about **public transport in** [PIPE IN FROM TABLE], based on your experiences or perceptions, do you agree or disagree with the following statements?

Please select one answer for each statement.

Public transport is...

		Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't know
1	Affordable	1	2	3	4	5	98
2	Safe, from crime or harassment	1	2	3	4	5	98
4	Easy to get to	1	2	3	4	5	98
5	Frequent (comes often)	1	2	3	4	5	98
6	Reliable (comes on time)	1	2	3	4	5	98

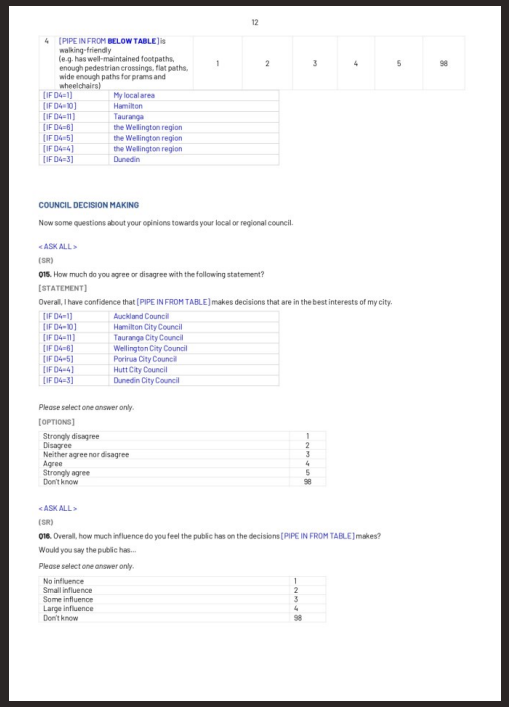
< ASK ALL >

(SR PER STATEMENT)

Q14. Thinking about **transport in** [PIPE IN FROM TABLE], how much do you agree or disagree with the following statements?

Please select one answer for each statement.

		Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't know
2	Public transport is **practical** for the trips I usually need to make	1	2	3	4	5	98
3	The **bike network** in my local area is **safe** (e.g. separated cycle lanes, shared walking and cycling paths, painted cycle lanes)	1	2	3	4	5	98



12

4	[PIPE IN FROM **BELOW TABLE**] is walking-friendly (e.g. has well-maintained footpaths, enough pedestrian crossings, flat paths, wide enough paths for prams and wheelchairs)	1	2	3	4	5	98

[IF D4=1]	My local area
[IF D4=10]	Hamilton
[IF D4=11]	Tauranga
[IF D4=6]	the Wellington region
[IF D4=5]	the Wellington region
[IF D4=4]	the Wellington region
[IF D4=3]	Dunedin

COUNCIL DECISION MAKING

Now some questions about your opinions towards your local or regional council.

< ASK ALL >

(SR)

Q15. How much do you agree or disagree with the following statement?

[STATEMENT]

Overall, I have confidence that [PIPE IN FROM TABLE] makes decisions that are in the best interests of my city.

[IF D4=1]	Auckland Council
[IF D4=10]	Hamilton City Council
[IF D4=11]	Tauranga City Council
[IF D4=6]	Wellington City Council
[IF D4=5]	Porirua City Council
[IF D4=4]	Hutt City Council
[IF D4=3]	Dunedin City Council

Please select one answer only.

[OPTIONS]

Strongly disagree	1
Disagree	2
Neither agree nor disagree	3
Agree	4
Strongly agree	5
Don't know	98

< ASK ALL >

(SR)

Q16. Overall, how much influence do you feel the public has on the decisions [PIPE IN FROM TABLE] makes?

Would you say the public has...

Please select one answer only.

No influence	1
Small influence	2
Some influence	3
Large influence	4
Don't know	98

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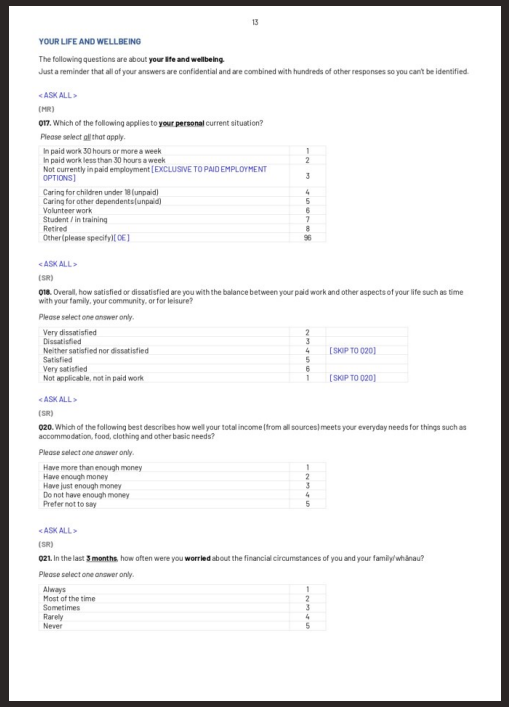
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YOUR LIFE AND WELLBEING

The following questions are about **your life and wellbeing**.
Just a reminder that all of your answers are confidential and are combined with hundreds of other responses so you can't be identified.

< ASK ALL >

(MR)

017. Which of the following applies to **your personal** current situation?

Please select all that apply.

In paid work 30 hours or more a week	1
In paid work less than 30 hours a week	2
Not currently in paid employment [EXCLUSIVE TO PAID EMPLOYMENT OPTIONS]	3
Caring for children under 18 (unpaid)	4
Caring for other dependents (unpaid)	5
Volunteer work	6
Student / in training	7
Retired	8
Other (please specify) [OE]	96

< ASK ALL >

(SR)

018. Overall, how satisfied or dissatisfied are you with the balance between your paid work and other aspects of your life such as time with your family, your community, or for leisure?

Please select one answer only.

Very dissatisfied	2	
Dissatisfied	3	
Neither satisfied nor dissatisfied	4	[SKIP TO Q20]
Satisfied	5	
Very satisfied	6	
Not applicable, not in paid work	1	[SKIP TO Q20]

< ASK ALL >

(SR)

020. Which of the following best describes how well your total income (from all sources) meets your everyday needs for things such as accommodation, food, clothing and other basic needs?

Please select one answer only.

Have more than enough money	1
Have enough money	2
Have just enough money	3
Do not have enough money	4
Prefer not to say	5

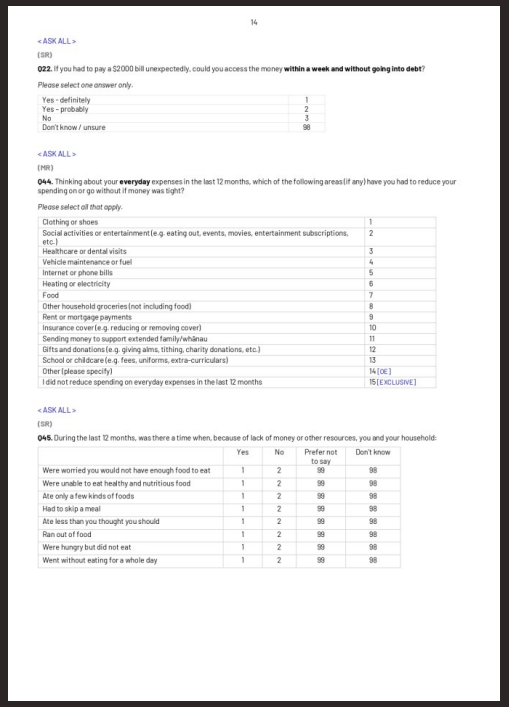
< ASK ALL >

(SR)

021. In the last **3 months**, how often were you **worried** about the financial circumstances of you and your family/whānau?

Please select one answer only.

Always	1
Most of the time	2
Sometimes	3
Rarely	4
Never	5



14

< ASK ALL >

(SR)

022. If you had to pay a $2000 bill unexpectedly, could you access the money **within a week and without going into debt**?

Please select one answer only.

Yes - definitely	1
Yes - probably	2
No	3
Don't know / unsure	98

< ASK ALL >

(MR)

044. Thinking about your **everyday** expenses in the last 12 months, which of the following areas (if any) have you had to reduce your spending on or go without if money was tight?

Please select all that apply.

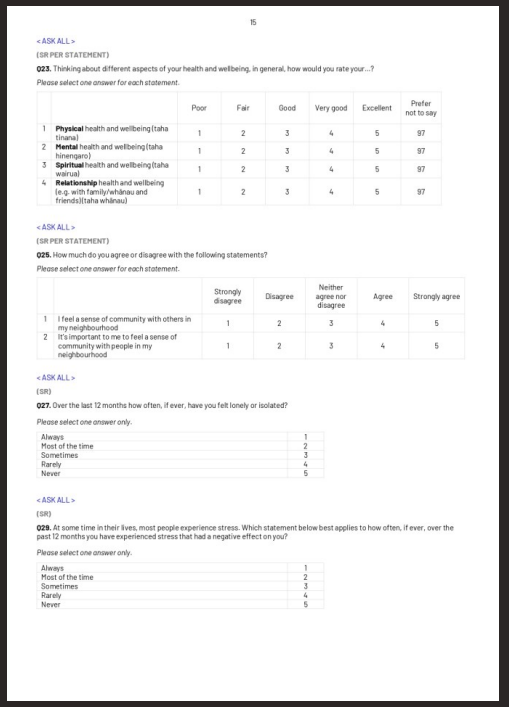
Clothing or shoes	1
Social activities or entertainment (e.g. eating out, events, movies, entertainment subscriptions, etc.)	2
Healthcare or dental visits	3
Vehicle maintenance or fuel	4
Internet or phone bills	5
Heating or electricity	6
Food	7
Other household groceries (not including food)	8
Rent or mortgage payments	9
Insurance cover (e.g. reducing or removing cover)	10
Sending money to support extended family/whānau	11
Gifts and donations (e.g. giving alms, tithing, charity donations, etc.)	12
School or childcare (e.g. fees, uniforms, extra-curriculars)	13
Other (please specify)	14 [OE]
I did not reduce spending on everyday expenses in the last 12 months	15 [EXCLUSIVE]

< ASK ALL >

(SR)

045. During the last 12 months, was there a time when, because of lack of money or other resources, you and your household:

	Yes	No	Prefer not to say	Don't know
Were worried you would not have enough food to eat	1	2	99	98
Were unable to eat healthy and nutritious food	1	2	99	98
Ate only a few kinds of foods	1	2	99	98
Had to skip a meal	1	2	99	98
Ate less than you thought you should	1	2	99	98
Ran out of food	1	2	99	98
Were hungry but did not eat	1	2	99	98
Went without eating for a whole day	1	2	99	98



15

< ASK ALL >

(SR PER STATEMENT)

023. Thinking about different aspects of your health and wellbeing, in general, how would you rate your...?

Please select one answer for each statement.

		Poor	Fair	Good	Very good	Excellent	Prefer not to say
1	**Physical** health and wellbeing (taha tinana)	1	2	3	4	5	97
2	**Mental** health and wellbeing (taha hinengaro)	1	2	3	4	5	97
3	**Spiritual** health and wellbeing (taha wairua)	1	2	3	4	5	97
4	**Relationship** health and wellbeing (e.g. with family/whānau and friends) (taha whānau)	1	2	3	4	5	97

< ASK ALL >

(SR PER STATEMENT)

025. How much do you agree or disagree with the following statements?

Please select one answer for each statement.

		Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree
1	I feel a sense of community with others in my neighbourhood	1	2	3	4	5
2	It's important to me to feel a sense of community with people in my neighbourhood	1	2	3	4	5

< ASK ALL >

(SR)

027. Over the last 12 months how often, if ever, have you felt lonely or isolated?

Please select one answer only.

Always	1
Most of the time	2
Sometimes	3
Rarely	4
Never	5

< ASK ALL >

(SR)

029. At some time in their lives, most people experience stress. Which statement below best applies to how often, if ever, over the past 12 months you have experienced stress that had a negative effect on you?

Please select one answer only.

Always	1
Most of the time	2
Sometimes	3
Rarely	4
Never	5

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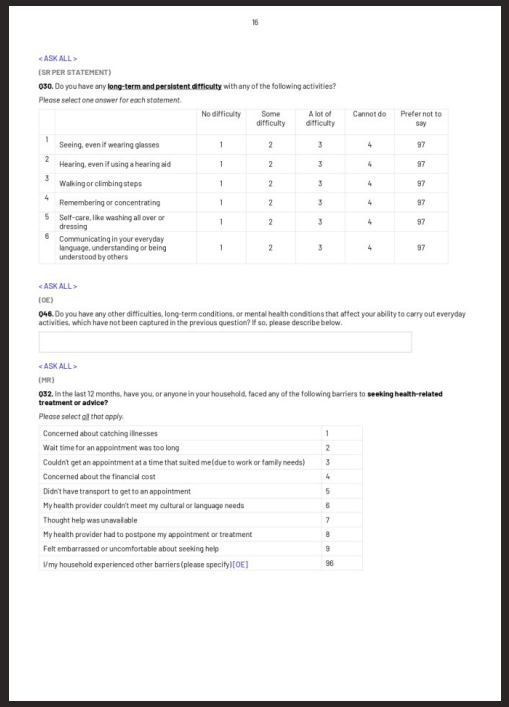
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< ASK ALL >

(SR PER STATEMENT)

Q30. Do you have any **long-term and persistent difficulty** with any of the following activities?

Please select one answer for each statement.

		No difficulty	Some difficulty	A lot of difficulty	Cannot do	Prefer not to say
1	Seeing, even if wearing glasses	1	2	3	4	97
2	Hearing, even if using a hearing aid	1	2	3	4	97
3	Walking or climbing steps	1	2	3	4	97
4	Remembering or concentrating	1	2	3	4	97
5	Self-care, like washing all over or dressing	1	2	3	4	97
6	Communicating in your everyday language, understanding or being understood by others	1	2	3	4	97

< ASK ALL >

(OE)

Q46. Do you have any other difficulties, long-term conditions, or mental health conditions that affect your ability to carry out everyday activities, which have not been captured in the previous question? If so, please describe below.

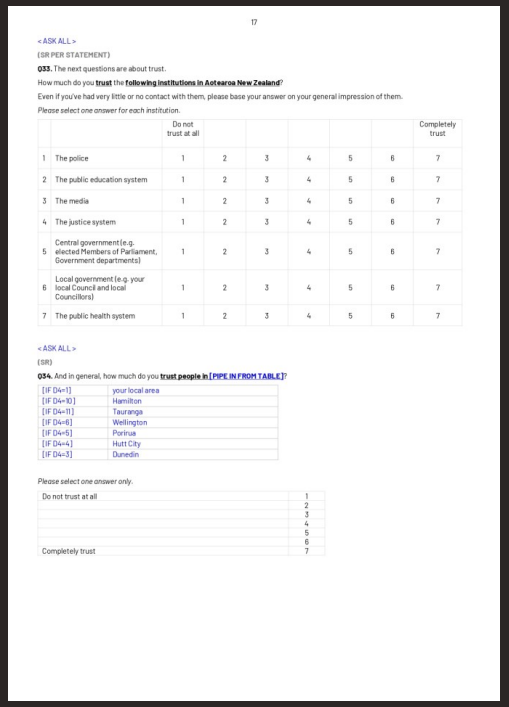
< ASK ALL >

(MR)

Q32. In the last 12 months, have you, or anyone in your household, faced any of the following barriers to **seeking health-related treatment or advice?**

Please select all that apply.

Concerned about catching illnesses	1
Wait time for an appointment was too long	2
Couldn't get an appointment at a time that suited me (due to work or family needs)	3
Concerned about the financial cost	4
Didn't have transport to get to an appointment	5
My health provider couldn't meet my cultural or language needs	6
Thought help was unavailable	7
My health provider had to postpone my appointment or treatment	8
Felt embarrassed or uncomfortable about seeking help	9
I/my household experienced other barriers (please specify) [OE]	96



17

< ASK ALL >

(SR PER STATEMENT)

Q33. The next questions are about trust.

How much do you **trust** the **following institutions in Aotearoa New Zealand**?

Even if you've had very little or no contact with them, please base your answer on your general impression of them.

Please select one answer for each institution.

		Do not trust at all						Completely trust
1	The police	1	2	3	4	5	6	7
2	The public education system	1	2	3	4	5	6	7
3	The media	1	2	3	4	5	6	7
4	The justice system	1	2	3	4	5	6	7
5	Central government (e.g. elected Members of Parliament, Government departments)	1	2	3	4	5	6	7
6	Local government (e.g. your local Council and local Councillors)	1	2	3	4	5	6	7
7	The public health system	1	2	3	4	5	6	7

< ASK ALL >

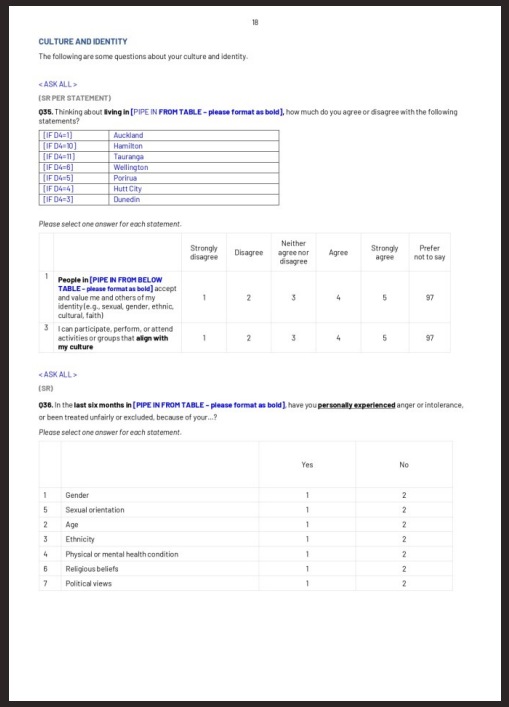
(SR)

Q34. And in general, how much do you **trust people in [PIPE IN FROM TABLE]**?

[IF D4=1]	your local area
[IF D4=10]	Hamilton
[IF D4=11]	Tauranga
[IF D4=8]	Wellington
[IF D4=5]	Porirua
[IF D4=4]	Hutt City
[IF D4=3]	Dunedin

Please select one answer only.

Do not trust at all	1
	2
	3
	4
	5
	6
Completely trust	7



18

CULTURE AND IDENTITY

The following are some questions about your culture and identity.

< ASK ALL >

(SR PER STATEMENT)

Q35. Thinking about **living in [PIPE IN FROM TABLE – please format as bold]**, how much do you agree or disagree with the following statements?

[IF D4=1]	Auckland
[IF D4=10]	Hamilton
[IF D4=11]	Tauranga
[IF D4=8]	Wellington
[IF D4=5]	Porirua
[IF D4=4]	Hutt City
[IF D4=3]	Dunedin

Please select one answer for each statement.

		Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Prefer not to say
1	**People in [PIPE IN FROM BELOW TABLE – please format as bold]** accept and value me and others of my identity (e.g., sexual, gender, ethnic, cultural, faith)	1	2	3	4	5	97
3	I can participate, perform, or attend activities or groups that **align with my culture**	1	2	3	4	5	97

< ASK ALL >

(SR)

Q36. In the **last six months in [PIPE IN FROM TABLE – please format as bold]**, have you **personally experienced** anger or intolerance, or been treated unfairly or excluded, because of your…?

Please select one answer for each statement.

		Yes	No
1	Gender	1	2
5	Sexual orientation	1	2
2	Age	1	2
3	Ethnicity	1	2
4	Physical or mental health condition	1	2
6	Religious beliefs	1	2
7	Political views	1	2

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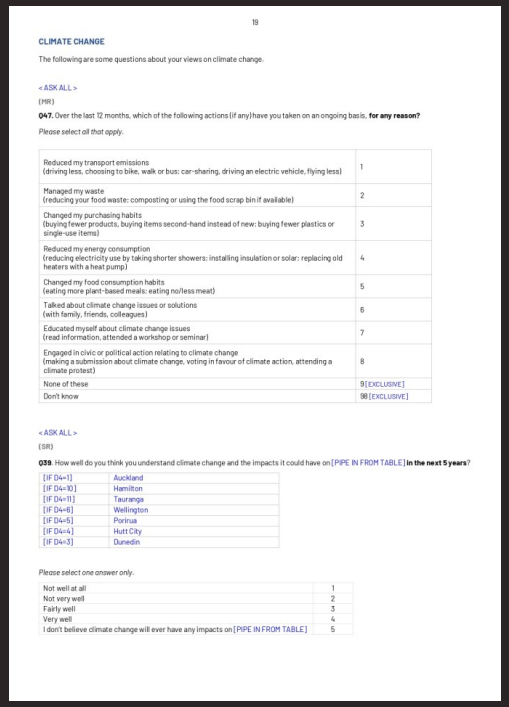
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CLIMATE CHANGE

The following are some questions about your views on climate change.

< ASK ALL >

(MR)

Q47. Over the last 12 months, which of the following actions (if any) have you taken on an ongoing basis, **for any reason?**

Please select all that apply.

Reduced my transport emissions (driving less, choosing to bike, walk or bus: car-sharing, driving an electric vehicle, flying less)	1
Managed my waste (reducing your food waste; composting or using the food scrap bin if available)	2
Changed my purchasing habits (buying fewer products, buying items second-hand instead of new: buying fewer plastics or single-use items)	3
Reduced my energy consumption (reducing electricity use by taking shorter showers: installing insulation or solar: replacing old heaters with a heat pump)	4
Changed my food consumption habits (eating more plant-based meals: eating no/less meat)	5
Talked about climate change issues or solutions (with family, friends, colleagues)	6
Educated myself about climate change issues (read information, attended a workshop or seminar)	7
Engaged in civic or political action relating to climate change (making a submission about climate change, voting in favour of climate action, attending a climate protest)	8
None of these	9 [EXCLUSIVE]
Don't know	98 [EXCLUSIVE]

< ASK ALL >

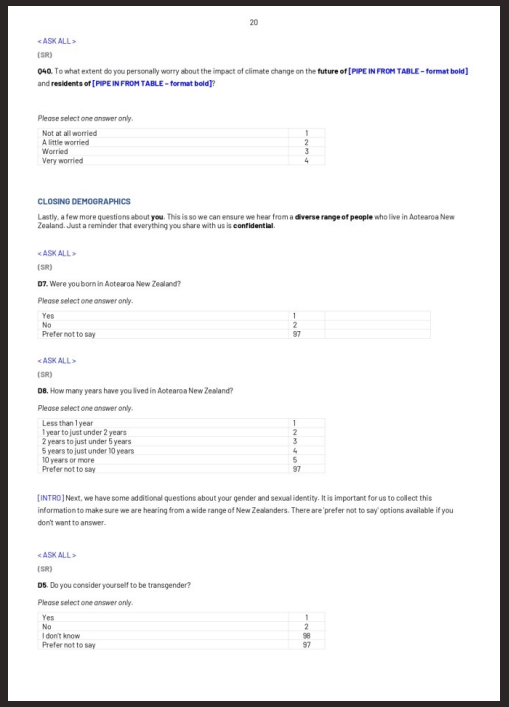
(SR)

Q39. How well do you think you understand climate change and the impacts it could have on [PIPE IN FROM TABLE] **in the next 5 years**?

[IF D4=1]	Auckland
[IF D4=10]	Hamilton
[IF D4=11]	Tauranga
[IF D4=6]	Wellington
[IF D4=5]	Porirua
[IF D4=4]	Hutt City
[IF D4=3]	Dunedin

Please select one answer only.

Not well at all	1
Not very well	2
Fairly well	3
Very well	4
I don't believe climate change will ever have any impacts on [PIPE IN FROM TABLE]	5



20

< ASK ALL >

(SR)

Q40. To what extent do you personally worry about the impact of climate change on the **future of [PIPE IN FROM TABLE – format bold]** and **residents of [PIPE IN FROM TABLE – format bold]**?

Please select one answer only.

Not at all worried	1
A little worried	2
Worried	3
Very worried	4

CLOSING DEMOGRAPHICS

Lastly, a few more questions about **you**. This is so we can ensure we hear from a **diverse range of people** who live in Aotearoa New Zealand. Just a reminder that everything you share with us is **confidential**.

< ASK ALL >

(SR)

D7. Were you born in Aotearoa New Zealand?

Please select one answer only.

Yes	1
No	2
Prefer not to say	97

< ASK ALL >

(SR)

D8. How many years have you lived in Aotearoa New Zealand?

Please select one answer only.

Less than 1 year	1
1 year to just under 2 years	2
2 years to just under 5 years	3
5 years to just under 10 years	4
10 years or more	5
Prefer not to say	97

[INTRO] Next, we have some additional questions about your gender and sexual identity. It is important for us to collect this information to make sure we are hearing from a wide range of New Zealanders. There are 'prefer not to say' options available if you don't want to answer.

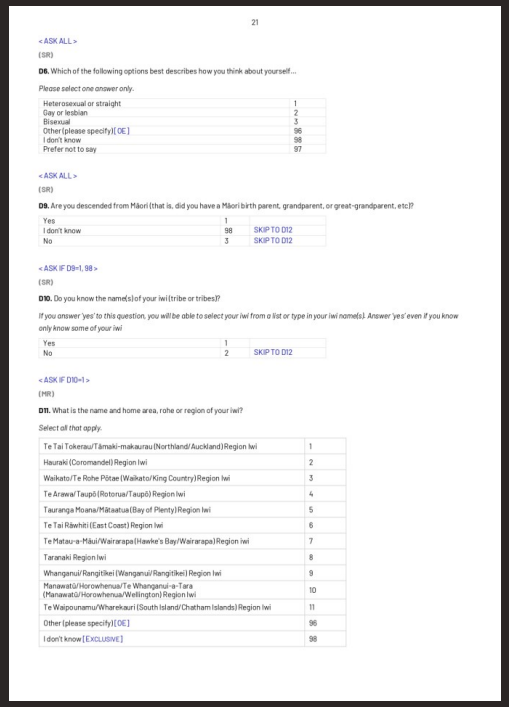
< ASK ALL >

(SR)

D5. Do you consider yourself to be transgender?

Please select one answer only.

Yes	1
No	2
I don't know	98
Prefer not to say	97



21

< ASK ALL >

(SR)

D6. Which of the following options best describes how you think about yourself...

Please select one answer only.

Heterosexual or straight	1
Gay or lesbian	2
Bisexual	3
Other (please specify) [OE]	96
I don't know	98
Prefer not to say	97

< ASK ALL >

(SR)

D9. Are you descended from Māori (that is, did you have a Māori birth parent, grandparent, or great-grandparent, etc)?

Yes	1	
I don't know	98	SKIP TO D12
No	3	SKIP TO D12

< ASK IF D9=1, 98 >

(SR)

D10. Do you know the name(s) of your iwi (tribe or tribes)?

If you answer 'yes' to this question, you will be able to select your iwi from a list or type in your iwi name(s). Answer 'yes' even if you know only know some of your iwi

Yes	1	
No	2	SKIP TO D12

< ASK IF D10=1 >

(MR)

D11. What is the name and home area, rohe or region of your iwi?

Select all that apply.

Te Tai Tokerau/Tāmaki-makaurau (Northland/Auckland) Region Iwi	1
Hauraki (Coromandel) Region Iwi	2
Waikato/Te Rohe Pōtae (Waikato/King Country) Region Iwi	3
Te Arawa/Taupō (Rotorua/Taupō) Region Iwi	4
Tauranga Moana/Mātaatua (Bay of Plenty) Region Iwi	5
Te Tai Rāwhiti (East Coast) Region Iwi	6
Te Matau-a-Māui/Wairarapa (Hawke's Bay/Wairarapa) Region iwi	7
Taranaki Region Iwi	8
Whanganui/Rangitīkei (Wanganui/Rangitīkei) Region Iwi	9
Manawatū/Horowhenua/Te Whanganui-a-Tara (Manawatū/Horowhenua/Wellington) Region Iwi	10
Te Waipounamu/Wharekauri (South Island/Chatham Islands) Region Iwi	11
Other (please specify) [OE]	96
I don't know [EXCLUSIVE]	98

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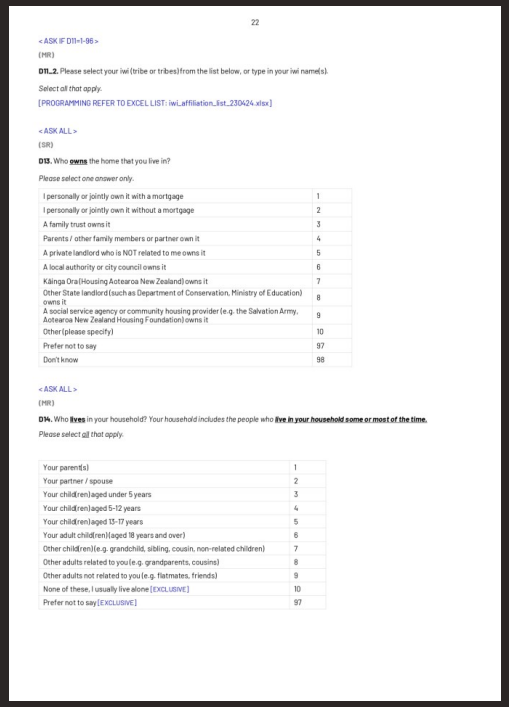
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< ASK IF D11=1-96 >

(MR)

D11_2. Please select your iwi (tribe or tribes) from the list below, or type in your iwi name(s).

Select all that apply.

[PROGRAMMING REFER TO EXCEL LIST: iwi_affiliation_list_230424.xlsx]

< ASK ALL >

(SR)

D13. Who **owns** the home that you live in?

Please select one answer only.

I personally or jointly own it with a mortgage	1
I personally or jointly own it without a mortgage	2
A family trust owns it	3
Parents / other family members or partner own it	4
A private landlord who is NOT related to me owns it	5
A local authority or city council owns it	6
Kāinga Ora (Housing Aotearoa New Zealand) owns it	7
Other State landlord (such as Department of Conservation, Ministry of Education) owns it	8
A social service agency or community housing provider (e.g. the Salvation Army, Aotearoa New Zealand Housing Foundation) owns it	9
Other (please specify)	10
Prefer not to say	97
Don't know	98

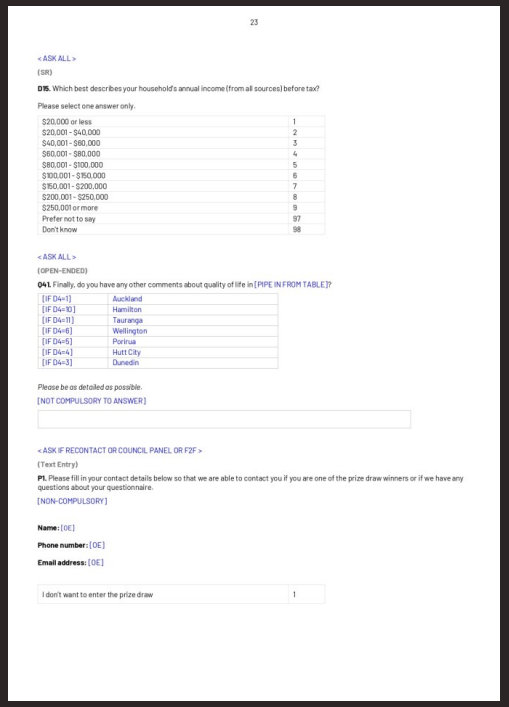
< ASK ALL >

(MR)

D14. Who **lives** in your household? *Your household includes the people who* ***live in your household some or most of the time.***

Please select all that apply.

Your parent(s)	1
Your partner / spouse	2
Your child(ren) aged under 5 years	3
Your child(ren) aged 5-12 years	4
Your child(ren) aged 13-17 years	5
Your adult child(ren) (aged 18 years and over)	6
Other child(ren) (e.g. grandchild, sibling, cousin, non-related children)	7
Other adults related to you (e.g. grandparents, cousins)	8
Other adults not related to you (e.g. flatmates, friends)	9
None of these, I usually live alone [EXCLUSIVE]	10
Prefer not to say [EXCLUSIVE]	97



23

< ASK ALL >

(SR)

D15. Which best describes your household's annual income (from all sources) before tax?

Please select one answer only.

$20,000 or less	1
$20,001 - $40,000	2
$40,001 - $80,000	3
$80,001 - $80,000	4
$80,001 - $100,000	5
$100,001 - $150,000	6
$150,001 - $200,000	7
$200,001 - $250,000	8
$250,001 or more	9
Prefer not to say	97
Don't know	98

< ASK ALL >

(OPEN-ENDED)

O41. Finally, do you have any other comments about quality of life in [PIPE IN FROM TABLE]?

[IF D4=1]	Auckland
[IF D4=10]	Hamilton
[IF D4=11]	Tauranga
[IF D4=6]	Wellington
[IF D4=5]	Porirua
[IF D4=4]	Hutt City
[IF D4=3]	Dunedin

Please be as detailed as possible.

[NOT COMPULSORY TO ANSWER]

< ASK IF RECONTACT OR COUNCIL PANEL OR F2F >

(Text Entry)

P1. Please fill in your contact details below so that we are able to contact you if you are one of the prize draw winners or if we have any questions about your questionnaire.

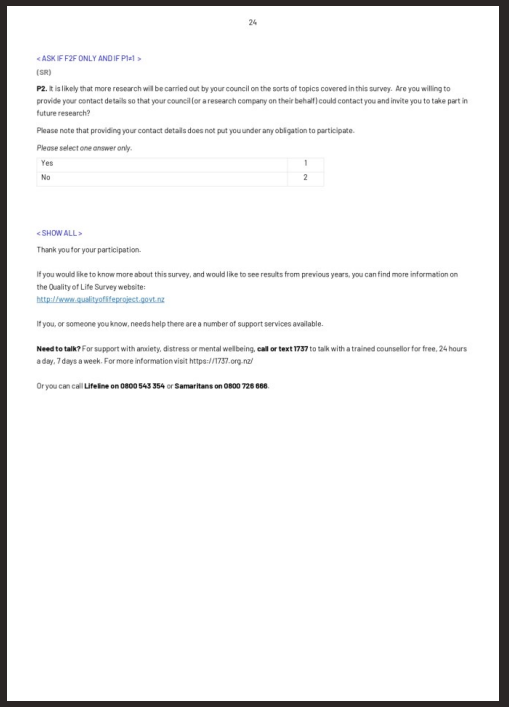
[NON-COMPULSORY]

Name: [OE]

Phone number: [OE]

Email address: [OE]

I don't want to enter the prize draw	1



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< ASK IF F2F ONLY AND IF P1=1 >

(SR)

P2. It is likely that more research will be carried out by your council on the sorts of topics covered in this survey. Are you willing to provide your contact details so that your council (or a research company on their behalf) could contact you and invite you to take part in future research?

Please note that providing your contact details does not put you under any obligation to participate.

Please select one answer only.

Yes	1
No	2

< SHOW ALL >

Thank you for your participation.

If you would like to know more about this survey, and would like to see results from previous years, you can find more information on the Quality of Life Survey website:
http://www.qualityoflifeproject.govt.nz

If you, or someone you know, needs help there are a number of support services available.

Need to talk? For support with anxiety, distress or mental wellbeing, **call or text 1737** to talk with a trained counsellor for free, 24 hours a day, 7 days a week. For more information visit https://1737.org.nz/

Or you can call **Lifeline on 0800 543 354** or **Samaritans on 0800 726 666**.

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Comparisons with previous years

Table 17: Overall quality of life

	2020 % (n=674)	2022 % (n=714)	2024 % (n=581)	2026 % (n=579)
NET Good / Very good	90	87	83	83
NET Poor / Very poor	4	5	6	7

Base: Dunedin respondents / **Source: Q2.** *Would you say your overall quality of life is...*

Table 18: Perceived quality of life compared to 12 months prior

	2020 % (n=653)	2022 % (n=706)	2024 % (n=581)	2026 % (n=579)
NET Better / Much better	26	22	27^	24
NET Worse / Much worse	21	31^	24ᵛ	27

Base: Dunedin respondents / **Source: Q3.** *Compared to 12 months ago, would you say your quality of life has...*

Table 19: Think Dunedin is a great place to live

	2020 % (n=673)	2022 % (n=708)	2024 % (n=581)	2026 % (n=579)
NET Agree / Strongly agree	86	85	76ᵛ	78
NET Disagree / Strongly disagree	4	5	7	7

Base: Dunedin respondents / **Source: Q5.** *How much do you agree or disagree with the following statements?... [Dunedin] is a great place to live*

Table 20: Happy with how Dunedin looks and feels*

	2020 % (n=671)	2022 % (n=710)	2024 % (n=581)	2026 % (n=579)
NET Agree / Strongly agree	66	58ᵛ	59	62
NET Disagree / Strongly disagree	14	19^	18	17

Base: Dunedin respondents / **Source: Q5.** *How much do you agree or disagree with the following statements?...I feel really happy with the way [Dunedin] looks and feels*. ***Note:** Wording changed in 2024. See Overall Quality of Life Technical Report 2024 for details.

Table 21: Perception of Dunedin compared to 12 months prior

	2020 % (n=653)	2022 % (n=705)	2024 % (n=581)	2026 % (n=579)
NET Better / Much better	17	10ᵛ	27^	19ᵛ
NET Worse / Much worse	29	34	27ᵛ	25

Base: Dunedin respondents / **Source: Q6.** *And in the last 12 months, do you feel [Dunedin] has become better, worse or stayed the same as a place to live?*

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Table 22: Top-3 reasons why Dunedin has got worse / better as a place to live

2020 % (n=114 / 180)	2022 % (n=76 / 253)	2024 % (n=150 / 147)	2026 % (n=104 / 143)
Got better			
24 – Community spirit	28^ – Pedestrian & cycling initiatives	40^ – Building developments / renovations	32 - Building developments / renovations
19 – Good / improved amenities	22 – Good / improved amenities	23 – Good roads / Roads being upgraded	24 – Area looks clean, tidy, well kept
18 – Satisfaction with (local) government	14 – Good roads / Roads being upgraded	22^ – Area looks clean, tidy, well kept	19 – Improved or new amenities
Got worse			
44 – Dissatisfaction with (local) government	41 – Dissatisfaction with (local) government	42^ – Issues with roading developments	36^ – Dissatisfaction with (local) government
30 – Parking issues	19ᵛ – Parking issues	25ᵛ- Dissatisfaction with (local) government	26 – High cost of living
17 – Homelessness / Lack of suitable / affordable housing	18 – Lack of amenities	25 – Crime / Crime rate has increased	24 – CBD or Shopping area issues

Base: Dunedin respondents / **Source: Q7a.** *Why do you say [Dunedin] has changed in the last 12 months as a place to live?*

Table 23: Perceptions of problems in Dunedin

	2020 % (n=670)	2022 % (n=713)	2024 % (n=581)	2026 % (n=579)
Vandalism	63	64	60	64
Theft & burglary	57	58	50ᵛ	54
Dangerous driving	76	74	69ᵛ	74
Traffic congestion	66	66	66	62
Rubbish / litter dumped in public areas	N/A New option in 2024	N/A New option in 2024	70	76^
Noise pollution during the day	N/A New option in 2024	N/A New option in 2024	30	28
Noise pollution at night	N/A New option in 2024	N/A New option in 2024	35	35

Base: Dunedin respondents / **Source: Q10.** *To what extent, if at all, has each of the following been a problem in [Dunedin] over the past 12 months?*

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Table 24: Perceptions of social issues in Dunedin

	2020 % (n=668-670)	2022 % (n=713-716)	2024 % (n=581)	2026 % (n=579)
Anti-social behaviour in public spaces	N/A New option in 2026	N/A New option in 2026	N/A New option in 2026	69
People begging in public spaces	58	60	74^	74
People sleeping rough in public spaces / vehicles	49	59^	69^	77
Racism / discrimination	N/A New option in 2024	N/A New option in 2024	54	53

Base: Dunedin respondents / **Source: Q11.** *Thinking about the following social issues, to what extent, if at all, has each of the following been an issue in [Dunedin] over the* ***past*** **12 months***?*

Table 25: Feel safe in their city centre during the day

	2020 % (n=670)	2022 % (n=718)	2024 % (n=581)	2026 % (n=579)
NET Very / fairly safe	96	95	92	92
NET Very / a bit unsafe	3	3	7	8

Base: Dunedin respondents / **Source: Q9.** *In general, how safe or unsafe would you feel in the following situations...*

Table 26: Feel safe in their city centre after dark

	2020 % (n=670)	2022 % (n=718)	2024 % (n=581)	2026 % (n=579)
NET Very / fairly safe	55	56	50v	48
NET Very / a bit unsafe	39	36	46^	47

Base: Dunedin respondents / **Source: Q9.** *In general, how safe or unsafe would you feel in the following situations...*

Table 27: Perceptions of their current housing situation

	2020 % (n=670)	2022 % (n=717)	2024 % (n=581)	2026 % (n=579)
Area they live in suits their needs	87	85	84	80
Type of home suits their needs	83	81	75v	77
Housing costs are affordable	53	52	38v	44^

Base: Dunedin respondents / **Source: Q8.** *This question is about the home you currently live in. How much do you agree or disagree that...*

Table 28: Sense of community

	2020 % (n=674 / 672)	2022 % (n=712 / 716)	2024 % (n=581)	2026 % (n=579)
Believe a sense of community in their neighbourhood is important	54	52	58^	49v
Feel a sense of community in their neighbourhood	67	69	45v	41

Base: Dunedin respondents / **Source: Q25.** *How much do you agree or disagree with the following statements?*

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Table 29: Perceptions of public transport in Dunedin

	2020 % (n=636-638)	2022 % (n=667-669)	2024 % (n=572)	2026 % (n=569)
Safe from crime / harassment	72	49ᵛ	47	47
Easy to access	71	66	68	71
Frequent	56	51	54	56
Reliable	51	43ᵛ	41	41
Affordable	60	57	62	59

Base: Dunedin respondents / **Source: Q13.** *Thinking about **public transport in [Dunedin]**, based on your experiences or perceptions, do you agree or disagree with the following statements?*

Table 30: Frequency of public transport use

	2020 % (n=672)	2022 % (n=710)	2024 % (n=581)	2026 % (n=569)
At least weekly	16	12ᵛ	19^	21

Base: Dunedin respondents / **Source: Q12.** *In the **last 12 months**, how often have you used **public** transport in **[Dunedin]**?*

Table 31: Confidence in council decision-making

	2020 % (n=673)	2022 % (n=717)	2024 % (n=581)	2026 % (n=569)
NET Agree / Strongly agree	30	25	32^	33
NET Disagree / Strongly disagree	41	47	34ᵛ	30

Base: Dunedin respondents / **Source: Q15.** *How much do you agree or disagree with the following statement?*

Table 32: Perception of public's influence on council decision-making

	2020 % (n=673)	2022 % (n=717)	2024 % (n=581)	2026 % (n=569)
NET Some / a lot of influence	30	28	39^	39

Base: Dunedin respondents / **Source: Q16.** *Overall, how much influence do you feel the public has on the decisions [Dunedin council] makes?*

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Table 33: Frequency of experiencing stress in the last 12 months

	2020 % (n=672)	2022 % (n=717)	2024 % (n=581)	2026 % (n=579)
NET Frequently / Always	28	26	26	26
NET Rarely / Never	26	23	24	28

Base: Dunedin respondents / **Source: Q29.** *Which statement below best applies to how often, if ever, over the past 12 months you have experienced stress that had a negative effect on you?*

Table 34: Frequency of feeling isolated or lonely

	2020 % (n=672)	2022 % (n=719)	2024 % (n=581)	2026 % (n=579)
NET Most of the time / Always	11	11	13	16
NET Rarely / Sometimes	50	53	47[v]	45

Base: Dunedin respondents / **Source: Q27.** *Over the last 12 months how often, if ever, have you felt lonely or isolated?*

Table 35: Employment status

	2020 % (n=440)	2022 % (n=716)	2024 % (n=581)	2026 % (n=579)
NET Employed	68	69	58[v]	58
NET Unemployed	28	31	41[^]	42

Base: Dunedin respondents / **Source: Q17.** *Which of the following applies to **your personal** current situation?*

Table 36: Satisfaction with work-life balance

	2020 % (n=440)	2022 % (n=521)	2024 % (n=340)	2026 % (n=336)
NET Satisfied	63	46[v]	62[^]	59
NET Dissatisfied	24	17[v]	19	22

Base: Those in paid employment (excluding 'not answered') / **Source: Q18.** *Overall, how satisfied or dissatisfied are you with the balance between your paid work and other aspects of your life such as time with your family or for leisure?*

Table 37: Ability of income to meet everyday needs

	2020 % (n=675)	2022 % (n=719)	2024 % (n=581)	2026 % (n=579)
NET Just enough / Enough / More than enough money	86	85	81	84
Just enough money	50	55	42[v]	43

Base: Dunedin respondents / **Source: Q20.** *Which of the following best describes how well your total income (from all sources) meets your everyday needs for things such as accommodation, food, clothing and other basic needs?*

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GREENHOUSE GAS EMISSIONS INVENTORY AND MANAGEMENT REPORT

Prepared in accordance with ISO 14064-1:2018

Dunedin City Council

Prepared by Zero Carbon - Dunedin City Council
Dated: September 2026

Verification status: McHugh & Shaw Limited completed independent assurance. Assurance level achieved is Reasonable Assurance for ISO 14064-1 Category 1-2 and Limited Assurance for ISO 14064-1 Category 3-6.

Measurement period: 01 July 2025 to 30 June 2026
Base year period: 01 July 2018 to 30 June 2019

Approved for release by:

Manager - Zero Carbon

Version date: 09/09/2026

Availability

The report will be published on DCC's website at https://www.dunedin.govt.nz/dunedin-city/climate-change/zero-carbon and reported to the DCC Executive Leadership Team (ELT) and Council.

Report Structure

The Inventory Summary contains a high-level summary of this year's results and has a brief comparison to baseline[1] and 2024/25 emissions.

Chapter 1, the Emissions Inventory Report, includes the inventory details. The inventory is a complete and accurate quantification of the amount of greenhouse gas (GHG) emissions[2] and removals that can be directly attributed to the organisation's operations within the declared boundary and scope for the specified reporting period. The inventory has been prepared in accordance with the requirements of *ISO 14064-1:2018 Specification with Guidance at the Organization Level for Quantification and Reporting of Greenhouse Gas Emissions and Removals*[3]. Where relevant, the inventory is aligned with industry or sector best practice for emissions measurement and reporting.

Chapter 2 covers the DCC's progress against the organisation's Emissions Management and Reduction Plan 2025/26 – 2039/30 (EMRP) and associated targets.

Appendix 1 holds detailed emissions inventory results, including a breakdown of emissions by source and sink, and emissions by greenhouse gas type. Appendix 1 also contains detailed context on the inventory boundaries, inclusions and exclusions, calculation methodology, liabilities, and supplementary results.

Also included as appendices is information on significance criteria, baseline emissions and recalculation policy, and changes in reported emissions since 2024/25.

[1] DCC's baseline generally refers to the 2018/2019 inventory, however, as set out in Appendix 5, later years are used for some emissions sources where appropriate data for 2018/2019 is not available
[2] Throughout this document "emissions" means "Greenhouse gas emissions".
[3] Throughout this document 'GHG Protocol' means the *GHG Protocol Corporate Accounting and Reporting Standard* and 'ISO 14064-1:2018' means the international standard *Specification with Guidance at the Organizational Level for Quantification and Reporting of Greenhouse Gas Emissions and Removals*.

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Executive Summary

This is the annual Greenhouse Gas Emissions Inventory and Management Report (IMR) for DCC covering the measurement period 01 July 2025 to 30 June 2026.

The IMR is divided into two chapters. The first chapter provides a summary of emissions inventory results and clarifies the scope of this report.

The second chapter covers emissions inventory results in more detail by drawing on the DCC's Emissions Management and Reduction Plan 2025/26 – 2029/30 (EMRP) and emission reduction targets.

This IMR incorporates emissions associated with cloud-based computing for the first time.

Table 1 provides an inventory summary covering the 2025/26 measurement period, compared against 2018/19 and 2024/25. At 60,496.45tCO_2e, the DCC's 2025/26 emissions were:

- 1.6% (956.12tCO_2e) higher than 2024/25, and
- 30.7% (26,772.82 tCO_2e) lower than baseline.

The increase in emissions in 2025/26 compared with 2024/25 was primarily due to increases from the following sources:

- Green Island waste to landfill emissions (2144tCO2e higher in 2025/26)
- Composting emissions (120tCO2e higher in 2025/26)
- Emissions associated with sludge from Tahuna Wastewater Treatment Plant deposited at a private landfill (260tCO2e higher in 2025/26)

These increases were partially offset by reductions in 2025/26 compared with 2024/25 from the following sources:

- Stationary Energy emissions (504tCO2e lower in 2025/26)
- Water Treatment Chemicals emissions (211tCO2e lower in 2025/26)
- Wastewater Treatment Plant emissions (497tCO2e lower in 2025/26)

Table 1: Inventory summary

Category (ISO 14064-1:2018)	Scope	Baseline 2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)
Category 1: Direct emissions	Scope 1	75,176.26	45,955.43	46,924.75
Category 2: Indirect emissions from imported energy (location-based)	Scope 2	3,740.76	2,580.10	2,367.81
Category 3: Indirect emissions from transportation	Scope 3	865.28	713.48	763.86
Category 4: Indirect emissions from products used by organisation	Scope 3	7,486.98	10,291.31	10,440.03
Category 5: Indirect emissions from use of sold products	Scope 3	0.00	0.00	0.00
Category 6: Indirect emissions from other sources	Scope 3	0.00	0.00	0.00
Total direct emissions		**75,176.26**	**45,955.43**	**46,924.75**
Total indirect emissions		**12,093.01**	**13,584.89**	**13,571.70**
Total gross emissions		**87,269.27**	**59,540.33**	**60,496.45**
Category 1 direct removals		0.00	0.00	0.00
Purchased emission reductions		0.00	0.00	0.00
Total net emissions		**87,269.27**	**59,540.33**	**60,496.45**

Figure 1 shows the EMRP baseline, and actual DCC emissions over the period 2022/23 to 2025/26 (orange), along with the DCC's emissions reduction targets for 2026/27 and 2029/30 (grey).

The DCC's 2025/26 result is:

- 3,073.27tCO_2e above the DCC's 2026/27 target of a 34.2% reduction from baseline
- 13,545.58tCO_2e above the DCC's 2029/30 target of a 46.2% reduction from baseline.

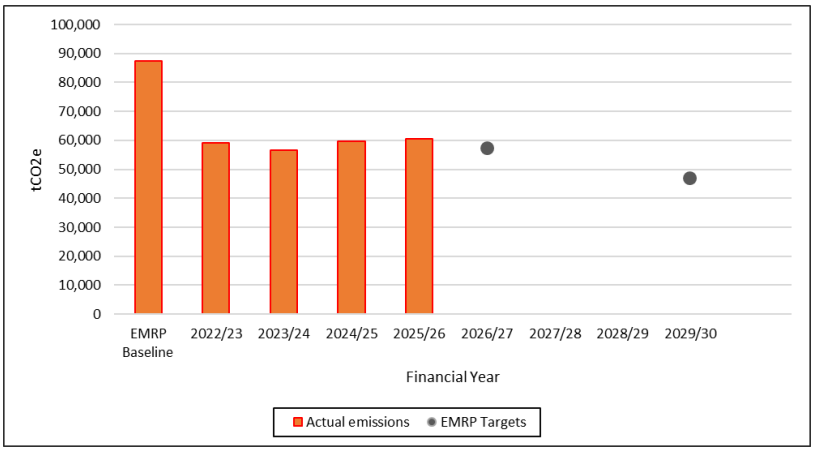


Figure 1: DCC EMRP baseline emissions, actual DCC emissions for 2022/23-25/26, and EMRP targets

Chapter 1: Emissions Inventory Report

1.1 Introduction

The purpose of this IMR is to quantify emissions that can be attributed to DCC's operations within the declared boundary and scope for the July 2025 to June 2026 period. This inventory is aligned with best practice for emissions measurement and reporting and is part of an ongoing commitment to measure and reduce emissions on a regular basis.

The inventory report and any assertions are expected to be verified by a third-party verifier. The level of assurance is reported in a separate Assurance Statement, and is summarised on the title page of this IMR.

1.2 Emissions Inventory Results

The following tables and figures provide an overview of the DCC's emissions for 2025/26:

- Table 2 shows emissions by category for 2025/26, as well as emissions intensity based on residents, rateable properties and operating revenue.
- Figure 2 shows emissions by category.
- Table 3 breaks down emissions further to the emissions source and compares the 2025/26 figures to the baseline year 2018/19 and 2024/25.

- Figure 3 shows emissions by business unit within DCC, with Figure 4 showing emissions by source for 2025/26.

Table 2: Emissions inventory summary for this measurement period

Measurement period: 01 July 2025 to 30 June 2026

Category (ISO 14064-1:2018)	Current Year 2025/26 (tCO_2e)
Category 1: Direct emissions	46,924.75
Category 2: Indirect emissions from imported energy (location-based)	2,367.81
Category 3: Indirect emissions from transportation	763.86
Category 4: Indirect emissions from products used by organisation	10,440.03
Category 5: Indirect emissions from use of sold products	0.00
Category 6: Indirect emissions from other sources	0.00
Total direct emissions	**46,924.75**
Total indirect emissions	**13,571.70**
Total gross emissions	**60,496.45**
Category 1 direct removals	0.00
Purchased emission reductions	0.00
Total net emissions	**60,496.45**
Emissions intensity	
Rateable properties (gross tCO_2e/unit)	1.04
Residents (gross tCO_2e/unit)	0.46
Operating revenue (gross tCO_2e/$Millions)	147.22

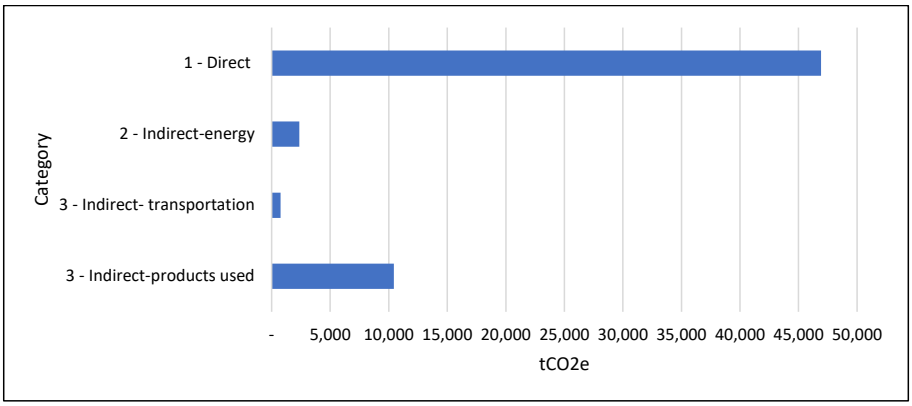


Figure 2: Emissions (tCO_2e) by category in 2025/26

Table 3: Comparison of historical emissions inventories

Category (ISO 14064-1:2018)	Scope	Baseline 2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)
Category 1: Direct emissions	Scope 1	75,176.26	45,955.43	46,924.75
Category 2: Indirect emissions from imported energy (location-based)	Scope 2	3,740.76	2,580.10	2,367.81
Category 3: Indirect emissions from transportation	Scope 3	865.28	713.48	763.86
Category 4: Indirect emissions from products used by organisation	Scope 3	7,486.98	10,291.31	10,440.03
Category 5: Indirect emissions from use of sold products	Scope 3	0.00	0.00	0.00
Category 6: Indirect emissions from other sources	Scope 3	0.00	0.00	0.00
Total direct emissions		**75,176.26**	**45,955.43**	**46,924.75**
Total indirect emissions		**12,093.01**	**13,584.89**	**13,571.70**
Total gross emissions		**87,269.27**	**59,540.33**	**60,496.45**
Category 1 direct removals		0.00	0.00	0.00
Purchased emission reductions		0.00	0.00	0.00
Total net emissions		**87,269.27**	**59,540.33**	**60,496.45**

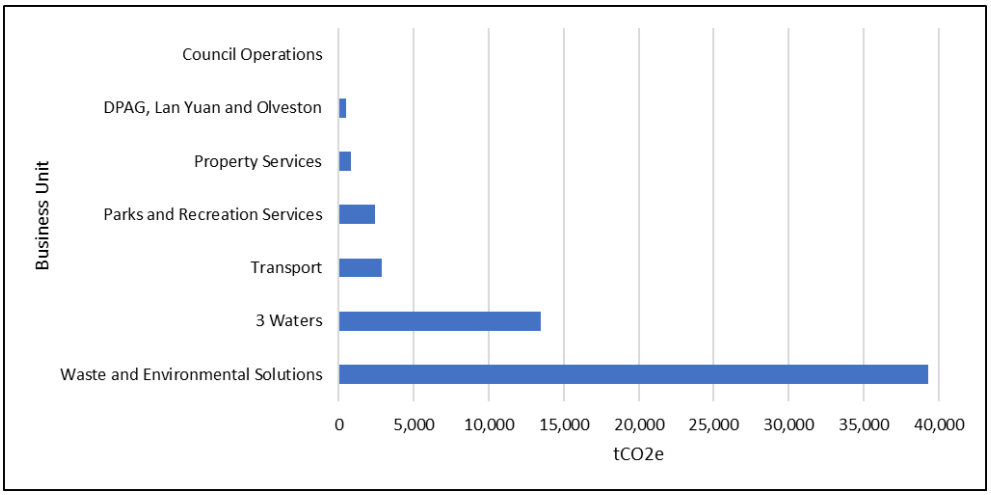


Figure 3: Emissions (tCO_2e) by business unit in 2025/26

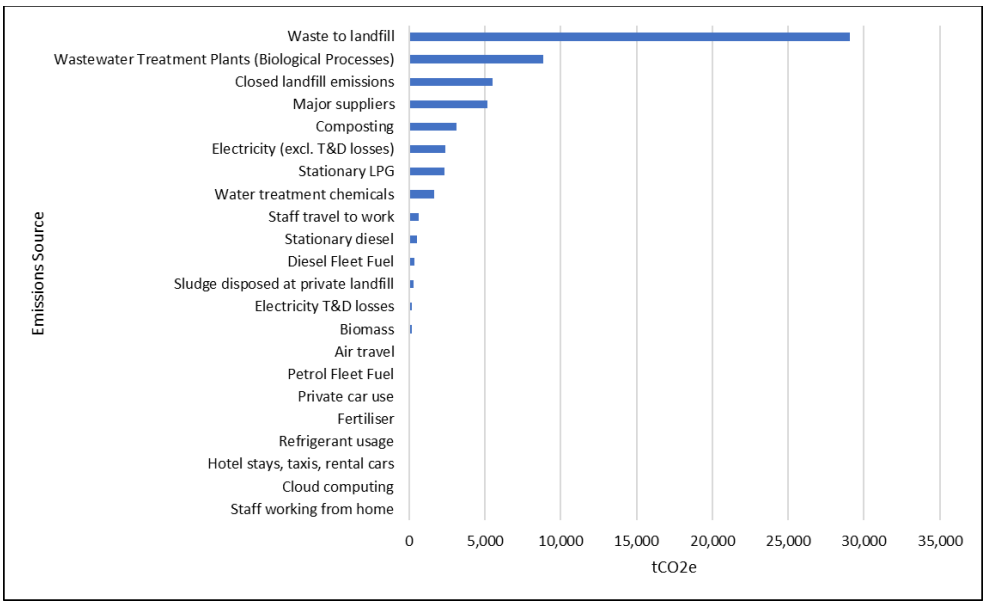


Figure 4: Emissions (tCO_2e) by source in 2025/26

1.3 Organisational Context

1.3.1 Organisation Description

DCC is the local authority of the residents and ratepayers of Dunedin. The activities undertaken by the DCC include water supply; wastewater collection and treatment; storm water management; solid waste management; provision of transportation infrastructure and street lighting; arts and cultural facilities including libraries, museums, and a public art gallery; parks, recreation, and aquatic facilities; and the provision of regulatory, community and economic development services.

Further information about the DCC's activities, including Annual and Long Term Plans, is located at www.dunedin.govt.nz.

Commitment to reducing emissions

The DCC began measuring and reporting its emissions in 2013 and has continued to do so on an annual basis. Since then, various emissions reduction actions have been implemented to reduce the DCC's emissions.

Dunedin City Council declared a Climate Emergency in 2019, and set a target for Ōtepoti Dunedin to achieve net zero emissions (excluding biogenic methane) by 2030. In September 2026, based on updated emissions modelling showing the 2030 net zero target was highly unlikely to be achieved, the Dunedin City Council adopted the following Ōtepoti Dunedin emissions reduction targets:

- For all greenhouse gases excluding biogenic methane:
    - A 30% reduction in gross emissions by 2030/31, compared with 2018/19
    - Net zero emissions (excluding biogenic methane) by 2040
- For biogenic methane:
    - A 10% reduction in biogenic methane by 2030, against 2017 levels
    - A 35-47% reduction in biogenic methane by 2050, against 2017 levels

Ōtepoti Dunedin's total net emissions (excluding biogenic methane) reduced 9% between 2018/19 and 2024/25, being approximately 641,000 tonnes of carbon dioxide equivalent (tCO2e) in 2024/25.

Ōtepoti Dunedin's total biogenic methane emissions reduced 13% between 2018/19 and 2024/25, being approximately 479,000 tCO2e in 2024/25.

Achieving net zero carbon as a city will require significant emissions reductions in transport, stationary energy, agriculture, industrial processes and products use, as well as an increase to current rates of carbon sequestration to balance residual emissions.

Achieving a 35-47% reduction in biogenic methane by 2050 will require significant reductions in waste to landfill, wastewater, and agricultural biogenic methane emissions.

In June 2022, Council adopted a Zero Carbon Policy, with the stated purpose of ensuring that the DCC's activities "minimise emissions and contribute to achieving both city-wide and

DCC emissions reduction targets", including by "implementing city-wide emissions reduction plans and DCC emission reduction plans".

The Zero Carbon Policy specifies that the DCC will seek to achieve or exceed adopted city and DCC organisational emissions reduction targets and directs the organisation to prioritise gross emissions reduction.

The Policy also directs that the DCC will monitor, measure, report, manage, verify and publicly report DCC emissions on a regular basis, in accordance with the requirements set out in ISO-14064:2018.

In September 2023, Council adopted the Zero Carbon Plan setting out the actions required for Dunedin city to meet the net zero emissions (excluding biogenic methane) target, and the separate biogenic methane targets.

In September 2025, the Executive Leadership Team (ELT) adopted the current Emissions Management and Reduction Plan 2025/26 to 2029/30 (EMRP). This plan sets out DCC's intended approach to reducing emissions over the period 2025/26 to 2029/30.

The DCC's own emissions are significant at the city scale. As of 2024/25, emissions from open and closed landfills and wastewater treatment, which were responsible for more than three quarters of the DCC's emissions in 2024/25, also constitute approximately 3.3 percent of Dunedin city's emissions[4].

Addressing the DCC's emissions is therefore an important contribution to city-wide emissions reduction efforts. DCC leadership in achieving emissions reductions is also important to facilitate city-wide emissions reductions with credibility.

Emissions reporting

The DCC produces this inventory annually to assess and transparently report on progress towards organisational emissions reduction targets. Making progress on organisational emissions also constitutes part of DCC's contribution towards Dunedin's targets.

1.3.2 Statement of Intent

This inventory forms part of the organisation's commitment to measure and manage down emissions.

Intended use and users

The essential intended use of the inventory is to ensure compliance with the requirements of the ISO-14064:2018 emissions reporting standard, and to accurately measure changes in DCC's emissions, including progress towards its emissions reduction targets.

The DCC is committed to making its verified emissions inventory publicly accessible on the DCC website. In that sense the report is intended for DCC councillors, staff and suppliers,

[4] The city's waste/wastewater emissions also include some emissions not within DCC's organisational inventory, such as residential wastewater septic systems, waste deposited at private landfills, and non-DCC closed landfills.

Dunedin residents, the Local Government Funding Agency and other parties across Aotearoa New Zealand interested in DCC's efforts to manage down emissions.

1.3.3 Person Responsible

The Manager - Zero Carbon, DCC is responsible for monitoring overall emissions inventory measurement and reduction performance and reporting results to executive management/Council. The Manager – Zero Carbon is also responsible for oversight, management, and coordination of the wider Zero Carbon work programme.

Executive management involvement

The Chief Executive Officer is the sponsor of the Zero Carbon work programme and is ultimately accountable for ensuring the programme achieves its objectives, including EMRP delivery and achievement of EMRP targets.

Executive management and governance commitment

As evidenced by adoption of the EMRP, and executive involvement in work programme oversight, the DCC's ELT is committed to implementing the emissions reduction actions listed in Chapter 2.

As set out above, the elected Council has set city targets for emissions reduction. Council commitments to reducing both city and DCC emissions, are embedded in the DCC's strategic and policy framework and have been reaffirmed by a number of Council resolutions in recent years.

Most notable amongst these commitments were the following:

- In 2013, started annual measurement and reporting of DCC emissions
- In 2015, joining the Global Covenant of Mayors for Climate and Energy
- In 2017, adoption of a Carbon Management Policy for the DCC.
- In 2019, declaration of a climate emergency and adoption of a target for Dunedin to achieve net zero greenhouse gas emissions (excluding biogenic methane) by 2030
- In 2019, establishment of a dedicated, specifically funded work programme to meet climate change mitigation planning needs (the 'Zero Carbon work programme').
- In 2021, resolving to establish a Zero Carbon Alliance for the city, to support the city's major institutions to achieve emissions reduction.
- In 2022, replacing the Carbon Management Policy with a Zero Carbon Policy, to ensure that the DCC's activities minimise emissions and contribute to achieving both Dunedin and DCC emissions reduction targets.
- In 2023, adopting the Zero Carbon Plan, which sets out the actions required for Dunedin to achieve its target.
- In 2025, resolving to include provision in the 9 year plan 2025 - 34 for a wide range of projects and initiatives that will reduce emissions, both at the Dunedin and DCC scale.

- In September 2026, updating Ōtepoti Dunedin's emissions targets, with a near term gross emissions reduction target, a 2040 net zero target (excluding biogenic methane), and separate biogenic methane emissions reduction targets.

1.3.4 Reporting Period

Base year measurement period: 01 July 2018 to 30 June 2019

The DCC's base year is July 2018 to June 2019. The EMRP uses the same base year.

The DCC used 2013/14 as its baseline year until 2022/23, when it was updated to 2018/19. The change was made to reflect both the significant increases in the scope of DCC's organisational inventory, and the changes in the methodologies used to calculate emissions in recent years.

The emissions baseline has been updated predominantly using 2018/19 data, however, for some emissions sources the reporting methodology has changed, or data from 2018/19 is unavailable due to the emissions source being recently added to the inventory. Where data is unavailable for 2018/19, the earliest data available has been used.

Update on Baseline Recalculation in 2025/26

A detailed breakdown of the DCC's baseline is attached as Appendix 5, which notes emissions sources where data other than 2018/19 is used. The DCC's base year recalculation policy is also included in Appendix 5, as is a detailed explanation of changes in the DCC baseline since the 2024/25 Inventory Management Report, which include corrections to baseline figures reported previously, as well as updates to some of the emissions factors used.

This has resulted in baseline emissions of 87,269 tCO2e in this IMR, compared with 86,458 tCO2e in the 2024/25 IMR. A breakdown of the key changes since the 2024/25 IMR and the emissions factors used in the baseline are included in Appendix 5.

Measurement period of this report: 01 July 2025 to 30 June 2026

DCC inventory reporting is conducted annually and aligned with the financial year of 1 July to 30 June. This allows DCC to readily compare emissions reporting with financial measures.

1.3.5 Operational control consolidation approach

An operational control consolidation approach was used to account for emissions.

Organisational boundaries were set with reference to the methodology described in the GHG Protocol and ISO 14064-1:2018 standards.

Justification of consolidation approach

The operational control consolidation approach is the best fit for the DCC. The DCC account for the emissions from operations DCC control, including indirect emissions from major suppliers of services such as rubbish/recycling collection or roading maintenance in this

2025/26 inventory. DCC do not account for emissions from operations where DCC have a financial interest but have no control.

DCC are considering inclusion of indirect emissions associated with investments, such as Council Controlled Organisations, for the 2026/27 reporting year onwards.

Organisational structure

Figure 5 shows what has been included within the organisational boundary, in the context of the overall structure.

The organisational chart outlines the core DCC departments as well as council-controlled organisations. The blue boxes indicate departments that have been included in the emissions inventory, while the green boxes indicate exclusions.

The chart excludes non-trading companies for which either the DCC or DCHL holds shareholdings (Tourism Dunedin Ltd, Dunedin Visitor Centre Ltd, Otago Power Ltd, Lakes Contract Services Ltd).

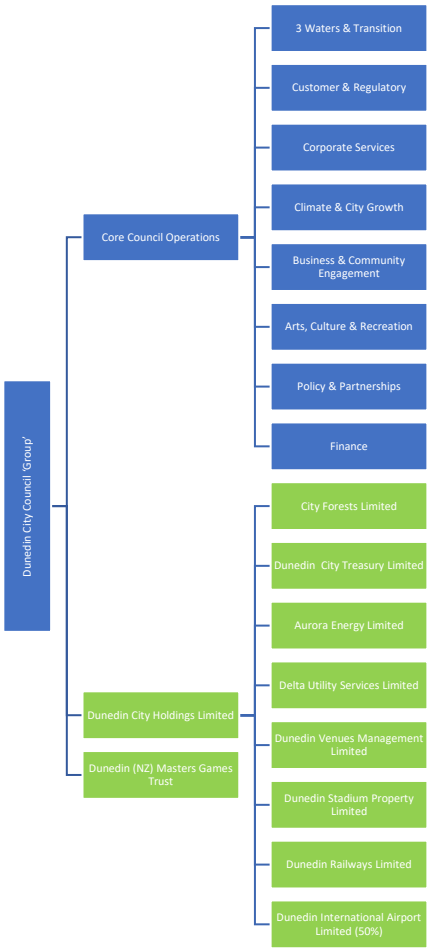
The chart also excludes a number of companies the DCC holds shares in. These include Golden Block Investments Limited (49%), New Zealand Centre of Digital Excellence (49%), Upstart Incubation Trustee Company (33%) and Civic Financial Services Limited (4.19%). The DCC has concluded that the DCC does not have operational control in these companies. While DCC is in a position to exercise significant influence in some, it does not have a majority shareholding in any.

For clarity, while they are shown as outside of DCC's footprint in Figure 5, the portion of Delta Utility Services Limited's emissions related to Parks and Recreation Services activity (undertaken on DCC's behalf) has been included as indirect Category 4 emissions in this inventory.

For the purposes of the 2025/26 emissions inventory, the DCC's emissions are reported at an organisational level.

The DCC is based at the Civic Centre, 50 The Octagon, Dunedin. However, many sites throughout the city are associated with the DCC.

Table 4 provides an overview of each department within DCC, and their functions. Please note that each department hosts a number of business units (such as those reported in Figure 2).



Key: Blue denotes inventory inclusions; green denotes exclusions

Figure 5: Organisational structure

Table 4: Brief description of departments, teams and sites in this emissions inventory

Departments	Teams	Key services/facilities provided
3 Waters & Transition	3 Waters, City Development	Water production and supply, wastewater treatment and stormwater management, city planning, resource management.
Customer and Regulatory Services	Building Services, Resource Consents, Compliance Solutions, Customer Services, i-Site Visitors Centre	Customer and regulatory services including customer services agency, building control, environmental health, and compliance.
Corporate Services	People and Capability, Business Information Services, Quality Improvement, Risk and Internal Audit, Commercial Services, Health and Safety, Property Services, Legal Counsel.	HR and IT, contract management, project management, health and safety, and property services including parking operations.
City Services	Transport, Waste and Environmental Solutions, Zero Carbon, Climate Adaptation and Resilience	Provision of rubbish and recycling services, waste minimisation education, implementation of Waste Minimisation and Management Plan, roading network, climate change mitigation and adaptation.
Business and Community Engagement	Enterprise Dunedin, Communications and City Marketing, Events, Governance, Corporate Planner	City wide economic development strategy and support, city events and oversight.
Arts, Culture and Recreation	Dunedin Public Library, Mosgiel Library, Other Community Libraries, Dunedin Public Art Gallery, Toitū Otago Settlers Museum, Lan Yuan Chinese Gardens, Olveston, Parks and Recreation Services, City of Literature, Creative Partnerships	Dunedin Public Libraries, Olveston Historic Home, Dunedin Public Art Gallery, Toitū Otago Settlers Museum, and Lan Yuan Chinese Gardens, Botanic Gardens, Parks and Reserves, Cemeteries, and Swimming Pools.
Policy and Partnerships	Māori Partnerships, Māori Cultural Capability, Community Partnerships, Corporate Policy, Policy Advisor Housing, Taskforce Green, Community Development	Council wide strategy, embedding working in partnership with mana whenua across the organisation.
Finance Group	Finance Team	Financial services.
Council Operations	All emissions that cannot easily be reported at a level other than organisation-wide, such as staff commuting, pool fleet vehicles fuel use, councillors and executive leadership travel.	Councillor support, executive functions.

1.3.6 Exclusions

Dunedin City Holdings Limited and its subsidiaries, DCC investment properties and companies were excluded from this inventory as they are not directly managed by the DCC and do not deliver core DCC functions.

This includes non-trading companies for which either the DCC or DCHL holds shareholdings (Tourism Dunedin Ltd, Dunedin Visitor Centre Ltd, Otago Power Ltd, Lakes Contract Services Ltd), and companies the DCC holds shares (Golden Block Investments Limited (49%), New Zealand Centre of Digital Excellence (49%), Upstart Incubation Trustee Company (33%) and Civic Financial Services Limited (4.19%)).

The exclusion of all of these entities has been reviewed through 2025/26 for alignment with evolving best practice, and DCC is considering including these entities in emissions reporting from 2026/27 onwards.

The DCC is also considering ways to bring the following indirect emissions sources into reporting from 2026/27 onwards:

- Land leased for agricultural purposes
- Capital goods purchased

DCC first reported emissions from nine key suppliers considered to be the most emissions intensive in 2021/22. Since then, as existing contracts expire and new services are procured, new contracts include emissions reporting clauses where appropriate.

This has led to a further three suppliers reporting their emissions. The twelve suppliers include roading maintenance and construction, 3 Waters pipeline renewals and maintenance, rubbish/recycling/organics collection, landfill management, parks and recreation maintenance, and security services.

Some smaller civil and building construction contractors, and other smaller suppliers such as providers of office supplies have not been included in this inventory.

Chapter 2: Emissions Management and Reduction Report

2.1 Emissions Reduction Results

Table 5 provides a summary of 2025/26 emissions by source, with comparison to 2024/25 and baseline emissions.

Table 5: Emissions inventory by emissions source (tCO2e)

Category (ISO 14064-1:2018)	Scope (ISO 14064-1:2006)	Emissions Sub-Group	2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)
Category 1: Direct emissions	Scope 1	Biomass	8.70	162.70	165.69
		Closed landfill emissions	8,127.87	5,791.38	5,498.24
		Fleet Fuel Diesel	325.27	353.42	353.32
		Diesel stationary energy	756.41	615.12	540.67
		Fertliser	13.45	13.99	19.30
		LPG	1,956.59	2,505.49	2,329.08
		Fleet Fuel Petrol	155.25	80.72	79.03
		Refrigerant Leakage	345.86	149.43	8.66
		Waste to landfill	53,602.74	26,924.79	29,068.97
		WWTP	9,884.13	9,358.41	8,861.80
Category 2: Indirect emissions from imported energy	Scope 2	Electricity	3,740.76	2,580.10	2,367.81
Category 3: Indirect emissions from transportation	Scope 3	Air travel	312.47	106.37	86.93
		Hotel stays	4.05	2.39	2.63
		Private cars	21.01	22.51	22.64
		Rental cars	0.14	0.97	0.66
		Staff Travel to Work (incl. working from home)	525.28	580.60	650.43
		Taxis	2.32	0.64	0.56
Category 4: Indirect emissions from products used by organisation	Scope 3	Major Suppliers	5,132.61	5,173.21	5,165.00
		Water treatment chemicals	2,080.25	1,876.10	1,664.89
		Composting (non DCC facility)	0	3,005.57	3,125.94
		Electricity T&D losses	274.12	195.36	179.29
		Wastewater treatment - sludge disposed at private landfill	0	41.06	301.20

		Cloud computing	0	N/A[5]	3.72
Total			**87,269.27**	**59,540.33**	**60,496.45**

[5] Cloud computing emissions for 2024/25 were not provided by Microsoft.

2.2 Significant Sources

Waste to landfill
48% of DCC's emissions in 2025/26
(down 46% since baseline)

Waste to landfill continues to be the DCC's largest source of emissions, however there have been significant reductions from this emissions source - from 53,603 tCO2e in the baseline year to 29,069 tCO2e in 2025/26. The reduction in emissions that has been achieved over this time is primarily due to improvements in the landfill gas capture and destruction.

Landfill gas management improved slightly in 2025, with 49.8% of landfill gas collected and destroyed in 2025 compared with 49.1% in 2024. These gains were outweighed by the impact of a higher Unique Emissions Factor for Green Island landfill, and a slight increase in waste volumes (2.6%) compared with 2024/25.

This led to the emissions from waste to landfill being 8% higher in 2025/26 compared with 2024/25.

The changes to the Unique Emissions Factors are outlined below.

Changes in the Unique Emissions Factor:

The MfE has recently updated the Landfill Unique Emissions Factor regulations. This technical accounting change affects calculation of certified Green Island landfill emissions, as the default emissions per tonne of waste (before landfill gas capture and destruction efficiency is considered) are 12% higher in 2025 compared with 2022-2024.

The result of this accounting change is that certified Green Island landfill emissions for the 2025 calendar year were 0.513tCO2e per tonne of waste, higher than the 0.463tCO2e per tonne of waste for the 2024 calendar year. If the new default emissions per tonne of waste was applied to historic calculations, then waste emissions for 2025/26 would have been 2% higher than 2024/2025 (due to increased waste tonnages).

Wastewater Treatment Emissions
15% of DCC's emissions in 2025/26
(down 10% since baseline)

Wastewater treatment plant (WWTP) emissions are the second largest source of DCC emissions in 2025/26, behind waste to landfill emissions. The emissions for 2025/26 are calculated using both time series data taken from SCADA ID tags monitoring aspects of plant operation such as wastewater flows within WWTPs, as well as lab test data for the three largest WWTPs (Green Island, Mosgiel, Tahuna).

Emissions from the four smaller WWTPs (Middlemarch, Warrington, Seacliff, Waikouaiti) are calculated using population estimates, with these estimates unchanged between 2023/24 and 2025/26.

Major Suppliers
9% of DCC's emissions in 2025/26
(up 1% since baseline)

The DCC have been reporting major supplier emissions since 2021/22, with the emissions from this source relatively similar over the 2021/22 to 2024/25 period (5,133 tCO2e in 2021/22, compared with 5,174 tCO2e in 2024/25). Emissions in 2025/26 reduced to 5,165 tCO2e.

The most significant supplier emissions stem from services where heavy machinery/vehicles are required, including roading construction/maintenance, landfill management, and refuse/recycling collection. As discussed in section 1.3.6, the DCC continues to expand the number of contractors reported in the emissions inventory.

Electricity (including T&D losses)
4% of DCC's emissions in 2025/26
(down 37% since 2018/19)

Emissions from stationary electricity have reduced 37% in 2025/26 compared with the baseline year (down 8% compared with 2024/25). The decrease in emissions from electricity during 2025/26 is primarily due to a higher share of renewable energy sources contributing to electricity generation compared with 2024/25.

Stationary LPG
4% of DCC's emissions in 2025/26
(up 19% since 2018/19)

Stationary LPG emissions are 19% higher in 2025/26 compared to the baseline year. This is primarily due to Moana Pool LPG consumption being higher than in the baseline year (1,161tCO2e from Moana Pool LPG in 2025/26 compared with 985tCO2e in 2018/19).

While stationary LPG emissions are significantly higher than in the baseline year, they are down 7% compared with 2024/25. This is primarily due to less LPG consumption at Anderson's Bay Crematorium, the Dunedin Public Art Gallery, and Moana Pool. Stationary LPG consumption at Moana Pool decreased by 14% during 2025/26 compared with 2024/25.

Reductions in LPG use at Moana Pool over 2025/26 are considered due to energy efficiency gains, through actions such as the repair of water leaks when refurbishing the Lap/Dive Pool, as well as identifying and resolving an issue with a valve in the heat recovery system being plumbed incorrectly.

Water treatment chemicals
3% of DCC's emissions in 2025/26
(down 20% since 2021/22)

Further reductions in emissions associated with water treatment chemicals were achieved in 2025/26, with emissions 11% lower than in 2024/25 (1,661tCO2e in 2025/26 compared with 1,873tCO2e in 2024/25). Given the regulatory and public health requirements to treat drinking water to safe standards, there are anticipated limits on the extent to which emissions

from this source can be mitigated or reduced. However, whenever possible the DCC is procuring chemicals locally. In 2025/26 projects to optimise water treatment plant processes have also led to reductions in the total amount of chemicals needed.

Stationary diesel

1% of DCC's emissions in 2025/26
(down 29% since 2018/19)

Emissions from stationary diesel decreased by 12% in 2025/26 compared with 2024/25 and are 29% lower than in the 2018/19 baseline year.

Sludge incineration at Tahuna WWTP causes the majority of the DCC's stationary diesel consumption. From April to June 2026 the sludge incinerator at Tahuna WWTP underwent scheduled maintenance resulting in a diversion of sludge to a private landfill and thus a reduction in on-site stationary diesel use. Additionally, there was a reduction in stationary diesel consumption at Mosgiel WWTP. This was in part due to the biogas digester being operational at Mosgiel WWTP throughout 2025/26. In previous years stationary diesel was needed in plant processes when the biogas digester was not operational.

In 2025/26, emissions from stationary diesel use were down 2% at Tahuna WWTP and down 39% at Mosgiel WWTP compared with 2024/25.

Stationary diesel use at other sites is largely required during periods of high rainfall when additional pumping is required.

Influence over activities

The DCC has considerable influence over stationary energy (electricity, diesel, LPG) given the organisation owns the facilities and assets involved. There are several existing actions underway or being investigated to address emissions from these sources, covered in more detail under section 2.4 of this report. Similarly, waste-to-landfill and wastewater emissions are significant sources within DCC's direct influence as the owner and manager of receiving facilities. Projects outlined in section 2.4 aim to reduce these emissions over time.

In 2023, the DCC launched its Procurement Emission Standards, which transparently communicate emissions-related expectations to potential suppliers. There is now a clear expectation that relevant contracts with high likelihood of generating significant emissions are added to reporting, with emissions reduction targets included in contracts where appropriate.

Significant sources that cannot be influenced

Many of the closed landfill sites managed by DCC have not received waste for a considerable period. As such, mitigating the methane emissions from these sites through initiatives such as installing landfill gas capture and flaring infrastructure would not be viable. The emissions from these closed landfills sites will continue to decrease over time, as the organic material deposited decays.

2.3 Emissions Reduction Targets and Tracking

The DCC's EMRP 2025/26-2029/30 includes emissions reduction targets through to 2029/30.

It also includes a target for DCC to achieve net zero emissions no later than 2050.

Under the Zero Carbon Policy, the DCC's emissions reduction approach is to align targets with endeavours to limit global warming to 1.5°C above pre-industrial levels. The Science-based Targets Initiative provides guidance on how to set targets in line with what climate science deems necessary to avoid catastrophic climate change and reach net-zero by 2050 at latest. In setting the 2029/30 target, the DCC considered the Science-based Targets Initiative guidance on the level of emissions reduction consistent with efforts to keep global warming below 1.5ºC above pre-industrial levels. However, the DCC has not sought accreditation from the Science-based Targets Initiative for its organisational emissions reduction efforts.

Table 6 provides details of the organisational emission reduction targets included in the DCC's EMRP 2024/25-2029/30, and progress against these.

The DCC's 2025/26 result is:

- 3,073.27tCO_2e above the DCC's 2026/27 target of a 34.2% reduction from baseline
- 13,545.58tCO_2e above the DCC's 2029/30 target of a 46.2% reduction from baseline.

Table 6: DCC organisation emissions targets and tracking

Scope of target	Target (Relative to baseline)	2018/19 Baseline (tCO_2e)	2025/26 (tCO_2e)	Tracking 2025/26 relative to baseline (% change)	Responsibility
All DCC emissions	34.2% reduction in annual tCO2e emissions by 2026/27	87,269.27	60,496.45	-31%	Executive Leadership Team
All DCC emissions	46.2% reduction in annual tCO2e emissions by 2029/30	87,269.27	60,496.45	-31%	Executive Leadership Team

Figure 6 shows the EMRP baseline, and actual DCC emissions over the period 2022/23 to 2025/26, along with the DCC's emissions reduction targets for 2026/27 and 2029/30 (grey).

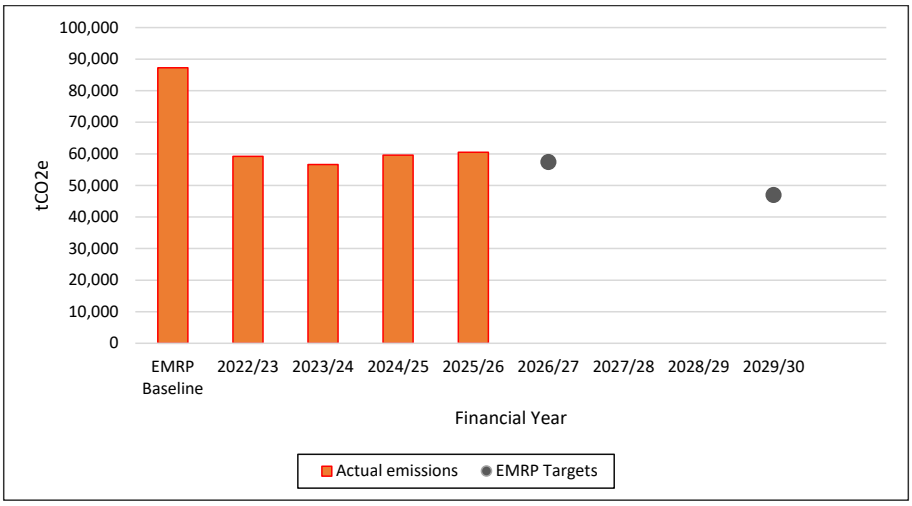


Figure 6: DCC EMRP baseline emissions, actual DCC emissions for 2022/23-2025/26, and EMRP targets

2.4 Detailed Tracking of Emissions Sources and Reduction Projects

The sections below provide detailed tracking of emissions sources across DCC, as well as EMRP projects to address these emissions. Emissions sources are ordered from the largest to the smallest, rather than by emissions category.

These sections reference 2029/30 targets for each emissions source based on the DCC's EMRP 2025/26-2029/30, approved in September 2025. Progress is also assessed against the delivery timeframes anticipated at the point the EMRP was adopted.

2.4.1 Waste

Background

Waste makes up most of the DCC's emissions inventory, accounting for **62% of emissions in the 2025/26 financial year** (48% from waste to Green Island landfill, 9% from closed landfills and 5% associated with composting).

Waste to Green Island landfill includes waste deposited by community and businesses, and from kerbside collections. It is included in the DCC's inventory because the DCC is the owner and operator of the landfill. Methane emissions are generated from landfilled waste as organic materials decay trapped underneath inorganic materials such as building rubble or plastics.

Tracking against EMRP targets

Table 7 below provides a detailed overview of EMRP targets for the waste emissions category, an overview of emissions for the baseline and last financial year, as well as the 2025/26 emissions tracking against the 2029/30 EMRP target.

Waste to landfill and composting emissions were above the 2029/30 target. Emissions from closed landfills will gradually reduce through to 2029/30 based on the gradual decomposition of historically deposited waste at the closed DCC landfill sites.

In order to meet the EMRP target, waste emissions will need to reduce 10,976.15tCO2e by 2029/30 compared with 2025/26.

Table 7: Waste emissions overview

Emission Source (Waste)	Baseline 2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)	*2029/30 target (tCO_2e)*	Current year – actual vs target (tCO_2e)
Green Island Landfill	53,603	26,925	29,069	*18,352*	9,952.91
Composting	0	3,006	3,126	*3,890*	
Closed landfills	8,128	5,791	5,498	*4,475*	1,023.24
Total	**61,730.61**	**35,721.74**	**37,693.15**	***26,717.00***	**10,976.15**

Green Island landfill and composting emissions

The significant reduction in waste emissions since baseline year is primarily due to improvements in landfill gas capture and destruction. Further improvements in gas capture and destruction are anticipated: a new gas flare was installed at Green Island landfill in January 2025. The flare is certified to destroy (burn) more landfill gas than the previous gas flare, which has the effect of lowering emissions per tonne of waste.

Landfill gas management improved slightly in 2025, with 49.8% of landfill gas collected and destroyed in 2025 compared with 49.1% in 2024. These gains were outweighed by the impact of a higher Unique Emissions Factor for Green Island landfill, and a slight increase in waste volumes (2.6%) compared with 2024/25.

The changes to the Unique Emissions Factors, and the impact these have had on 2025/26 emissions compared with 2022-2024 results are covered above in Section 2.2 *Significant Sources.*

The introduction of kerbside organics collection has also contributed to reductions in waste to landfill emissions compared to the baseline year. 17,801 tonnes of organic material was collected in 2025/26, similar to 2024/25 (17,116 tonnes). Composting organic material does result in some emissions, however these are lower than if the material was landfilled instead,

with the resulting compost able to be beneficially reused. Composting emissions were 3,125tCO_2e in 2025/26.

Construction is underway on a local DCC owned and operated composting facility (in the interim composting is sent to a private composting facility outside of the district). Progress on projects to divert organic and other waste streams from landfill are outlined in Table 8 below.

There are some actions which will not be easily measured within the DCC's inventory if the waste source is inert (does not directly cause emissions in landfill), such as diversion of greater quantities of construction and demolition waste for beneficial re-use. Such actions are anticipated to have emissions reduction benefits at the city-scale, for example through reductions in freight and broader emissions reduction benefits beyond Dunedin city boundaries through greater re-use of materials rather than newly manufactured materials.

Progress on EMRP actions

EMRP projects that will reduce emissions from waste are set out in the table below. In broad terms they seek to:
• Use resources in a more circular way
• Divert more waste from landfill
• Improve landfill and wastewater gas management.

In 2025/26, **13 of the 35 EMRP actions to address waste to landfill emissions were progressed.** 19 were not advanced in 2025/26, as shown in Table 8 below.

As at 30 June 2026:

- 7 were on track to be completed as scheduled (green), and
- 6 were subject to delays or changes in scope, but with emissions reductions still anticipated be partially or wholly realised (amber).
- 19 were not on track, with no mitigation currently in place (red).
- 4 are not due to begin until subsequent financial years (N/A).

Table 8: Waste emissions reduction projects

Project	Zero Carbon Plan action #	Timeframe	Lead team within DCC	Tracking 2025/26
Continue to develop and support existing resource recovery parks: Green Island, Waikouaiti, Middlemarch	R1.1.1	Ongoing	Waste and Environmental Solutions	G
Develop a central city location for collection of recyclable materials and sale of diverted items (a 'second Rummage store')	R1.1.2	2026/27-2027/28	Waste and Environmental Solutions	N/A

Provide rural recycling hubs	R1.1.3	2025/26-2033/34	Waste and Environmental Solutions	R
Work with community partners to support three or more communities to establish new community-led resource/recycling centres in local neighbourhoods	R1.1.4	2025/26-2027/28	Waste and Environmental Solutions	R
Complete business case for a wider network of community-led resource/recycling centres in local neighbourhoods	R1.1.5	2025/26	Waste and Environmental Solutions	R
Support communities to operate and develop community-led resource/recycling centres into self-sustaining operating models	R1.1.6	2023/24-2027/28	Waste and Environmental Solutions	R
Work with community partners to progressively expand the network of community-led resource/recycling centres	R1.1.7	2023/24-2030/31	Waste and Environmental Solutions	R
Continue to support/run and grow a calendar of community events and education to divert household items from landfill, including repair cafes and Para Kore	R1.1.8	Ongoing	Waste and Environmental Solutions	A
Expand supports for waste minimisation education, projects, facilities, and services to include initiatives that support resource circularity, and to ensure that key services can access multi-year funding.	R1.2.1	Ongoing	Waste and Environmental Solutions	A
Progress collaborative work on circular economy with partners	R1.2.2a	Ongoing	Zero Carbon	G
Construct new Green Island composting facility	R1.3.1	2025/26-2026/27	Waste and Environmental Solutions	A
Explore options to prevent organics entering DCC owned landfills once alternative disposal solutions are available	R1.3.3	2026/27	Waste and Environmental Solutions	N/A
Encourage and support waste-related improvements to regional planning documents, including improved provisions for composting	R1.3.4	Ongoing	Waste and Environmental Solutions	G
Construct Green Island facility for storing timber diverted from landfill	R1.4.1	2025/26-2027/28	Waste and Environmental Solutions	G
Continue collaborating with other councils to identify or create solution for timber and other regional waste processing infrastructure	R1.4.2	Ongoing	Waste and Environmental Solutions	A
Explore with community partners the potential for construction waste re-use hub(s)	R1.4.3	2025/2026	Waste and Environmental Solutions	R

Support the establishment and operation of construction waste re-use hub(s)	R1.4.4	2026/27-2027/28	Waste and Environmental Solutions	N/A
Explore options for incentives to encourage low carbon, circular, low waste design for construction projects	R1.4.5	2025/26	Waste and Environmental Solutions	R
Implement incentives for low carbon, circular, low waste design for construction projects	R1.4.6	2025/26-2030/31	Waste and Environmental Solutions	R
Explore ways to support the establishment and operation of building deconstruction services	R1.4.7	2025/26	Waste and Environmental Solutions	R
Support the establishment and operation of building deconstruction services	R1.4.8	2025/26-2030/31	Waste and Environmental Solutions	R
Deliver a pilot programme for construction waste separation	R1.4.9	2025/26	Waste and Environmental Solutions	R
Undertake and publish case studies on separating construction waste and reducing waste in design	R1.4.10	2025/26	Waste and Environmental Solutions	R
Publish information about best practice for reducing construction material use and waste through design and construction	R1.4.11	2025/26	Waste and Environmental Solutions	G
Continue to expand provision of waste minimisation information and education, including developing an online information hub, a mobile waste education unit and delivering a business education programme	R1.5.1	Ongoing	Waste and Environmental Solutions	R
Construct new resource recovery park at Green Island to provide infrastructure for waste diversion	R1.5.2	2023/24-2026/27	Waste and Environmental Solutions	A
Explore how to best support businesses to undertake waste audits and develop waste minimisation plans	R1.5.4	Ongoing	Waste and Environmental Solutions	R
Support business to undertake waste audits and develop waste minimisation plans	R1.5.5	Ongoing	Waste and Environmental Solutions	R
Undertake study to determine source of paper sent to landfill	R1.6.3	2025/26-2030/31	Waste and Environmental Solutions	R
Use findings from R1.6.3 to plan and implement actions to reduce, re-use, or recycle paper	R1.6.4	2025/26-2030/31	Waste and Environmental Solutions	R
Undertake study to determine source and composition of textiles sent to landfill	R1.6.5	2025/26-2030/31	Waste and Environmental Solutions	R
Use findings to plan and implement actions to reduce, re-use, or recycle textiles	R1.6.6	2025/26-2030/31	Waste and Environmental Solutions	R
Complete business case for bioresources facility	R3.7.1	2025/26	3 Waters	G

Deliver bioresources facility (Phase 1 - 2000T per annum)	R3.7.2a	2026/27- 2029/30	3 Waters	N/A
Purchase and install gas engine at Green Island Landfill	R3.8.2	2024/25-2026/27	Waste and Environmental Solutions	A
Continue work to optimise gas capture and destruction at Green Island Landfill	R3.8.3	Ongoing	Waste and Environmental Solutions	G

Closed landfills

Background

The DCC report on emissions from closed landfills managed and owned by the DCC. Emissions from waste continue long after it has been deposited in landfill, due to organic materials being trapped underneath inorganic materials, leading to the slow decay (or break down) of organic material over many years and decades. Closed DCC landfills reflected in the inventory include those at North Taieri, Middlemarch, Forrester Park, Sawyers Bay and Waikouaiti.

Tracking against EMRP targets

Figure 7 below shows the projected closed landfill emissions through to 2029/30 if no intervention is taken. As such, DCC can expect to see emissions decline from DCC owned closed landfills over the coming years.

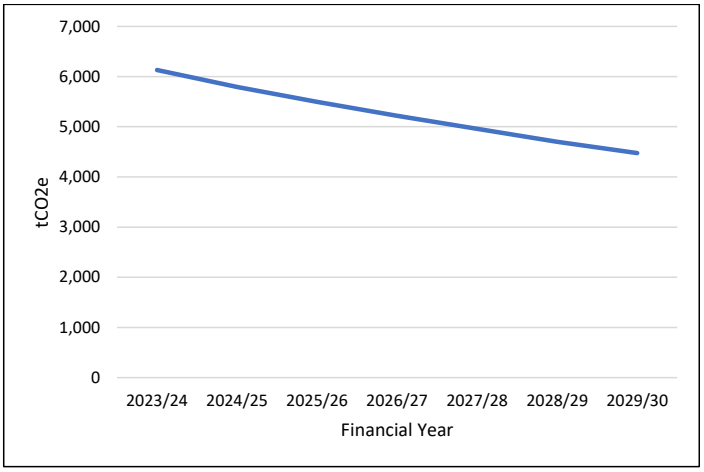


Figure 7. Projected emissions from the DCC's closed landfills 2023/24-2029/30

Progress on EMRP actions

There are no actions included within the EMRP to address emissions from closed landfills. The age, scale and form of each landfill mean it is not possible to capture and destroy landfill gas generated at these sites.

Waste generated from DCC operations

Background

Emissions associated with waste generated by DCC's own operations are included as a separate inventory item under Scope 0. This is because emissions from waste generated from DCC buildings and facilities is deposited at Green Island landfill and is already accounted for in DCC's emissions inventory as Category 1/Scope 1 emissions.

In the 2025/26 financial year, 43.55tCO2e of emissions associated with waste generated by DCC operations entered the landfill (from 82.43 tonnes of waste). This is down from 63.95tCO2e in 2024/25 and 125.35tCO2e in baseline year.

Progress on EMRP actions

DCC has previously completed waste audits for the Civic Centre building, with waste minimisation initiatives such as recycling, and paper towel replacement implemented.

DCC are also working to incorporate waste generated by DCC suppliers, such as that generated in construction, into the emissions inventory over time, as part of major suppliers emissions reporting (see section 2.4.3). However, as indicated above, it will be important to ensure these emissions are not double counted given all emissions from Green Island landfill are captured in the DCC's reporting.

2.4.2 Wastewater Treatment Emissions

Background

Emissions associated with wastewater treatment and disposal are the second largest emissions source within DCC's inventory, accounting for **15% of emissions in the 2025/26 financial year**. Emissions from operation of wastewater treatment plants (WWTPs) and disposal of sludge are also significant within the waste to landfill emissions (sludge deposited at Green Island and private landfills), stationary diesel emissions (Tahuna, Mosgiel and Green Island WWTP stationary diesel usage) and electricity emissions (with Tahuna WWTP alone accounting for more than a fifth of DCC's total electricity consumption in 2025/26).

Tracking against EMRP targets

Table 9 below provides a detailed overview of EMRP targets for the wastewater treatment emissions category, a summary of emissions for the last two financial years, as well as the 2025/26 emissions tracking against the 2029/30 EMRP target.

Overall, WWTP emissions in 2025/26 were 236.59tCO_2e below the 2029/30 EMRP target.

In particular, Green Island WWTP emissions in 2025/26 were 10% lower than in 2024/25. Operations staff identified and rectified a leaky valve which was causing recirculation of wastewater flow at Green Island WWTP. By fixing this, recirculation was reduced which has

resulted in reduced power consumption and biologica emissions which provides both a cost and emissions benefit.

Population-based emissions estimates for emissions from smaller WWTPs (Middlemarch, Warrington, Waikouaiti and Seacliff) remained the same.

Table 9[6]: Wastewater treatment plant emissions (biological processes)

Emission Source (WWTP)	Baseline 2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)	*2029/30 target (tCO_2e)*	Current year – actual vs target (tCO_2e)
Tahuna WWTP	5,219	5,140	4,955	*5,140*	-185.04
Green Island WWTP	3,644	3,199	2,871	*3,199*	-328.15
Mosgiel WWTP	744	741	758	*741*	17.04
Other Wastewater Sites - Middlemarch, Seacliff, Warrington, Waikouaiti	278	278	278	*278*	0.09
Sludge disposed at private landfill	0	41	301	*0*	301.20
Total	**9,884.41**	**9,399.73**	**9,163.13**	***9,358.00***	**-236.59**

Progress on EMRP actions

The modelled emissions for 2029/30 are based on known actions to reduce emissions from wastewater treatment. Further work is required to better understand emissions generated at the major WWTPs before additional specific actions can be identified – this work is underway.

In 2025/26, **4 EMRP actions to address wastewater treatment emissions were progressed, one has not started yet**.

As at 30 June 2026:

- 1 was on track to be completed as scheduled (green);
- 3 were subject to delays or changes in scope, but with emissions reductions still anticipated to be partially or wholly realised (amber); and
- 1 action had not started.

An overview of wastewater treatment emission reduction projects is presented below:

[6] Please note the following colour coding of end results: red = 2029/30 EMRP target not achieved, green = 2029/30 EMRP target achieved.

Table 10: Wastewater treatment emissions reduction projects

Project	Zero Carbon Plan action #	Timeframe	Lead team within DCC	Tracking 2025/26
Complete business case for bioresources facility	R3.7.1	2025/26	3 Waters	G
Deliver bioresources facility (Phase 1 - 2000T per annum)	R3.7.2a	2026/27- 2029/30	3 Waters	N/A
Deliver a gas flare at Mosgiel Wastewater Treatment Plant	R3.8.4	2025/26	3 Waters	A
Undertake monitoring and explore other improvements to the capture and destruction of greenhouse gases produced in wastewater treatment processes	R3.8.5	2025/26-2026/27	3 Waters	A
Implement other improvements to the capture and destruction of greenhouse gases produced in wastewater treatment processes as part of relevant 3 Waters asset management and capital works programmes	R3.8.6	Ongoing	3 Waters	A

2.4.3 Major Supplier Emissions

Background

Major suppliers generated **9% of DCC's emissions in 2025/26**. As discussed in Chapter 1, the DCC continues to expand the number of contractors reported in the emissions inventory. As a result of these improvements in suppliers reporting and a plan to bring in reporting of capital goods used by DCC contractors (e.g embodied emissions from materials such as concrete, steel, and pipes), reported emissions from this source are expected to increase.

Tracking against EMRP targets

Table 11 below provides a detailed overview of EMRP targets for the major supplier emissions category, a summary of emissions for the last two financial years, as well as the 2025/26 emissions tracking against the 2029/30 EMRP target.

In order to meet the EMRP target, emissions from major suppliers will need to reduce 1,373tCO_2e by 2029/30 compared with 2025/26.

Table 11[7]: Major Supplier emissions

Emission Source (Major Suppliers/Contractors)	Baseline 2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)	*2029/30 target (tCO_2e)*	Current year – actual vs target (tCO_2e)
Total	5,132.61	5,173.21	5,165.00	*3,792.00*	1,373.00

The EMRP modelling anticipated contractors' fleet aligning with Procurement Emissions Standards over the period to 2029/30. It is possible there will be additional opportunities to reduce emissions through emerging technology in other areas, as well as through smarter design.

Progress on EMRP actions

In 2025/26, **all EMRP actions to address major supplier emissions were progressed**. As at 30 June 2026, two actions were tracking as expected (green), and three actions were subject to delays or changes in scope.

An overview of major supplier emission reduction projects is presented below:

Table 12: Major Supplier emissions reduction projects

Project	Zero Carbon Plan action #	Timeframe	Lead team within DCC	Tracking 2025/26
Implement the Zero Carbon Policy to ensure DCC activities minimise emissions and contribute to the achievement of emissions reduction targets	C2.4.3	Ongoing	Zero Carbon	A
Implement a standardised approach to give effect to the Zero Carbon Policy through project management, including guidance and support for DCC staff and suppliers	C2.4.3a	2025/26	Zero Carbon	A
Continue to ensure that relevant Council reports set out how options and recommendations give effect to the Zero Carbon Policy.	C2.4.3b	Ongoing	Zero Carbon	A
Continue to implement a standardised approach to give effect to the Zero Carbon Policy through procurement, including guidance and support for DCC staff and suppliers	C4.8.1	Ongoing	Procurement	G
Monitor and manage performance against emissions reporting and reduction actions associated with contracted work and services	C4.8.1a	Ongoing	Across DCC	G

[7] Please note the following colour coding of end results: red = 2029/30 EMRP target not achieved, green = 2029/30 EMRP target achieved.

2.4.4 Stationary Energy

Background

Stationary energy (electricity, diesel, LPG, and biomass) use in DCC buildings and facilities generated a combined **9% of DCC emissions in 2025/26**. Across all stationary energy sources, there is a need to both improve energy efficiency and to decarbonise energy supply.

While there are connections between the end-uses of electricity, LPG and stationary diesel used at DCC (a variety of fuels might be use in one facility), emissions from each source are reported separately.

Tracking against EMRP targets

Table 13 below provides a detailed overview of EMRP targets for the stationary energy emissions category, a summary of emissions for the last two financial years, as well as the 2025/26 emissions tracking against the 2029/30 EMRP target.

In order to meet the EMRP target, emissions from stationary energy will need to reduce 1,644.37tCO2e by 2029/30 compared with 2025/26. The reductions needed by 2029/30 are primarily linked to projects to reduce or displace stationary LPG with lower emissions energy. Key drivers for the changes within each energy sources are discussed below.

Table 13[8]: Stationary Energy emissions overview

Emission Source (Stationary Energy)	Baseline 2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)	*2029/30 target (tCO2e)*	Current year – actual vs target (tCO_2e)
Biomass	8.70	162.70	165.69	*162.70*	2.99
Electricity (incl. T&D losses)	4,032.17	2,803.14	2,547.09	*2,584.50*	-37.41
Stationary Diesel	756.41	615.12	540.67	*565.61*	-24.94
Stationary LPG	1,956.59	2,505.50	2,329.08	*625.35*	1,703.73
Total	**6,753.87**	**6,086.46**	**5,582.53**	***3,938.16***	**1,644.37**

Stationary LPG

Background

Stationary LPG **generated 4% of DCC's emissions in 2025/26**.

The majority of DCC stationary LPG is used to heat Moana Pool, which in 2025/26 accounted for 50% of total stationary LPG use. Space heating of DCC buildings in the CBD accounted for a further 19% of total stationary LPG use.

[8] Please note the following colour coding of end results: red = 2029/30 EMRP target not achieved, green = 2029/30 EMRP target achieved.

In many instances, LPG is used to heat hot water in settings where alternative energy sources are impractical or inefficient at present, due to demand only at limited times (such as hot water for sports field changing rooms which may have little to no use during weekdays but peak requirements on weekends after sports matches).

Tracking against EMRP targets

Table 15 below provides a detailed overview of EMRP targets for the stationary LPG emissions category by consumption site, a summary of emissions for the last two financial years, as well as the 2025/26 emissions tracking against the 2029/30 EMRP target.

In order to meet the EMRP target, emissions from stationary LPG will need to reduce 1,704.73tCO2e by 2029/30 compared with 2025/26. Projects to replace the energy systems at major LPG consuming sites, and to reduce LPG consumption at Moana Pool by updating the heat recovery system, are due to commence from 2026/27 onwards, as shown in Table 15.

The reduction in emissions from stationary LPG at Moana Pool in 2025/26 compared to 2024/25 is linked in part to energy efficiency gains. These gains were made through actions such as resolving an incorrectly plumbed valve in the existing heat recovery system, and fixing water leaks when the Lap/Dive pool was being refurbished.

Table 14: Stationary LPG use by site

Location	Baseline 2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)	*2029/30 target (tCO_2e)*	Current year – actual vs target (tCO_2e)
Andersons Bay Crematorium	163	171	145	*108*	36.72
Caledonian Gym	12	0.29	0.30	*0*	0.30
Civic Centre-Operations	326	400	440	*0*	440.48
Dunedin Public Art Gallery	218	269	250	*0*	249.79
Town Hall/Municipal Chambers	120	137	157	*0*	157.03
Moana Pool	985	1,347	1,161	*440*	721.00
Mosgiel Memorial Gym	39	54	63	*35*	27.75
St Clair Saltwater Pool	9	12	13	*11*	2.01
Toitu Otago Settlers Museum	65	78	77	*0*	76.73
University Oval	4	16	7	*11*	-3.68
Other DCC Sites	16	20	16	*20*	-4.08
Total	**1,956.59**	**2,505.49**	**2,329.08**	***625.00***	**1,704.08**

Progress on EMRP actions

As set out in Table 15, projects in the EMRP seek to address the most significant LPG emissions sources. The Andersons Bay Crematorium is anticipated to be the most technically difficult source to displace due to the ageing building structure as well as the high heat requirements.

Smaller sources ('other DCC sites') are not a focus of DCC within the EMRP, however may be reviewed in future following larger LPG sources being replaced with low emissions alternatives, and potential technology improvements for short term, high demand water heating.

In 2025/26, **3 of the 8 EMRP actions to address stationary LPG emissions were progressed.**

As at 30 June 2026:

- 1 was on track to be completed as scheduled (green);
- 2 were subject to delays or changes in scope, but with emissions reductions still anticipated be partially or wholly realised (amber);
- 5 actions have not started (N/A).

An overview of stationary LPG emission reduction projects is presented below:

Table 15: Stationary LPG emissions reduction projects

Project	Zero Carbon Plan action #	Timeframe	Lead team within DCC	Tracking 2025/26
Deliver heat recovery system at Moana Pool	E1.2.1	2025/26- 2026/27	Parks and Recreation Services	A
Plan and deliver Civic Centre efficiency improvements to decarbonise and renew energy systems and infrastructure including HVAC, Lighting, BMS, & Water Heating	E1.2.4a	2027/28-2028/29	Property	N/A
Plan and deliver Dunedin City Library efficiency improvements to decarbonise and renew energy systems and infrastructure including HVAC, Lighting, BMS, & Water Heating	E1.2.4b	2027/28-2028/29	Property	N/A
Plan and deliver Dunedin Public Art Gallery efficiency improvements to decarbonise and renew energy systems and infrastructure including HVAC, Lighting, BMS, & Water Heating	E1.2.4c	2028/29-2029/30	Property	N/A
Plan and deliver Toitū Otago Settlers Museum efficiency improvements to decarbonise and renew energy systems and infrastructure including HVAC, Lighting, BMS, & Water Heating	E1.2.4d	2026/27-2027/28	Property	N/A
Plan and deliver Town Hall and Municipal Chambers efficiency improvements to decarbonise and renew energy systems and	E1.2.4e	2028/29-2029/30	Property	N/A

infrastructure including HVAC, Lighting, BMS, & Water Heating				
Implement preferred option to improve the overall energy efficiency and reduce LPG use at Andersons Bay Crematorium	E1.2.11	2025/26-2026/27	Parks and Recreation Services	G
Explore and implement other upgrades to improve energy efficiency and displace stationary diesel and LPG use at other PARS facilities as part of relevant asset management and capital works programmes	E1.2.12	Ongoing	Parks and Recreation Services	A

Electricity (including transmission and distribution losses)

Background

Electricity generated **4% of DCC's emissions in 2025/26.**

Tracking against EMRP targets

The decrease in emissions from electricity during 2025/26 is primarily due to a higher share of renewable energy sources in electricity generation compared with 2024/25. For comparison, in 2024/25 the share of renewable energy sources contributing to electricity generation was 88.5%[9] across the year. While data for quarter four of 2025/26 was not available at the time of writing this IMR, the share of renewable energy sources was between 89-96%[10] in the first three quarters of 2025/26. This increased share of renewables in electricity generation affected the emissions factor for electricity in 2025/26 and led to a decrease in overall emissions from electricity despite an 3.73% increase in electricity consumption compared with the previous year.

The 3.73% increase in electricity consumption in 2025/26 compared with 2024/25 is primarily due to the gas engine at Green Island WWTP (which generates electricity using landfill and WWTP gas) not being operational during 2025/26, leading to increased reliance on the national grid to cover Green Island WWTP electricity demand.

As set out in Table 16, several EMRP actions aim to either improve electricity efficiency or generate electricity to reduce the need for electricity from the national grid and to reduce DCC's electricity consumption. However, DCC's overall electricity consumption may increase, as large DCC buildings and facilities are decarbonised and switch from LPG. The switch in fuel type is expected to result in significant reductions in overall emissions across DCC.

Modelling of electricity emissions anticipates the increase in emissions from electricity consumption will be offset by improvements in energy efficiency and greater renewable energy generation in the national electricity grid. The modelling assumptions will be reviewed

[9] MBIE (2025): Energy in New Zealand 2025.
[10]MBIE (2026): New Zealand Energy Quarterly. Accessible via New Zealand Energy Quarterly | Ministry of Business, Innovation & Employment, accessed 06/08/2026.

over time as more detailed information becomes available for each project and changes are made (or not made) to the national grid.

In 2025/26, **2 of the 8 EMRP actions to address electricity emissions were progressed.** As at 30 June 2026,

- 2 were on track to be completed as scheduled (green);
- 1 was subject to delays or changes in scope, but with emissions reductions still anticipated be partially or wholly realised (amber);
- 5 had not started.

Table 16: Electricity emissions reduction projects

Project	Zero Carbon Plan action #	Timeframe	Lead team within DCC	Tracking 2025/26
Plan and deliver Civic Centre efficiency improvements to decarbonise and renew energy systems and infrastructure including HVAC, Lighting, BMS, & Water Heating	E1.2.4a	2027/28-2028/29	Property	N/A
Plan and deliver Dunedin City Library efficiency improvements to decarbonise and renew energy systems and infrastructure including HVAC, Lighting, BMS, & Water Heating	E1.2.4b	2027/28-2028/29	Property	N/A
Plan and deliver Dunedin Public Art Gallery efficiency improvements to decarbonise and renew energy systems and infrastructure including HVAC, Lighting, BMS, & Water Heating	E1.2.4c	2028/29-2029/30	Property	N/A
Plan and deliver Toitū Otago Settlers Museum efficiency improvements to decarbonise and renew energy systems and infrastructure including HVAC, Lighting, BMS, & Water Heating	E1.2.4d	2026/27-2027/28	Property	N/A
Plan and deliver Town Hall and Municipal Chambers efficiency improvements to decarbonise and renew energy systems and infrastructure including HVAC, Lighting, BMS, & Water Heating	E1.2.4e	2028/29-2029/30	Property	N/A
Explore and implement other upgrades to improve energy efficiency and displace stationary diesel and LPG use at other PARS facilities as part of relevant asset management and capital works programmes	E1.2.12	Ongoing	Parks and Recreation Services	A
Explore options for renewable energy generation associated with 3 Waters assets, as part of relevant 3 Waters asset management and capital works programmes	E3.4.1a	Ongoing	3 Waters	G
Explore and implement options for renewable energy generation associated with other DCC assets, as part of other energy efficiency and decarbonization work programmes	E3.4.4	Ongoing	Property	G

Stationary Diesel

Background

Stationary diesel **generated 1% of DCC's emissions in 2025/26.** The majority of stationary diesel is used at the Tahuna Wastewater Treatment Plant to operate the sludge incinerator. Stationary diesel is used at Green Island and Mosgiel WWTPs to heat the digesters when the biogas system is not working, and to supplement electric pumps during periods of high rainfall. Stationary diesel is also used for remote or short-term power generation at other sites within the 3 Waters network, such as to power small pump stations.

Tracking against EMRP targets

Table 17 below provides a detailed overview of EMRP targets for the stationary diesel emissions category by consumption site, a summary of emissions for the last two financial years, as well as the 2025/26 emissions tracking against the 2029/30 EMRP target.

Overall, emissions from stationary diesel use in 2025/26 were 24tCO_2e below the 2029/30 EMRP target. In 2025/26, the emissions related to stationary diesel consumption for the Botanic Gardens[11], Mosgiel WWTP as well as the Musselburgh WW pump station were above the 2029/30 EMRP emissions target. All other diesel consuming sites achieved the 2029/30 EMRP target.

Table 17: Stationary diesel use by site

Location	Baseline 2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)	*2029/30 target (tCO_2e)*	Current year – actual vs target (tCO_2e)
Botanic Garden	21	0	3	*0*	2.68
Green Island WWTP	9	2	2	*7*	-5.34
Mosgiel WWTP	21	74	46	*27*	18.74
Musselburgh WW PS/screening plant	14	40	31	*11*	19.58
Southern WTP	0	27	0	*20*	-20.00
Tahuna WWTP	692	472	460	*500*	-39.99
Total	**756.41**	**615.12**	**540.67**	***565.00***	**-24.33**

There was a reduction in emissions from stationary diesel use in 2025/26 compared with 2024/25. Stationary diesel consumption at Tahuna WWTP was down slightly due to scheduled maintenance of the sludge incinerator.

[11] Stationary diesel emissions are measured and reported based on invoice data of diesel deliveries when tanks are refilled. As such, for sites such as the Botanic Gardens where the diesel tank is infrequently refilled, the emissions result in a particular financial year may not reflect actual diesel consumption over that period, but over multiple financial years all stationary diesel emissions are measured and reported.

Progress on EMRP actions

As set out in Table 18, there is a project underway to find a long-term alternative solution to the combustion of sludge at Tahuna WWTP.

Continued work to optimise the biogas boilers at both Green Island and Mosgiel WWTPs helps to minimise baseline stationary diesel consumption from these sites.

Completely displacing the use of diesel for power generation in severe weather events or remote locations in the 3 Waters network may be difficult, however DCC will continue to investigate what options are available to reduce reliance on stationary diesel for such purposes.

In 2025/26, **3 of the 4 EMRP actions to address stationary diesel emissions were progressed.** As at 30 June 2026,

- 3 were on track to be completed as scheduled (green)
- 1 had not started.

An overview of stationary diesel emissions reduction projects is presented below:

Table 18: Stationary diesel emissions reduction projects

Project	Zero Carbon Plan action #	Timeframe	Lead team within DCC	Tracking 2025/26
Explore and implement options to displace stationary diesel use and improve energy efficiency at 3 Waters facilities as part of relevant 3 Waters asset management and capital works programmes	E1.2.7a	Ongoing	3 Waters	G
Explore options for renewable energy generation associated with 3 Waters assets, as part of relevant 3 Waters asset management and capital works programmes	E3.4.1a	Ongoing	3 Waters	G
Complete business case for bioresources facility	R3.7.1	2025/26	3 Waters	G
Deliver bioresources facility (Phase 1 - 2000T per annum)	R3.7.2a	2026/27- 2029/30	3 Waters	N/A

2.4.5 Chemicals

Background

Chemical use **generated 3% of DCC's emissions in 2025/26.**

Chemicals are used across water treatment, wastewater treatment (primarily liming of sludge), and in swimming pools. Emissions from chemicals used are based on emission

factors obtained from a variety of sources, including the American Chemical Council, the AusLCI Shadowdatabase, and others.

Freight emissions associated with chemicals being delivered from the manufacturer to DCC are also calculated and included in the total chemicals emissions.

Tracking against EMRP targets

Table 19 below provides a detailed overview of EMRP targets for water treatment chemical use, a summary of emissions for the last two financial years, as well as the 2025/26 emissions tracking against the 2029/30 EMRP target. **Emissions from chemical use in 2025/26 were 207tCO_2e under the 2029/30 EMRP target.**

Table 19: Water treatment chemical (incl. freight) emissions

Emission Source (Water treatment chemicals incl. freight)	Baseline 2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)	*2029/30 target (tCO_2e)*	Current year – actual vs target (tCO_2e)
Total	2,080.25	1,876.10	1,664.89	*1,872.00*	-207.11

Progress against EMRP actions

Opportunities to reduce water treatment chemical use emissions are limited by regulatory and operational requirements. The 3 Waters team is constantly looking at ways to optimise chemical consumption (reduce the use wherever possible by optimising plants and processes). Initial reviews have been focused on Mt Grand and Southern WTPs. Whenever possible the DCC is procuring chemicals locally, which reduces freight emissions.

In 2025/26, **2 out of 3 EMRP actions to address 3 Waters chemical emissions were progressed.** As at 30 June 2026:

- 2 were on track to be completed as scheduled (green);
- 1 action had not started.

Table 20: Water treatment chemicals emissions reduction projects

Project	Zero Carbon Plan action #	Timeframe	Lead team within DCC	Tracking 2025/26
Ensure all major chemicals used within DCC are included within emissions data, including but not limited to aquatics chlorine use, and liming of sludge at Tahuna WWTP	R1.6.7	Ongoing	3 Waters	G
Identify opportunities to reduce emissions from chemicals use, and implement changes	R1.6.8	Ongoing	3 Waters	G
Deliver water treatment plant process optimisation to reduce chemical use	R1.6.9	2026/27-2032/33	3 Waters	N/A

2.4.6 Staff Travel to and From Work

Background

Staff travel to and from work **generated 1.1% of DCC's emissions in 2025/26.**

Almost 90% of the staff travel to/from work emissions are associated with use of private fossil fuel powered vehicles. Staff travel survey data indicates many would like to travel by more sustainable modes of transport, however face difficulties in doing so.

Tracking against EMRP targets

Table 21 below provides a detailed overview of EMRP targets for the staff travel to and from work emissions category, a summary of emissions for the last two financial years, as well as the 2025/26 emissions tracking against the 2029/30 EMRP target. **Overall, emissions from staff travel to and from work in 2025/26 were 380.02tCO_2e above the 2029/30 EMRP target.**

Table 21: Staff Travel To and From Work Emissions

Staff Travel to Work	Baseline 2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)	*2029/30 target (tCO_2e)*	Current year – actual vs target (tCO_2e)
Staff travel to work (alone and carpooling) - ICE + Hybrid	466	514	588	*214*	373.56
Staff travel to work - Motorcycle/Motor scooter	6	5	6	*9*	-3.23
Staff travel to work - E-scooter	0.01	0.21	0.02	*0.03*	-0.01
Staff travel to work - Bus	45	56	52	*42*	10.04
Staff travel to work - EV (alone and carpooling)	0.81	4	3	*4*	-0.62
Staff travel to work - bike	0	0	0	*0*	0.00
Staff travel to work - walk	0	0	0	*0*	0.00
Staff travel to work - taxi	0	0.16	0.84	*0.14*	0.70
Working from home	7	1	1	*1*	-0.42
Total	**525.28**	**580.60**	**650.43**	***270.41***	**380.02**

Changing the way staff travel to and from work across Dunedin is also a focus for Zero Carbon Plan actions targeting city-scale emissions. The projected emissions by 2029/30 for staff travel to/from work are based on DCC staff travel choices reflecting the targets included in the Zero Carbon Plan for metrics such as how many trips within the city are via cycling, walking, and public transport compared with private car trips.

Progress on EMRP actions

As set out in Table 22, the emissions reduction projects included for staff travel to/from work seek to remove or lower the barriers for staff to switch from use of private vehicles to more sustainable travel modes such as catching the bus, cycling, e-biking/e-scootering, or

walking. Some of these actions have been progressed jointly with other parties in the Zero Carbon Alliance.

In 2025/26, **8 of the 9 EMRP actions to address emissions from staff travel to and from work were progressed**. As at 30 June 2026:

- 6 were on track to be completed as scheduled (green);
- 2 were subject to delays or changes in scope, but with emissions reductions still anticipated be partially or wholly realised (amber);
- 1 action had not started.

Table 22: Staff travel to and from work emissions reduction projects

Project	Zero Carbon Plan action #	Timeframe	Lead team within DCC	Tracking 2025/26
Implement flexible working policy across DCC to enable working from home where appropriate	T3.7.2a	Ongoing	Across DCC	G
Explore options to encourage and enable greater uptake of public transport by DCC staff	T5.15.7a	2025/26	Transport	G
Implement preferred initiative to support greater uptake of public transport by DCC staff – please note that a decision on this action is deferred until all implications are known, including financial and resourcing	T5.15.7b	Ongoing from 2026/27	Transport	N/A
Investigate options to encourage and enable greater uptake of e-bikes by DCC staff	T5.15.7e	2025/26	Transport	G
Implement preferred e-bike option for DCC staff	T5.15.7f	Ongoing from 2025/26	People and Capability	A
Review and upgrade as necessary DCC end of trip facilities, such as bike parking	T5.15.7g	Ongoing	Transport	A
Promote end of trip facilities for DCC staff	T5.15.7h	Ongoing	Transport	G
Produce internal DCC communications and engagement on sustainable travel options and initiatives	T5.15.7i	Ongoing	Transport	G
Continue to undertake annual DCC staff travel surveys	T5.15.7j	Ongoing	Transport	G

2.4.7 Fleet Fuel

Background

Fleet fuel **generated 1% of DCC's emissions in 2025/26**.

Tracking against EMRP targets

Table 22 below provides a detailed overview of EMRP target for the fleet fuel emissions category, a summary of emissions for the last two financial years, as well as the 2025/26

emissions tracking against the 2029/30 EMRP target. **Overall, emissions from fleet fuel in 2025/26 were 91.35tCO_2e above the 2029/30 EMRP target.**

Table 23: Fleet fuel emissions

Emission Source (Fleet Fuel)	Baseline 2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)	*2029/30 target (tCO_2e)*	Current year – actual vs target (tCO_2e)
Diesel	325	353	353	*306*	47.32
Petrol	155	81	79	*35*	44.03
Total	**480.52**	**434.14**	**432.35**	***341.00***	**91.35**

Fleet fuel emissions are down 10% compared to the baseline year. While emissions from diesel fleet use stayed consistent with 2024/25 results, emissions from the use of petrol-fuelled fleet slightly decreased compared with the same period last year. Compared to the 2018/19 baseline year, emissions reduced due to investments in plug-in hybrid (PHEV) and electric vehicles (EV).

Progress on EMRP actions

DCC and Customfleet worked together through 2023 on a fleet optimisation study. The aim of this study is to identify ways to better utilise the fleet, including opportunities to reduce the number of vehicles in the fleet, better utilise existing PHEV vehicles in the fleet, and identify a pathway to zero tailpipe emissions from DCC fleet vehicles. The report indicated a number of vehicles could be removed from DCC's fleet in the short term, and over the next 5-7 years all vehicles could be replaced with no tailpipe emissions alternatives and alternatives to DCC fleet options such as car share, e-bikes or use of public transport (pending a greater market supply of EV utility vehicles, and sufficient charging infrastructure).

During 2025/26, a Fleet Working Group at DCC have been investigating short term and longer term opportunities to reduce emissions and costs relating to DCC fleet use. Short term initiatives in 2025/26 include a campaign to reduce idling emissions, with longer term consideration of electric charging infrastructure requirements across DCC sites underway to support more widespread electrification as vehicle technology and pricing permits.

Actions to address emissions from fleet fuel will be progressed in 2026/27 and beyond.

Table 24: Fleet emissions reduction projects

Project	Zero Carbon Plan action #	Timeframe	Lead team within DCC	Tracking 2025/26
Continue to optimise and electrify the DCC fleet as part of asset renewals	T5.15.8	Ongoing	Fleet	A
Invest in infrastructure to support continued DCC fleet electrification	T7.21.3	2024/25-2027/28	Fleet	A

2.4.8 Business Travel

Business travel **generated less than 1% of DCC's emissions in 2025/26**.

Tracking against EMRP targets

Table 24 below provides a detailed overview of EMRP targets for the business travel emissions category, a summary of emissions for the last two financial years, as well as the 2025/26 emissions tracking against the 2029/30 EMRP target. **Overall, emissions from business travel in 2025/26 were 26.22tCO₂e above the 2029/30 EMRP target,** split across most emissions sources.

Table 25: Business Travel emissions

Emission Source (Business Travel)	Baseline 2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)	*2029/30 target (tCO_2e)*	Current year – actual vs target (tCO_2e)
Air travel	312	106	87	*68*	18.93
Hotel stays	4	2	3	*2*	0.63
Private cars	21	23	23	*16*	6.64
Rental cars	0.14	1	1	*0.20*	0.46
Taxis	2	1	1	*1*	-0.44
Total	**339.99**	**132.88**	**113.42**	***87.20***	**26.22**

The pandemic interrupted business-as-usual travel for the organisation, and in the post-pandemic years DCC management has used budget levers to set different expectations of departments with regards to travel.

Progress against EMRP actions

There are no specific actions to reduce hotel stays, rental cars, and taxi emissions. These sources are largely proportional to the amount of air travel that occurs and are a very minor part of DCC's inventory.

There are no specific actions to address private car emissions (private car use by staff which is reimbursed by DCC). Private car use is in part related to staff travelling to and from the airport in their own vehicle. As such, achieving the air travel target should result in some reduction in private car emissions.

As set out in Table 26, there is one EMRP action to address emissions from business travel, which is subject to some changes in scope but emissions reductions are still anticipated be partially realised.

Table 26: Business travel emissions reduction projects

Project	Zero Carbon Plan action #	Timeframe	Lead team within DCC	Tracking 2025/26
Implement initiatives to reduce DCC air travel, including managing team travel budgets and encouraging alternatives to travel and/or alternative travel modes, as appropriate	T5.15.9	Ongoing	Executive Leadership Team	A

2.4.9 Other Minor Emission Sources

Background

Fertiliser, refrigerants, and cloud computing combined **generated less than 1% of DCC's emissions in 2025/26.**

Emissions from fertiliser come from nitrogen applied to DCC operated recreational facilities across Dunedin city.

Refrigerant leakage across DCC facilities has the potential to become an increasing risk over the coming years as existing LPG boilers are likely to be replaced with electric heat pump technology which utilises refrigerants. Relevant DCC Procurement Emissions Standards are in place to mitigate this risk.

Tracking against EMRP targets

Table 27 below provides a detailed overview of EMRP targets for other minor emissions sources, a summary of emissions for the last two financial years, as well as the 2025/26 emissions tracking against the 2029/30 EMRP target. **Overall, emissions from fertiliser, refrigerants, and cloud computing in 2025/26 were 80.32tCO_2e below the 2029/30 EMRP target.**

Table 27: Fertiliser and Refrigerant Emissions

Emission Source (Business Travel)	Baseline 2018/19 (tCO_2e)	2024/25 (tCO_2e)	2025/26 (tCO_2e)	*2029/30 target (tCO_2e)*	Current year – actual vs target (tCO_2e)
Fertiliser	13	14	19	*12*	7.30
Cloud computing			4		
Refrigerants	346	149	9	*100*	-91.34
Total	**359.31**	**163.42**	**31.68**	***112.00***	**-80.32**

A significant reduction in emissions from refrigerants was achieved in 2025/26 compared with previous years. The reductions were achieved through a combination of more proactive

inspections, remote monitored leak detection, as well as upgraded equipment leading to increased operational reliability.

Cloud computing was introduced as a new emissions source in 2025/26 accounting for energy emissions linked to server activity for Microsoft 365 applications. The reported emissions do not account for indirect emissions associated with construction and maintenance of server infrastructure, or DCC use of Artificial Intelligence tools.

Progress against EMRP actions

No alternative to the use of synthetic fertilisers has been identified to ensure there is enough grass cover across sports fields, in particular for winter sports. Fertiliser is a relatively minor emissions source for the DCC, and given the lack of known alternatives at this point in time, there are no actions within this EMRP to address this emissions source.

Effective management of existing refrigerant systems, as well as careful selection of refrigerant systems to install, is important to ensure emissions from refrigerants are minimised in the coming years.

As set out in Table 28, there is one EMRP project relating to refrigerants. In 2025/26, the action to address emissions from refrigerants was on track and ongoing.

Table 28: Refrigerant emissions reduction projects

Project	Zero Carbon Plan action #	Timeframe	Lead team within DCC	Tracking 2025/26
Continue to reduce the GWP of refrigerants on DCC property, as part of other energy efficiency and decarbonization work programmes	E4.6.1	Ongoing	Property	G

2.5 Staff Engagement

Relevant DCC teams provided input into the development of the EMRP, and are regularly engaged as part of reporting. Information regarding the EMRP and DCC emissions reduction targets is also published on the intranet. Other avenues for staff engagement include conversations with teams, and ELT leadership.

Zero Carbon Policy guidance documents have been developed and published internally. Much of DCC's work takes place through procurement and in the delivery of projects. Procurement emissions standards have been developed and Zero Carbon considerations are being piloted as part of the DCC's evolving project management framework.

Additional support is provided to teams and staff by the Zero Carbon team on an as required basis.

2.6 Monitoring and Reporting

As the Programme Director, the Manager - Zero Carbon is responsible for work programme oversight, management and coordination. This includes establishing processes for regular reporting to ELT and/or Council.

Appendix 1: Detailed Greenhouse Gas Inventory

Additional inventory details are disclosed in the tables below.

Table A1.1: GHG emissions and removals, quantified for each applicable gas 2025/26

Scope	Inventory Category	tCO_2e	Carbon Dioxide	Nitrous Oxide	Methane	Sulphur Hexafluoride	HFC's	Other
1	Direct	46,925	3,290	41	34,723	0	9	8,861
2	Indirect - energy	2,368	2,292	4	72	0	0	0
3	Indirect - products used	10,440	5,207	1,200	2,023	0	0	2,011
	Indirect - transportation	764	739	18	7	0	0	0
Total		**60,496.45**	**11,527.85**	**1,262.27**	**36,825.61**	**0.00**	**8.66**	**10,872.06**

A1.1 Reporting Boundaries

A1.1.1 Emission Source Identification Method and Significance Criteria

The GHG emissions sources included in this inventory are those identified with reference to the methodology described in the GHG Protocol and ISO 14064-1:2018 standard.

Significance of emissions sources within the organisational boundaries has been considered in the design of this inventory. The significance criteria used comprise:

- All direct emissions sources that contribute more than 1% of total Category 1 and 2 emissions
- All indirect emissions sources that are required by the ISO 14064-1:2018 standard, and additional indirect emissions sources which meet DCC's significance criteria. Further details on the significance criteria used to determine which indirect emissions sources to include can be found in Appendix 2.

A1.1.2 Included Sources and Activity Data Management

As adapted from ISO 14064-1, the emissions sources deemed significant for inclusion in this inventory were classified into the following categories:

- **Direct GHG emissions (Category 1):** GHG emissions from sources that are owned or controlled by the organisation.
- **Indirect GHG emissions (Category 2):** GHG emissions from the generation of purchased electricity, heat and steam consumed by the organisation.

- **Indirect GHG emissions (Categories 3-6):** GHG emissions that occur because of the activities of the organisation but occur from sources not owned or controlled by the organisation.

Table A1.2 provides detail on the categories of emissions included in the GHG emissions inventory, an overview of how activity data were collected for each emissions source, and a qualitative assessment of any uncertainties or assumptions made based on the source of activity data. In this context, a quantitative assessment was determined cost and resource prohibitive. A qualitative assessment was undertaken instead. Detail on estimated numerical uncertainties are reported in Table A1.2.

Table A1.2: GHG emissions activity data collection methods and inherent uncertainties and assumptions

Business unit	GHG emissions source	GHG emissions level Category	Data Source	Data collection unit	Uncertainties
3 Waters and Transition (3 Waters)	Wastewater treatment process emissions	Category 1	Operational wastewater data inputs in line with requirements of Water NZ Carbon Accounting Guidelines Operational time-series wastewater data	Various	Assumed that data is complete and accurate, however aware some data is incomplete. Data confidence: Medium Collection and processing of time series activity data at Tahuna, Mosgiel and Green Island WWTPs has been outsourced since the 2023/2024 financial year. Assume that calculations are meeting Water NZ standards.
3 Waters and Transition (3 Waters)	Wastewater treatment process emissions	Category 4	Internal data on sludge deposited at private landfill	tCO_2e	Assumed that data (DCC internally) is complete and accurate. Data confidence: High
Across teams with dedicated fleet, as well as shared fleet	Diesel transport [Volume]	Category 1	Fuel Usage Report provided by Council's FleetCard provider (FleetSmart).	l	Assumed that all fuel purchases are paid for via Fleet Card as per organisation policy. Data confidence: High
Consumption attributed to teams based on location	Electricity - default	Category 2	Environmental (actual used) electricity report received from Smartpower. Invoice data can be checked in	kWh	Assumed that data is complete and accurate. Data confidence: High

			Esmart, Smartpower's online portal for clients to use.		
Consumption attributed to teams based on location	LPG - stationary [Energy]	Category 1	Environmental (actual used) LPG report received from Smartpower. Invoice data can be checked in Esmart, Smartpower's online portal for clients to use.	kWh	Assumed that data is complete and accurate. Data confidence: High
Consumption attributed to teams based on location	Diesel - stationary [Energy]	Category 1	Fuel Usage Report provided by Mini Tankers Ltd, and BP.	l	Potential that other stationary diesel combustion may not be recorded (such as for mobile plant such as diesel generators where fuel cards may be used to purchase fuel), however, these are expected to be of immaterial nature in the context of the overall inventory, and if fuel cards are used will be attributed to fleet fuel emissions. Assumed that data is complete and accurate. Data confidence: High
Consumption attributed to teams based on location	Biomass [Energy]	Category 1	Fuel Delivery report provided by Lumbr Ltd.	t	Assumed that data is complete and accurate. Data confidence: High
Arts, Culture, and Recreation (Parks and Recreation Services)	Nitrogen	Category 1	Fertiliser Application Workbook, provided by DCC Parks Department	kg Nitrogen	Assumed that data provided is complete and accurate. Data confidence: Medium
Across teams with dedicated fleet, as well as shared fleet	Petrol - transport, premium	Category 1	Fuel Usage Report provided by Council's FleetCard provider (FleetSmart).	l	Assumed that all fuel purchases are paid for via Fleet Cards as per organisation policy. Data confidence: High
Across teams with dedicated fleet, as well as shared fleet	Petrol - transport, regular	Category 1	Fuel Usage Report provided by Council's FleetCard provider (FleetSmart).	l	Assumed that all fuel purchases are paid for via Fleet Card as per organisation policy. Data confidence: High

Council Operations	Private Car - average (all fuel types)	Category 1	Report on all reimbursements for private car use provided by DCC Finance Department.	$ (NZD)	Assumed that the majority of personal car use for DCC purposes will be claimed for by staff. Assumed all private car use is in petrol vehicles, due to lack of data on private vehicle type used. Data confidence: High
Reported to teams based on purchase orders used when booking	Public transport - air travel domestic (average)	Category 3	Environmental Impact Report provided by Council's Travel Agent (Orbit Corporate Travel) and passengers kilometres report provided by Air New Zealand	pkm	Assumed that the majority of travel is through Orbit or Air New Zealand and charged to corporate codes. Data confidence: High
Reported to teams based on purchase orders used when booking	Public transport - air travel long haul (average)	Category 3	Environmental Impact Report provided by Council's Travel Agent (Orbit Corporate Travel) and passengers kilometres report provided by Air New Zealand	pkm	Assumed that the majority of travel is through Orbit or Air New Zealand and charged to corporate codes. Data confidence: High
Reported to teams based on purchase orders used when booking	Public transport - air travel long haul (economy)	Category 3	Environmental Impact Report provided by Council's Travel Agent (Orbit Corporate Travel) and passengers kilometres report provided by Air New Zealand	pkm	Assumed that the majority of travel is through Orbit or Air New Zealand and charged to corporate codes. Data confidence: High
Council Operations	Public Transport - Taxi (NZ$)	Category 3	Report on all expenditure charged to 'Taxi' charge codes in 24/25 FY, provided by DCC Finance Department.	$ (NZD)	Assumed that all taxi use is charged to 'Taxi' code. Data confidence: High
Reported to teams based on purchase	Rental cars	Category 3	Environmental Impact Report provided by	pkm	Assume that all rental cars are booked through Orbit. Where km is not provided by Orbit,

orders used when booking			Council's Travel Agent (Orbit Corporate Travel) including rental car bookings, with km travelled		have assumed 20km travelled per day. Moderate uncertainty due to km data not always being provided, and also the uncertainty of the per km car travel emissions factors themselves. Data confidence: Medium
Reported to teams based on purchase orders used when booking	Hotels	Category 3	Environmental Impact Report provided by Council's Travel Agent (Orbit Corporate Travel) including hotel stays	Room per night	Assume that all hotel stays are booked through Orbit and reported through environmental impact report. Moderate to high uncertainty due to use of default emissions factors, which may not reflect actual emissions from the hotel/motel used. Data confidence: Medium
Council Operations	Staff Travel to Work	Category 3	Annual Staff Travel to Work Survey results	pkm	Assumed that the day the travel survey is conducted is a proxy for the travel mode choices of staff for the remaining days of the year. High degree of uncertainty on whether the survey results accurately reflect staff travel habits throughout the year, or whether those who complete the survey are representative of all DCC staff travel (historically between 50-60% of staff have completed the survey). Data confidence: Low
Climate and City Growth (Waste and Environmental Solutions)	Waste landfilled	Category 1	Waste to landfill data collected by DCC Solid Waste Department as required for Online Waste Management Levy (OWL) System and Emissions Trading Scheme (ETS) reporting.	t	Assumed that data is recorded and reported accurately for OWLS and ETS purposes. Low degree of uncertainty with the input data on tonnages and amount of landfill gas captured and destroyed. High degree of uncertainty around first order decay calculations of how much methane waste to landfill generates. DCC uses its own Unique Emissions Factor, updated on an annual basis by an accredited third-party

					consultant. Data confidence: High
Climate and City Growth (Waste and Environmental Solutions)	Closed landfills	Category 1	Historic data on waste deposited at closed DCC landfills has been input into the IPCC Waste Model for estimating emissions of methane from landfills	tCO2e	Emissions associated with closed landfills are generated based on available data and theoretical IPCC waste calculator for the rate emissions will decay and emit methane in landfill. High degree of uncertainty regarding how accurate this calculation is for the DCC closed landfills. Data confidence: Low
Climate and City Growth (Waste and Environmental Solutions)	Composting	Category 1	Operational data on quantities of composting diverted from landfill (non DCC owned composting facility)	t	Assumed that data is recorded and reported accurately.
3 Waters and Transition (3 Waters)	Water Treatment Chemicals	Category 4	Operational data on quantities of chemicals used plus their source location have been compared with published emissions factors for each chemical, and distances freight had to travel calculated based on source location	Emissions factor per t, tkm	Emissions factors per tonne of chemical used come from a variety of sources, and as such there are likely to be varying degrees of data reliability. Tkm freight emissions are calculated using MfE default shipping factors, with certain assumptions made around the shipping path travelled. Quantities of chemicals reported at times based on operational staff knowledge of amounts used, rather than a verifiable source such as invoice data. Data confidence: Medium
3 Waters, Waste and Environmental Solutions, Transport, Arts, Culture and Recreation (Parks and Recreation Services), Corporate Services (Property)	Major supplier emissions	Category 4	Emissions data supplied by 12 major suppliers	Various	Method used to apportion emissions to DCC related work varies depending upon data availability of suppliers. For example, some suppliers have been able to report on emissions on the basis of the plant and vehicles dedicated to DCC work, whereas other suppliers have had to use aggregate emissions figures for Dunedin/Southern region and then apportion DCC emissions on a percentage of

					revenue basis. Where percentage of revenue used, assume activities undertaken by the supplier for DCC reflect the emissions profile of their overall business. Data confidence: Medium
Reported to teams based on asset location	Refrigerant usage	Category 1	Operational data received from relevant contractors	kg	Assumed that external data is recorded and reported accurately. Data confidence: High
Arts, Culture and Recreation (Parks and Recreation Services)	Fertiliser use	Category 1	Operational data received from internal staff	kg	Assumed that internal data is recorded and reported accurately. Data confidence: Medium

A1.1.3 Excluded Emissions Sources and Sinks

Emissions sources in Table A1.3 have been identified and excluded from this inventory.

Table A1.3: GHG emissions sources excluded from the inventory

Business Unit	GHG emissions source	GHG emissions level scope	Reason for exclusion
General operations	Purchased Goods and Services	Category 4	Embodied emissions from capital goods and services purchased by the DCC are currently not included in the inventory, due to a lack of reliable data. This excludes a range of goods and services such as, for instance, paper, stationary, IT services and goods, cars purchased, office equipment, banking services, insurance services, and others. DCC are considering inclusion of emissions from capital goods in 2026/27 reporting.
General operations	Freight	Category 3	Data could only be collected in $ spent, data in tkm was not available. The materiality of the emissions from this source is expected to be immaterial to this inventory. Where tkm data is available (water treatment plant chemicals), freight emissions have been included.
General operations	Couriers	Category 3	Data could only be collected in $ spent, data in tkm was not available. Emissions from this source is expected to be immaterial to this inventory.
General operations	Postage	Category 3	Data could only be collected in $ spent. The materiality of the emissions from this source is expected to be immaterial to this inventory.
General operations	Air travel booked via other means	Category 3	Data is collected via DCC's travel booking agents Orbit and Air New Zealand. Staff are always recommended to book via the appropriate agents, but travel can sometimes be booked via corporate credit cards. The materiality of the emissions from this source is expected to be immaterial to this inventory.
General operations	Wastewater treatment chemicals	Category 4	While the DCC is measuring emissions associated with potable water treatment, a full audit of chemicals used elsewhere in the organisation has not yet been completed due to resourcing constraints. The emissions may be significant.

General operations	Tenant electricity and LPG emissions	Category 5	The DCC currently exclude emissions associated with buildings owned by the DCC but tenanted by a third party. DCC are considering inclusion of these emissions in 2026/27 reporting.
General operations	Reticulated LPG T&D losses	Category 4	The DCC use reticulated LPG, rather than natural gas, for space and water heating in several CBD facilities. The Ministry for the Environment Detailed Emissions Guide 2024 states that while there are transmission and distribution losses for reticulated natural gas, the guide assumes there are no transmission and distribution losses from reticulated LPG due to the composition of the gas (see page 29). As such, no reticulated LPG T&D losses are included in DCC's inventory, in line with MfE guidance.
General operations	DCC CCOs and Investments	Category 5	Emissions generated from DCC investments are excluded from the Inventory Management Report. Please refer to Section 1.3.5 and Section 1.3.6 for more information on the implemented organisational boundary. DCC are considering inclusion of CCOs and investments in 2026/27 reporting.
General operations	Leased land	Category 5	Agricultural emissions from the use of DCC owned land by a third party are excluded from this inventory. DCC are considering inclusion of these emissions in 2026/27 reporting.
General operations	Fossil fuels – well to tank emissions	Category 3	Well-to-tank emissions associated with the production, processing, and distribution of fuels to DCC vehicles and facilities have not been included in this 2025/26 IMR, with no NZ specific emissions factors identified. DCC have included the emissions associated with the combustion of fuels. DCC are considering inclusion of well to tank emissions in future reporting.
General operations	Biogenic carbon dioxide emissions	Out of scope	Biogenic carbon dioxide emissions associated with combustion of landfill gas, combustion of wastewater treatment plant gases, and combustion of woodchips have not been quantified in this IMR. The carbon dioxide added to the atmosphere through combustion of organic material was typically removed from the atmosphere within the past few years and so the net addition to the atmosphere is taken to be zero. DCC are considering reporting biogenic carbon dioxide emissions separate to the overall inventory figures in future reporting.

A1.2 Quantified Inventory of Emissions and Removals

A1.2.1 Calculation Methodology

A calculation methodology has been used for quantifying the emissions inventory based on the following calculation approach, unless otherwise stated below:

Emissions = activity data x emissions factor

All emissions were calculated using externally verified emissions factor sources such as Ministry for the Environment's detailed emissions guide. Global Warming Potentials (GWP)

from the IPCC fifth assessment report (AR5) are the preferred GWP conversion[12]. Please note that for closed landfill emissions AR6 is applied.

Where applicable, unit conversions applied when processing the activity data has been disclosed.

There are systems and procedures in place that will ensure applied quantification methodologies will continue in future GHG emissions inventories.

A1.2.3 GHG Storage and Liabilities: Land Use Liabilities

Organisations that own land subject to land-use change may achieve sequestration of carbon dioxide through a change in the carbon stock on that land. Where sequestration is claimed, then this also represents a liability in future years should fire, flood, management activities or other intentional or unintentional events release the stored carbon. DCC do not currently claim sequestration on DCC managed land from existing vegetation, however do report the land use liabilities associated with the estimated carbon stock across the DCC estate.

Table A1.4: Land use liabilities (total)

Site name	Total sequestration during 2025/26 (tCO_2e)	Contingent liability (tCO_2e)	Total potential liability (tCO_2e)
Dunedin City Council	**31,324**	**171,773**	**2,915,801**

A1.2.3 GHG Storage and Liabilities: GHG Stocks Held On Site

Table A1.5: GHG Stocks held on 30 June 2026

GHG gas stock held	Quantity	Unit	Potential liability (tCO_2e)
Diesel	56,650	Litres	151.36
LPG	9,138	Kg	27.15
Refrigerants - R22	6	Kg	10.56
Refrigerants - R134a	162	Kg	210.60
Refrigerants - R404a	22	Kg	86.74
Refrigerants - R407c	509	Kg	826.70
Refrigerants - R410a	519	Kg	998.30
Refrigerants - R32	66	Kg	44.68

[12] If emission factors have been derived from recognised publications approved by the programme, which still use earlier GWPs, the emission factors have not been altered from as published.

A1.2.4 Supplementary Results

Holdings and transactions in GHG-related financial or contractual instruments such as permits, allowances, verified offsets or other purchased emissions reductions from eligible schemes are reported separately here.

Carbon credit and offsets

No carbon credits or offsets were purchased for the 2025/26 financial year.

Double counting and double offsetting

There are various definitions of double counting or double offsetting. For this report, it refers to:

- Parts of the organisation have been prior offset.
- The same emissions sources have been reported (and offset) in both an organisational inventory and product footprint.
- Emissions have been included and potentially offset in the GHG emissions inventories of two different organisations, e.g., a company and one of its suppliers/contractors. This is particularly relevant to indirect (Categories 2 and 3) emissions sources.
- The organisation generates renewable electricity, uses, or exports the electricity and claims the carbon benefits.
- Emissions reductions are counted as removals in an organisation's GHG emissions inventory and are counted or used as offsets/carbon credits by another organisation.

Double counting / double offsetting has not been included in this inventory.

Appendix 2: Significance Criteria Used

The following quantitative and qualitative criteria are considered to determine which indirect emissions sources to include in the DCC's organisational emissions inventory:

- Data availability and quality
- Staff resourcing
- The magnitude of emissions source
- Level of influence DCC have on the emissions source
- The risk from the emissions source, or opportunity to reduce emissions from this source
- Sector specific guidance
- Whether the emissions source is counted in city-wide emissions reduction targets
- Whether the emissions source needs to be measured in order to meet requirements of our intended inventory use and users

Indirect emissions sources currently excluded from DCC's inventory are periodically assessed against these criteria, to take into account changes over time (for instance, the data availability may improve over time).

There is no prescriptive rule to determine whether an indirect emissions source meets the threshold for inclusion in DCC's inventory. Rather, the assessment is largely qualitative.

Appendix 3: References

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Appendix 4: Reporting Index

This report template aligns with ISO 14064-1:2018. The following table cross references the requirements against the relevant section(s) of this report.

Section of this report	ISO 14064-1:2018 clause
Cover page	9.3.1 b, c, r 9.3.2 d,
Availability	9.2 g
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1.2. Emissions inventory results	9.3.1 f, h, j 9.3.3
1.3. Organisational context	9.3.1 a
1.3.1. Organisation description	9.3.1 a
1.3.2. Statement of intent	
1.3.3. Person responsible	9.3.1 b
1.3.4. Reporting period	9.3.1 l
1.3.5. Organisational boundary and consolidation approach	9.3.1.d
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Chapter 2: Emissions Management and Reduction Report	
2.1. Emissions reduction results	9.3.1 f, h, j, k 9.3.2 j, k
2.2. Significant emissions sources	
2.3. Emissions reduction targets	
2.4. Emissions reduction projects	9.3.2 b
2.5. Staff engagement	
2.6. Key performance indicators	
2.7. Monitoring and reporting	9.3.2 h
Appendix 1: Detailed greenhouse gas inventory	9.3.1 f, g
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A1.1.1 Emission source identification method and significance criteria	9.3.1 e
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A1.2 Quantified inventory of emissions and removals	
A1.2.1 Calculation methodology	9.3.1 m, n, o, t
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A1.2.3 GHG Storage and liabilities	
A1.2.3.1 GHG stocks held on site	
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Appendix 5: Baseline Emissions Summary and Recalculation Policy

Category (ISO 14064-1:2018)	Scope (ISO 14064-1:2006)	Emissions Sub-Group	Baseline 2018/19 (tCO_2e)	Emissions data used	Rationale (if not 2018/19)/Notes
Category 1: Direct emissions	Scope 1	Biomass	8.70	2018/19	Biomass woodchips used in Botanic Gardens propogation facility in 2018/19, however primary use of woodchips in 2025/26 was from Te Puna o Whakaehu, which was not operating in 2018/19.
		Closed landfill emissions	8,127.87	2018/19	
		Diesel Fleet Fuel	325.27	2018/19	
		Diesel stationary energy	756.41	2018/19	
		Fertliser	13.45	2018/19	
		LPG stationary energy	1,956.59	2018/19	
		Petrol Fleet Fuel	155.25	2018/19	
		Refrigerant Leakage	345.86	2018/19	
		Waste to landfill	53,602.74	2019/20	Earliest data available using new reporting methodology
		Wastewater Treatment	9,884.13	2023/24	Earliest data available using new reporting methodology
Category 2: Indirect emissions from imported energy	Scope 2	Electricity	3,740.76	2018/19	
Category 3: Indirect emissions from transportation	Scope 3	Air travel	312.47	2018/19	
		Hotel stays	4.05	2018/19	
		Private cars	21.01	2018/19	
		Rental cars	0.14	2018/19	
		Staff Travel to Work	525.28	2020/21	Earliest data available
		Taxis	2.32	2018/19	
Category 4: Indirect emissions from products used by organisation	Scope 3	Major Suppliers	5,132.61	2021/22	Earliest data available
		Water treatment chemicals	2,080.25	2021/22	Earliest data available
		Composting (non DCC facility)	0.00	2018/19	No DCC organics collection in baseline year. There was some composting at Green Island Resource Recovery Park, in the form of windrows of diverted green waste. However, DCC do not

					have data available on this source.
		Electricity T&D losses	274.12	2018/19	
		Cloud computing	0.00	2018/19	Earliest data available for 2025/26. Cloud computing emissions in 2018/19 assumed to be negligible based on organisation's use of cloud computing services at the time.
		Wastewater treatment - sludge disposed at private landfill	0.00	2018/19	No sludge deposited at private landfill in 2018/19 (deposited at DCC's Green Island landfill in 2018/19)
Total			**87,269.27**		

Baseline Emissions Recalculation Policy

The following instances shall require a recalculation of DCC's base year emissions to ensure comparisons against the base year remain relevant:

- Structural changes that have a significant impact on the DCC's base year emissions. For example, as more suppliers report their emissions to the DCC when existing contracts expire and new contracts with emissions reporting requirements are put in place, the baseline year Major Suppliers emissions will need to be recalculated in order to remain relevant.
- Changes in calculation methodology, improved accuracy of emissions factors, or improved activity data that result in a significant impact on the baseline year emissions data
- Discovery of significant errors, or cumulative errors, that are collectively significant.

Base year emissions will also be recalculated when there are minor updates to consumption based emissions factors with no secondary calculation (such as per litre fleet fuel diesel/petrol emissions factors, stationary LPG consumption factors per kg and kWh, biomass combustion emissions).

Changes in baseline emissions since 2024/25 Inventory Management Report

There have been multiple updates to DCC's baseline emissions since the 2024/25 IMR. Significant updates include:

- **Closed landfills:** Information on closed landfills emissions have been updated to cover back to 2018/19, having previously been reported from 2019/20. In the 2024/25 IMR, closed landfill emissions were calculated using the IPCC's AR5 methane GWP100 with CCFB of 34:1. This has been updated to IPCC's AR6 methane GWP100 of 27:1.
- **Waste to landfill:** previously reported tonnages were incorrect, due to sludge to landfill being subtracted from the total and reported under WWTPs back in 2019/20. Green Island landfill sludge emissions are now reported to the landfill, not to the WWTPs. This has led to an increase in baseline waste to landfill emissions.
- **Consumption based emissions factors** have been updated in line with MfE's 2026 Emissions Factor Guide. This has changed historical results slightly for stationary LPG, stationary diesel, and fleet fuel. As major suppliers' emissions involve multiple different emissions sources, such as stationary LPG, diesel, and fleet fuel, this has also resulted to changes in major supplier emissions.
- **Municipal Chambers/Town Hall LPG** emissions have been added to the baseline year, with these not previously reported.
- **Air travel emissions** are slightly different to previously reported figures, due to an update to the emissions factors applied.
- **Hotel and rental car data** has now been updated to show actual 2018/19 data, with 2020/21 data previously used as a proxy. This has led to a slight difference.
- **Refrigerant leakage emissions** are different from those originally reported in 2018/19, due to a correction of an historic error in the refrigerant top ups attributed to the 2018/19 financial year.

The result of these changes is that DCC's total baseline emissions in this IMR are **87,269.27tCO2e** compared with **86,457.66tCO2e** in the 2024/25 IMR.

Appendix 6: Changes in Reported 2024/25 Emissions between 2024/25 IMR and 2025/26 IMR

Category (ISO 14064-1:2018)	Emission Source	2024/2025 Emissions in 2024/25 IMR (tCO2e)	2024/25 Emissions reported in this IMR (tCO2e)	Reason for change
Category 1: Direct emissions	Waste to landfill	25,518.96	26,924.79	The reported waste to landfill emissions in the 2024/25 IMR used the 2024 calendar year verified Unique Emissions Factor for the landfill as a proxy to cover the period of January to June 2025. Following confirmation of the 2025 calendar year Unique Emissions Factor for Green Island landfill, the emissions for January to June 2025 have been recalculated. This has seen a slight increase in 2024/25 waste to landfill emissions compared to the figures reported in the 2024/25 IMR.
	Stationary LPG	2,368.09	2,505.49	Emissions associated with LPG use at the Town Hall/Municipal Chambers have been added since the 2024/25 IMR.
	Closed landfill emissions	7,292.85	5,791.38	Closed landfill emissions have been updated to take into account the latest IPCC guidance on AR6 CH4:CO2e global warming potentials over 100 years (GWP100). This has seen the methane conversion rate change from 34:1 to 27:1, reducing the reported tCO2e emissions.
Category 2: Indirect emissions from imported energy	Electricity	2,934.42	2,580.60	Electricity emissions for the January to June 2025 portion of the 2024/25 financial year were recalculated once the electricity emissions factor for the 2025 calendar year was released by MfE, with the emissions per kWh in 2025 lower than in 2024 (as part of the 2026 emissions factor workbook). The 2024 electricity emissions factor was used when the 2024/25 IMR was completed as a proxy, as the 2025 emissions factor was not available at the time.
Category 4: Indirect emissions from products	Composting (non DCC facility)	3,012.40	3,005.57	Minor update to emissions factor per tonne of compost (old figure of 0.176tCO_2e/t of compost updated to 0.1756tCO_2e/t as per 2026 MfE emissions factor guide).

used by organisation	Electricity T&D losses	223.17	195.36	Electricity emissions for the January to June 2025 portion of the 2024/25 financial year were recalculated once the electricity emissions factor for the 2025 calendar year was released by MfE, with the emissions per kWh in 2025 higher than in 2024 (as part of the 2026 emissions factor workbook). The 2024 electricity emissions factor was used when the 2024/25 IMR was completed as a proxy, as the 2025 emissions factor was not available at the time.
Total DCC emissions (across all sources, many not shown here)		59,896.28	59,540.33	Total emissions for 2024/25 across DCC reduced by 327.34tCO2e following all of the above changes to the emissions calculations.

Please note that a wide range of emission factors are updated every year alongside MfE's latest publication on updated emission factors leading to negligible differences between last and current IMR for most emission sources (e.g., minor changes in emissions per unit of fuel). Negligible differences have been excluded from the above narrative but are included in the total DCC emissions across all sources comparison.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26

Specific, Time-Bound Projects

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
KEY:					
KS (#)	Key Shift as numbered in Zero Carbon Plan			Green	Progressing as planned
AA (#)	Action Area as numbered in Zero Carbon Plan			Amber	Minor delays or reduction in scope
Reference number	Specific action - eg. R 1.2.3 - third Resource use and Waste action under KS 1 and AA 2			Red	Major delays or reduction in scope
Resource Use and Waste					
KS1	**Use resources in a more circular way**				
KS2	**Divert more waste from landfill**				
AA 1	**Enable communities to re-use and recycle resources**				
R1.1.3	Provide rural recycling hubs	2025/26-2033/34	Waste and Environmental Solutions	Red	Not progressed due to the requirement for additional operational expenditure to service additional recycling dropoff points.
R1.1.4	Work with community partners to support three or more communities to establish new community-led resource/recycling centres in local neighbourhoods	2025/26-2027/28	Waste and Environmental Solutions	Red	Council consideration of next steps for this project has been deferred until 10 Year Plan.
R1.1.5	Complete business case for a wider network of community-led resource/recycling centres in local neighbourhoods	2025/26	Waste and Environmental Solutions	Red	Council consideration of next steps for this project has been deferred until 10 Year Plan.
R1.1.6	Support communities to operate and develop community-led resource/recycling centres into self-sustaining operating models	2025/26-2027/28	Waste and Environmental Solutions	Red	Council consideration of next steps for this project has been deferred until 10 Year Plan.
R1.1.9	Deliver City Recycling Hubs	2025/26-2033/34	Waste and Environmental Solutions	Red	One new hub facility to be installed as part of the new ORC headquarters building. No other suitable locations available at the present time.
AA 3	**Enable food and garden organics to be composted**				
R1.3.1	Construct new Green Island composting facility	2025/26-2026/27	Waste and Environmental Solutions	Amber	Construction underway. Project delayed due to a four-month minimum pre-load of the building site to eliminate the risk of differential settlement. Completion scheduled for July 2027.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26

Specific, Time-Bound Projects

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
AA 4	**Enable construction waste to be reduced, re-used and recycled**				
R1.4.1	Construct Green Island facility for storing timber diverted from landfill	2025/26 - 2027/28	Waste and Environmental Solutions	Green	Project is on track.
R1.4.3	Explore with community partners the potential for construction waste re-use hub(s)	2025/26	Waste and Environmental Solutions	Red	Council consideration of next steps for this project has been deferred until 10 Year Plan.
R1.4.5	Explore options for incentives to encourage low carbon, circular, low waste design for construction projects	2025/26	Waste and Environmental Solutions	Red	Council consideration of next steps for this project has been deferred until 10 Year Plan.
R1.4.6	Implement incentives for low carbon, circular, low waste design for construction projects	2025/26-2030/31	Waste and Environmental Solutions	Red	Council consideration of next steps for this project has been deferred until 10 Year Plan.
R1.4.7	Explore ways to support the establishment and operation of building deconstruction services	2025/26	Waste and Environmental Solutions	Red	Council consideration of next steps for this project has been deferred until 10 Year Plan.
R1.4.8	Support the establishment and operation of building deconstruction services	2025/26-2030/31	Waste and Environmental Solutions	Red	Council consideration of next steps for this project has been deferred until 10 Year Plan.
R1.4.9	Deliver a pilot programme for construction waste separation	2025/26	Waste and Environmental Solutions	Red	Council consideration of next steps for this project has been deferred until 10 Year Plan.
R1.4.10	Undertake and publish case studies on separating construction waste and reducing waste in design	2025/26	Waste and Environmental Solutions	Red	Some actions progressing. Council consideration of next steps for this project has been deferred until 10 Year Plan.
R1.4.11	Publish information about best practice for reducing construction material use and waste through design and construction	2025/26	Waste and Environmental Solutions	Green	Webpage set up to enable publication of best practice resources. Complete.
AA 5	**Enhance waste minimisation education and facilities**				
R1.5.2	Construct new resource recovery park at Green Island to provide infrastructure for waste diversion	2025/26-2027/28	Waste and Environmental Solutions	Amber	Construction underway. Significant delay due to the requirement to 'pre load' the building sites for a minimum of four months to prevent differential settlement.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26 — Specific, Time-Bound Projects

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
AA 6	**Improve data on resource use and waste**				
R1.6.3	Undertake study to determine source of paper sent to landfill	2025/26	Waste and Environmental Solutions	Red	Two (out of three) Waste Minimisation Team roles currently vacant. Recruitment on hold pending 10 year plan decisions by Council.
R1.6.4	Use findings from R1.6.3 to plan and implement actions to reduce, re-use, or recycle paper	2025/26-2030/31	Waste and Environmental Solutions	Red	To follow completion of SWAP
R1.6.5	Undertake study to determine source and composition of textiles sent to landfill	2025/26	Waste and Environmental Solutions	Red	To follow completion of SWAP
R1.6.6	Use findings to plan and implement actions to reduce, re-use, or recycle textiles	2025/26-2030/31	Waste and Environmental Solutions	Red	To follow completion of SWAP
KS 3	**Improve landfill and wastewater gas management**				
AA 7	**Divert biosolids and minimise emissions from wastewater treatment**				
R3.7.1	Complete business case for bioresources facility	2025/26	3 Waters	Green	Business case 99% complete.
AA 8	**Improve landfill and wastewater gas capture**				
R3.8.4	Deliver a gas flare at Mosgiel Wastewater Treatment Plant	2026/27	3 Waters	Amber	Design work complete. Delivery now expected 26/27 upon issue of consent.
R3.8.5	Undertake monitoring and explore other improvements to the capture and destruction of greenhouse gases produced in wastewater treatment processes	2025/26-2026/27	3 Waters	Amber	Feasbility study complete. Delivery now expected 26/27.
Transport and Urban Form					
KS1	**Nurture low emissions urban form**				
AA 2	**Strengthen neighbourhood centres**				
T1.2.2	Consider actions to promote the use and reuse of historic buildings, including through residential use, as part of Heritage Action Plan implementation plan development	2025/26-2026/27	Advisory Services	Green	Work progressing.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26 — Specific, Time-Bound Projects

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
T1.2.3a	Deliver Minor Streetscape Upgrades	2025/26-2027/28 and 2032/33-2033/34	Advisory Services	Amber	Musselburgh upgrade completed
T1.2.6	Complete South Dunedin Library	2025/26	Property	Green	Complete.
KS 3	**Unlock remote solutions**				
AA 8	**Provide virtual and low-emissions mobile solutions**				
T3.8.3	Deliver DCC eServices programme	2025/26-2033/34	Business Information Services	Amber	The 3 Waters migration is complete, with the remaining on-site environment and servers due to be decommissioned within the next two months. The wider cloud migration is approximately 5% complete and is currently in a replanning phase, with completion targeted for early 2027.
KS 4	**Develop convenient and attractive cycling and walking networks and public transport services**				
AA 9	**Complete urban cycleway networks and improve priority pedestrian networks**				
T4.9.1	Develop *Otepoti - Dunedin pathways: A walking and cycling plan* that aligns with Zero Carbon goals	2025/26	Transport	Green	Draft Ōtepoti Pathways strategy out for consultation in September 2026.
T4.9.3	Work with the Dunedin Tunnels Trail Trust to deliver the Dunedin Tunnels Trail	2025/26-2027/28	Transport	Green	Ongoing, progressing as planned.
T4.9.6	Deliver SFDT Albany Street Connection – connecting the Harbour Cycleway with the tertiary area and the CBD	2025/26	Transport	Green	Construction underway.
T4.9.15	Work with NZTA to deliver SFDT Central City Cycle and Pedestrian Improvements - St Andrew St	2025/26-2029/30	Transport	Green	NZTA is evaluating tenders for detailed design, working through legal processes.
T.4.9.22	Deliver South Dunedin Safer School Streets	2025/26-2029/30	Transport	Green	Transport are delivering components of the South Dunedin Safer Streets programme through the Low Cost Low Risk programme starting in 26/27 through to 27/28. Funding beyond 27/28 depending on LTP decisions.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26

Specific, Time-Bound Projects

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
T4.9.24	Deliver low cost, low risk improvements	2025/26-2033/34	Transport	Green	Musselburgh complete. Ongoing.
AA 12	**Support improvements in the quality and consistency of bus stops and bike facilities**				
T4.12.5	Work with the ORC to develop a collaborative plan for the bus stop network with an initial focus on high frequency routes	2025/26	Transport	Amber	Not progressing due to resource constraints (both ORC and DCC). Staff are continuing to work with ORC on specific projects.
KS 5	**Boost travel demand management to support use of active and public modes**				
AA 13	**Align parking management and consider other pricing mechanisms**				
T5.13.1	Develop a Parking Strategy that aligns with Zero Carbon goals	2025/26	Transport	Amber	Workshop with Councillors planned for early 2027 for strategy initiation.
AA 14	**Establish and promote car share**				
T5.14.1	Facilitate establishment of commercial car share in Dunedin	2025/26-2026/27	Transport	Red	Not progressing
AA 15	**Expand workplace and school travel planning and road safety promotion**				
T5.15.7a	Explore options to encourage and enable greater uptake of public transport by DCC staff	2025/26	Transport	Green	Waiting for Motu Move rollout. Also waiting on ORC decisions on fare capping. We are continuing to provide information to staff who are keen to take the bus.
T5.15.7e	Investigate options to encourage and enable greater uptake of e-bikes by DCC staff	2025/26	People & Capability	Green	As an outcome of the recent collective bargaining round, the DCC will be implementing a bike purchase scheme (for the express purpose of travel to and from work) for DCC staff
T5.15.7f	Implement preferred e-bike option for DCC staff - please note that a decision on this action is deferred until all implications are known, including financial and resourcing	Ongoing from 2025/26	People & Capability	Amber	Staff are in the process of setting up the scheme, it is likely to be launched as a trial in the first instance. The scheme will be in place for a period of two years and will be reviewed in a future collective bargaining round.
AA 17	**Improve connections between modes**				
T5.17.1a	Deliver SFDT Mosgiel Park and Ride project, including consideration of connection between modes	2025/26	Transport	Green	Under construction, likely to be completed by end of 2026.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26 — Specific, Time-Bound Projects

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
KS 6	**Shift freight to low emissions modes**				
AA 18	**Support freight to shift to rail and coastal shipping**				
T6.18.3a	Deliver the Mosgiel Transport Study	2025/26	Transport	Green	Underway, with Council by end of 2026.
KS 7	**Electrify light vehicles**				
AA21	**Support electrification of service vehicles and last mile delivery**				
T7.21.3	Invest in infrastructure to support continued DCC fleet electrification	2025/26	Property/Fleet	Amber	Work has been quoted at a new location. New location costs less and is less disruptive. Timeline TBC
Buildings, Energy and Industry					
KS1	**Switch to low carbon stationary energy sources**				
KS2	**Improve energy efficiency of buildings and industry**				
AA 1	**Support the transition to fossil-fuel free process heat**				
E1.1.3a	Explore options to support businesses using fossil fuelled boilers/process heat with a capacity less than 500kW (especially LPG boilers) to develop decarbonisation plans	2024/25-2025/26	Zero Carbon	Green	Zero Carbon business support pilot criteria aligned to ensure businesses with these assets are prioritised if programme is oversubscribed. Membership bodies of sectors likely to have these assets within their portfolios will be targeted as part of programme outreach moving forward.
AA 2	**Replace fossil fuels and improve energy efficiency of DCC facilities**				
E1.2.1	Deliver heat recovery system at Moana Pool	2025/26-2026/27	Parks and Recreation	Amber	Tender for part-refurbishment of the HVAC-Heat Recovery system out. Physical works expected to be completed within 2026/27 FY. Reduction of LPG consumption is likely to differ from the reduction built into EMRP modelling.
E1.2.11	Implement preferred option to improve the overall energy efficiency and reduce LPG use at Andersons Bay Crematorium	2025/26-2026/27	Parks and Recreation	Green	Complete.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26 — Specific, Time-Bound Projects

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
AA 3	**Support energy efficiency and the transition away from fossil fuels in homes**				
E1.3.1	Explore options to increase residential and community energy efficiency and address energy hardship through Housing Action Plan implementation, and design programme or solution	2025/26	Housing	Amber	Descoped to focus on cost-neutral options.
E1.3.2	Pilot residential energy efficiency programme	2023/24-2026/27	Housing	Amber	CEN have completed the project.
E1.3.3	Explore options to promote or incentivise transition to low emissions solutions for heating and cooking in existing homes	2025/26	Zero Carbon	Amber	Support for Electrify Dunedin is ongoing.
E1.3.5	Explore options to promote or incentivise energy efficient, low emissions new builds and retrofits	2025/26	Housing	Amber	Descoped to focus on cost-neutral options. Pre-existing programmes continue as per BAU.
KS3	**Increase local renewable generation**				
AA 5	**Grow renewable energy generation in the community**				
E3.5.2	Explore options to promote or incentivise renewable energy generation on community assets and residential property	2025/26	Zero Carbon	Amber	Support for Electrify Dunedin is ongoing.
Forestry, Land and Agriculture					
KS2	**Grow sequestration that aligns with mana whenua and community values**				
AA 2	**Support growth of sequestration that aligns with mana whenua and community values**				
F2.2.2	Explore options to encourage and support growth in sequestration that aligns with mana whenua and community values, including the role of DCC and DCHL offsetting (if any)	2024/25-2025/26	Zero Carbon	Green	Discussions with mana whenua and community have occurred in 2025/26. Options report on possible Council roles considered by Council in September 2026, with Council endorsing a native revegetation partnership pilot between DCC and Zero Carbon Alliance partners.
F2.2.4	Develop a Green and Blue Networks Plan for Dunedin, including options for sequestration on DCC-owned land	2025/26	Advisory Services	Red	Project not proceeding.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26

Specific, Time-Bound Projects

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
Communities and Economies					
KS1	**Build resilient and connected communities, including by enabling local food, resource sharing, and access to local amenities.**				
AA 1	**Foster local and regenerative food systems**				
C1.1.10	Explore with relevant stakeholders ways to encourage people to join the food industry	2023/24-2027/28	Enterprise Dunedin	Green	Training programme will provide academic qualification, hands on experience in horticulture, ongoing mentoring for business development, introduction to further education and training, internship opportunity for development of new businesses at appropriate scale, or opportunity for employment as growing scales up. Working with key stakeholders to finalise timeline.
AA 3	**Empower the community to respond**				
C1.3.1	Develop a zero carbon community outreach, engagement and activation plan	2025/26	Zero Carbon	Green	Plan developed, in delivery phase.
KS2	**Foster collaboration, partnership, and systems change to unlock opportunities and promote a cohesive transition**				
AA 4	**Deepen partnerships and collaboration**				
C2.4.3a	Implement a standardised approach to give effect to the Zero Carbon Policy through project management, including guidance and support for DCC staff and suppliers	2025/26	Zero Carbon	Amber	Zero Carbon elements have been incorporated into the Project Management Framework, with training for Project Managers running through 2025/26.
KS3	**Support innovation and grow diverse low carbon sectors and businesses**				
AA 6	**Support development of a diverse low carbon economy**				
C3.6.1	Build Zero Carbon considerations into the revision of the Economic Development Strategy, including by way of a low carbon future economy opportunities/innovation scan nationally and globally	2023/24-2027/28	Enterprise Dunedin	Amber	Staff are awaiting direction regarding next steps for the strategic refresh process. Staff have discussed with Business South support for implementation of the Invest Ōtepoti Plan Climate Innovation workstream.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26

BAU Actions

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
KEY:					
KS (#)	Key Shift as numbered in Zero Carbon Plan			Green	Progressing as planned
AA (#)	Action Area as numbered in Zero Carbon Plan			Amber	Minor delays or reduction in scope
Reference number	Specific action - eg. R 1.2.3 - third Resource use and Waste action under KS 1 and AA 2			Red	Major delays or reduction in scope
Resource Use and Waste					
KS1	**Use resources in a more circular way**				
KS2	**Divert more waste from landfill**				
AA 1	**Enable communities to re-use and recycle resources**				
R1.1.1	Continue to develop and support existing resource recovery parks: Green Island, Waikouaiti, Middlemarch	Ongoing	Waste and Environmental Solutions	Green	Ongoing
R1.1.8	Continue to support/run and grow a calendar of community events and education to divert household items from landfill, including repair cafes and Para Kore	Ongoing	Waste and Environmental Solutions	Amber	Two (out of three) Waste Minimisation Team roles currently vacant. Recruitment on hold pending 10 year plan decisions by Council.
AA 2	**Support collaboration for circularity**				
R1.2.1	Expand supports for waste minimisation education, projects, facilities, and services to include initiatives that support resource circularity, and to ensure that key services can access multi-year funding.	Ongoing	Waste and Environmental Solutions	Amber	Two (out of three) Waste Minimisation Team roles currently vacant. Recruitment on hold pending 10 year plan decisions by Council.
R1.2.2a	Progress collaborative work on circular economy with partners	Ongoing	Zero Carbon	Green	Ongoing. Being advanced through Zero Carbon Alliance, but also through various Waste and Environmental Solutions initiatives.
AA 4	**Enable construction waste to be reduced, re-used and recycled**				
R1.4.2	Continue collaborating with other councils to identify or create solution for timber and other regional waste processing infrastructure	Ongoing	Waste and Environmental Solutions	Amber	Two (out of three) Waste Minimisation Team roles currently vacant. Recruitment on hold pending 10 year plan decisions by Council.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26 BAU Actions

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
AA 5	**Enhance waste minimisation education and facilities**				
R1.5.1	Continue to expand provision of waste minimisation information and education, including developing an online information hub, a mobile waste education unit and delivering a business education programme	Ongoing	Waste and Environmental Solutions	Red	Two (out of three) Waste Minimisation Team roles currently vacant. Recruitment on hold pending 10 year plan decisions by Council.
R1.5.4	Explore how to best support businesses to undertake waste audits and develop waste minimisation plans	Ongoing	Waste and Environmental Solutions	Red	Two (out of three) Waste Minimisation Team roles currently vacant. Recruitment on hold pending 10 year plan decisions by Council.
R1.5.5	Support business to undertake waste audits and develop waste minimisation plans	Ongoing	Waste and Environmental Solutions	Red	Two (out of three) Waste Minimisation Team roles currently vacant. Recruitment on hold pending 10 year plan decisions by Council.
AA 6	**Improve data on resource use and waste**				
R1.6.7	Ensure all major chemicals used within DCC are included within emissions data, including but not limited to aquatics chlorine use, and liming of sludge at Tahuna WWTP	Ongoing	Zero Carbon	Green	BAU as part of emissions reporting.
R1.6.8	Identify opportunities to reduce emissions from chemicals use, and implement changes	Ongoing	Zero Carbon	Green	Whenever possible the DCC is procuring chemicals locally. In 2025/26 projects to optimise water treatment plant processes have also led to reductions in the total amount of chemicals needed.
KS 3	**Improve landfill and wastewater gas management**				
AA 8	**Improve landfill and wastewater gas capture**				
R3.8.3	Continue work to optimise gas capture and destruction at Green Island Landfill	Ongoing	Waste and Environmental Solutions	Green	Ongoing.
R3.8.6	Implement other improvements to the capture and destruction of greenhouse gases produced in wastewater treatment processes as part of relevant 3 Waters asset management and capital works programmes	Ongoing	3 Waters	Amber	Not funded or scoped specifically but will be a consideration for future WWTP upgrades to the extent possible with data available at the time. No major improvements anticipated before 2030.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26 BAU Actions

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
Transport and Urban Form					
KS1	**Nurture low emissions urban form**				
AA 1	**Encourage density close to centres and public transport**				
T1.1.1a	Continue to take Zero Carbon considerations into account when prioritising the 3 Waters growth capital programme	Ongoing	3 Waters	Green	Prioritisation tool that includes Zero Carbon considerations has been applied to 3W Growth Capital Programme for 2025/26.
AA 2	**Strengthen neighbourhood centres**				
T1.2.7	Build Zero Carbon considerations into aquatic, reserves management plans, sports facilities, and open space network reviews	Ongoing	Parks and Recreation	Green	This is now BAU for Parks and Recreation projects and documents such as RMPs.
AA 3	**Design urban form for connectivity**				
T1.3.2	Continue to improve DCC pre-application and consent processes to achieve better outcomes for connectivity and urban design, with an initial focus on major subdivisions and developments	Ongoing	City Development Engineer	Amber	Work has continued with major subdivison developers and medium-size developers where needed. Formal processes have not been established.
T1.3.3	Encourage and support ORC involvement in pre-application and consent processes for major subdivisions and developments to maximise potential integration with the public transport network (including through RLTP and RPTP processes, and Otago Climate Strategy development, as appropriate)	Ongoing	Transport	Green	Ongoing
KS2	**Target closer markets, encourage local destinations, and inspire longer stays**				
AA 4	**Align destination and events management**				
T2.4.1	Build Zero Carbon considerations into Destination Management Plan implementation and other Regional Tourism Organisation (RTO) activities	2025/26-2030/31	Enterprise Dunedin	Green	Zero Carbon Business Support Programme targeted at visitor sector complete. Light Footprint Itinerary will follow from business support programme, sector reporting strong interest.
T2.4.4a	Build Zero Carbon considerations into Festivals and Events Plan implementation	2025/26-2030/31	Enterprise Dunedin	Green	This is BAU with event planning and delivery

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26 BAU Actions

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
AA 6	**Encourage low carbon recreation**				
T2.6.1	Implement the Play Spaces Plan 2021 and Recreation Tracks Plan 2022	Ongoing	Parks and Recreation	Green	Completed Navy Park Playground, Watson Park Playground, Opoho park Playground and McMillan Park Playground.
T2.6.2	Explore opportunities to optimize promotion of local destinations and recreation opportunities to local people, and implement options identified.	Ongoing	Parks and Recreation	Green	Working on a web page to highlight various tracks in the city for a range of abilities. Information that is accurate for each track. RMPs have actions that aim to make these reserves desirable for public use. Working on an Interpretation Plan for Truby King Reserve.
T2.6.3	Support community groups developing and implementing regional cycleway connections: - Waihola to Wingatui cycle trail connection - Cycle trail connecting coastal communities north of Dunedin	Ongoing	Parks and Recreation	Green	Staff have met with the Trust and discussed upcoming projects and will assist where tracks cross DCC reserve land.
KS 3	**Unlock remote solutions**				
AA 7	**Enable working from home**				
T3.7.2a	Implement flexible working policy across DCC to enable working from home where appropriate	Ongoing	Zero Carbon	Green	The DCC has a Flexible Working Policy in place.
KS 4	**Develop convenient and attractive cycling and walking networks and public transport services**				
AA 10	**Support improvements in public transport service frequency, operating hours and quality, while maintaining affordability for users**				
T4.10.1a	Encourage and support the ORC to improve public transport service frequency, especially on key routes, while maintaining affordability for users (including through RLTP and RPTP processes and the Otago Climate Strategy development, as appropriate)	Ongoing	Transport	Green	Ongoing. ORC currently consulting on fare structure.
T4.10.5	Encourage and support the ORC to align public transport services to better meet the needs of students and staff travelling to school and after-school sports (including through RLTP and RPTP processes and the Otago Climate Strategy development, as appropriate)	Ongoing	Transport	Green	Ongoing.
AA 11	**Support extensions to the geographic reach of public transport services**				
T4.11.1	Encourage and support ORC to investigate, trial and implement new network units (routes), (including through RLTP and RPTP processes and Otago Climate Strategy development, as appropriate)	Ongoing	Transport	Green	Ongoing.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26 BAU Actions

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
T4.11.2	Encourage and support the ORC to investigate, trial and implement opportunities for demand-responsive services (including through RLTP and RPTP processes and Otago Climate Strategy development, as appropriate)	Ongoing	Transport	Green	Ongoing through connections in Zero Carbon Alliance and Otago Climate Officers Group.
T4.11.3	Encourage and support central government and other agency investigation and implementation of inter-regional public transport (including through changes to government regulatory and investment processes, RTO activities, and Otago Climate Strategy development, as appropriate)	Ongoing	Zero Carbon	Green	Ongoing through connections in Zero Carbon Alliance and Otago Climate Officers Group.
AA 12	**Support improvements in the quality and consistency of bus stops and bike facilities**				
T4.12.1a	Respond to any opportunities to improve the quality and consistency of bus stops and bike facilities (including through changes to government regulatory and investment processes, RTO activities, and Otago Climate Strategy development, as appropriate)	Ongoing	Transport	Green	Ongoing. DCC is encouraging ORC to investigate the future of the bus hub.
T4.12.3	Deliver improvements to bus stop facilities in conjunction with other capital improvement programmes.	Ongoing	Transport	Green	Ongoing as works progress
T4.12.4a	Work with the ORC to investigate and plan for the future of the bus hub	Ongoing	Transport	Green	Preliminary discussions have started
KS 5	**Boost travel demand management to support use of active and public modes**				
AA 13	**Align parking management and consider other pricing mechanisms**				
T5.13.3	Encourage and support central government to expand and align pricing and enforcement tools and provide best practice guidance on their application by local government	Ongoing	Transport	Green	Ongoing.
AA 15	**Expand workplace and school travel planning and road safety promotion**				
T5.15.2a	Continue to deliver existing travel demand management programmes, including for schools.	Ongoing	Transport	Amber	Ongoing, based on available DCC funding. Reduced scope while staff are revaluating delivery of school cycle skills training.
T5.15.6	Encourage and support the ORC to investigate, trial and implement employer subsidised public transport fares, (including through the Zero Carbon Alliance, as appropriate)	Ongoing	Zero Carbon	Amber	Waiting for Motu Move rollout. Also waiting on ORC decisions on fare capping.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26 BAU Actions

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
T5.15.7g	Review and upgrade as necessary DCC end of trip facilities, such as bike parking	Ongoing	Transport	Amber	Ongoing audits of bike facilities to match demand
T5.15.7h	Promote end of trip facilities for DCC staff	Ongoing	Transport	Green	Ongoing.
T5.15.7i	Produce internal DCC communications and engagement on sustainable travel options and initiatives	Ongoing	Transport	Green	Ongoing.
T5.15.7j	Continue to undertake annual DCC staff travel surveys	Ongoing	Transport	Green	A common survey aproach with other organisations has been developed with standard surveys planned at least once every 2 years.
T5.15.8	Continue to optimise and electrify the DCC fleet as part of asset renewals	Ongoing	Property/ Fleet	Amber	Still prioritising PHEV or EV where practical.
T5.15.9	Implement initiatives to reduce DCC air travel, including managing team travel budgets and encouraging alternatives to travel and/or alternative travel modes, as appropriate	Ongoing	Executive Leadership Team	Amber	Air travel emissions reduced 18% in 25/26, and is managed via budget levers to limit non-essential air travel.
AA 17	**Improve connections between modes**				
T5.17.2	Encourage and support the owners/operators of existing transport infrastructure to improve connections between modes: - Dunedin bus hub - Dunedin Airport - Port Otago (including through RTO activities, the DCHL Carbon Roadmap, and Otago Climate Strategy development as applicable)	Ongoing	Zero Carbon	Green	DCC has engaged with DIAL regarding emissions reduction opportunities through the Zero Carbon Alliance and as part of support for the DCHL Carbon Roadmap, including opportunities to improve connections between modes at the airport.
KS 6	**Shift freight to low emissions modes**				
AA 18	**Support freight to shift to rail and coastal shipping**				
T6.18.2	Encourage and support key stakeholders to establish an inland freight hub(s)	Ongoing	Transport	Green	The Southern Links Inland Port is currently progressed through the fast track programme

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26 BAU Actions

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
AA 19	**Support growth of e-bikes and micro-mobility for last mile delivery**				
T6.19.3	Consider the needs of low emissions last-mile delivery modes in the Central City Upgrade and other centers upgrades	Ongoing	City Development	Amber	The needs of all modes will be considered in the review of the Central City Plan and planning for any future central city upgrades (currently unfunded in 10YP)
KS 8	**Decarbonise heavy vehicles, marine and aviation**				
AA 23	**Support transition to low- and zero-emission fuels for heavy vehicles**				
T8.23.1	Encourage and support the ORC to fast-track planned shifts to low emission vehicles or alternative fuels and technologies for contracted public transport services, (including through RLTP and RPTP processes, Otago Climate Strategy development, and the ZCA, as applicable)	Ongoing	Transport	Green	ORC are gradually introducing electric buses as contracts expire.
AA 24	**Support the transition to low- and zero-emission fuels for marine and aviation**				
T8.24.1	Encourage and support central government to take action to reduce emissions from shipping and aviation	Ongoing	Zero Carbon	Green	Integrated in BAU. No opportunities to submit in 2025/26.
T8.24.2a	Respond to any opportunities that support advances towards provision of shore power at Port Chalmers (including through RTO activities, the DCHL Carbon Roadmap, and the Otago Climate Strategy, as appropriate)	Ongoing	Zero Carbon	Red	No opportunities have emerged
T8.24.3	Encourage and support Dunedin Airport to position for early adoption of low carbon aviation fuels (including through RTO activities, the DCHL Carbon Roadmap, and the Otago Climate Strategy, as appropriate)	Ongoing	Zero Carbon	Green	DCC has engaged with DIAL regarding emissions reduction opportunities through the Zero Carbon Alliance and as part of support for the DCHL Carbon Roadmap, including opportunities to adopt low carbon aviation fuels.
Buildings, Energy and Industry					
KS1	**Switch to low carbon stationary energy sources**				
KS2	**Improve energy efficiency of buildings and industry**				
AA 1	**Support the transition to fossil-fuel free process heat**				
E1.1.1	Encourage and support central government to progress planned decarbonisation of the national electricity grid	Ongoing	Zero Carbon	Green	Integrated in BAU.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26 BAU Actions

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
AA 2	**Replace fossil fuels and improve energy efficiency of DCC facilities**				
E1.2.7a	Explore and implement options to displace stationary diesel use and improve energy efficiency at 3 Waters facilities as part of relevant 3 Waters asset management and capital works programmes	Ongoing	3 Waters	Green	Alternatives to diesel for WWTP and network pump diesel use will be considered at time of renewal or facility redevelopment. Built into procurement emissions standards and Project Management Framework guidance.
E1.2.12	Explore and implement other upgrades to improve energy efficiency and displace stationary diesel and LPG use at other PARS facilities as part of relevant asset management and capital works programmes	Ongoing	Parks and Recreation	Amber	Potential options to improve energy efficiency at PARS facilities are explored as and when energy systems reach end of life. Current cost benefit challenge for many PARS sites due to the variable energy demand required (for instance hot water in changing rooms) and the age of some facilities.
KS3	**Increase local renewable generation**				
AA 4	**Grow renewable energy generation from DCC-owned assets**				
E3.4.1a	Explore options for renewable energy generation associated with 3 Waters assets, as part of relevant 3 Waters asset management and capital works programmes	Ongoing	3 Waters	Green	3 Waters and Zero Carbon have investigated the feasibility of solar PV at Tahuna WWTP and Mt Grand WTP in 2025/26. Options regarding this have not been included in the draft LTP budgets. Staff are considering different funding options.
E3.4.4	Explore and implement options for renewable energy generation associated with other DCC assets, as part of other energy efficiency and decarbonization work programmes	Ongoing	Property	Green	Options for Sewer Thermal Energy will go to Council before the end of the year. Options on whether to investigate solar PV for Edgar Centre roof will be presented to Council during LTP process.
KS4	**Reduce emissions from refrigerants**				
AA 6	**Reduce refrigerant emissions and liabilities**				
E4.6.1	Continue to reduce the GWP of refrigerants on DCC property, as part of other energy efficiency and decarbonization work programmes	Ongoing	Property	Green	Ongoing.
Forestry, Land and Agriculture					
KS1	**Reduce emissions from agriculture**				
AA 1	**Support emissions reduction in agriculture**				
F1.1.1a	Encourage and support alignment of the Otago Climate Strategy with the Zero Carbon Plan	Ongoing	Zero Carbon	Green	Completed, Otago Strategic Climate Action Plan adopted by Otago Regional Council. Zero Carbon Alliance partnership supported development.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26 BAU Actions

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
Communities and Economies					
KS1	**Build resilient and connected communities, including by enabling local food, resource sharing, and access to local amenities.**				
AA 1	**Foster local and regenerative food systems**				
C1.1.1	Connect the network of food stakeholders in Dunedin to create visibility and connectivity in the sector	Ongoing	Enterprise Dunedin	Green	Several initiatives delivered in last year - include Discover Dunedin Pass, support for delivery of regional and national hui of growers and sector organisations, development of R&D sector, investigation of feasibility for Railway Station development as food hub / visitor destination
C1.1.2b	Facilitate collaborative work on initiatives that will shorten local food supply chains	Ongoing	Enterprise Dunedin	Green	Significant progress in development of horticulture programme to increase supply of local produce to local consumers. Focus shifting to red meat supply to local consumers over next year.
C1.1.3	Support Kiwiharvest and other organisations to rescue food	Ongoing	Waste and Environmental Solutions	Green	Ongoing.
C1.1.4	Develop 'produce local' and 'buy local' campaigns	Ongoing	Enterprise Dunedin	Green	Campaign strategy in development with OU Marketing Dept support. Landing page for social media call to action in development, highlighting hospo and retail businesses that support locally produced.
C1.1.5	Explore with relevant stakeholders ways to support innovation in the agricultural sector within the region	Ongoing	Enterprise Dunedin	Green	IP development for small scale on farm abattoir in development with farmers and partners at tertiary education.
C1.1.7	Support food businesses and growers to access marketplaces	Ongoing	Enterprise Dunedin	Green	Ongoing work
C1.1.8	Support the development of new community gardens and the maintenance of existing gardens	Ongoing	Parks and Recreation	Green	Working with groups via volunteer agreements. Portobello pump track group have expressed interest in planting and maintaining a community orchard.
C1.1.9	Support investigation of infrastructure for food production	Ongoing	Enterprise Dunedin	Green	Investigation ongoing

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26

BAU Actions

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
AA 2	**Strengthen local communities**				
C1.2.4b	Build Zero Carbon considerations into implementation of actions arising from the Grants Review and/or any review of the Grants Policy	2025/26-2026/27	Zero Carbon	Green	Zero Carbon staff provided feedback on the draft updated Grants Management Policy in July 2026.
AA 3	**Empower the community to respond**				
C1.3.2	Deliver zero carbon community outreach, engagement and activation actions	Ongoing	Zero Carbon	Green	Work is underway on three projects: evolving the business support programme graduates into a network, piloting a community support programme, and developing a low carbon itinerary for locals and visitors. Zero Carbon outreach via attendance at major community events is also in train.
KS2	**Foster collaboration, partnership, and systems change to unlock opportunities and promote a cohesive transition**				
AA 4	**Deepen partnerships and collaboration**				
C2.4.1	Support and collaborate with the Zero Carbon Alliance, expand the focus of work, and grow the Alliance as appropriate	Ongoing	Zero Carbon	Green	The Zero Carbon Alliance continues to collaborate on emissions-reducing initiatives across their organisations and city-wide. Current work programme focus areas include exploring potential collaborative work on carbon removals, improving connections of sustainability professionals across Dunedin, as well as initiatives focused on reducing commuting emissions.
C2.4.2	Encourage and support Council Controlled Organisations to reduce emissions and contribute to city-wide emissions reduction efforts, including by supporting implementation of the DCHL Carbon Roadmap	Ongoing	Zero Carbon	Green	The DCHL Carbon Roadmap includes a focus area of "Working with DCC to identify and scope opportunities to contribute to city goals." DCC supported company-specific conversations throughout 2025/26 to inform decisions around next steps for the DCHL Carbon Roadmap.
C2.4.3	Implement the Zero Carbon Policy to ensure DCC activities minimise emissions and contribute to the achievement of emissions reduction targets	Ongoing	Zero Carbon	Amber	Project Management Framework continues to incorporate Zero Carbon prompts. A selection of staff from across DCC have also been involved in a 6 month Climate Mainstreaming pilot with the Centre for Public Impact.

Reporting for actions in Zero Carbon Implementation Plan progressed in FY 2025/26 BAU Actions

Reference #	Description	ZCP/EMRP Indicative Delivery Timeframe	DCC Lead	RAG Status	Comment
C2.4.3b	Continue to ensure that relevant Council reports set out how options and recommendations give effect to the Zero Carbon Policy.	Ongoing	Zero Carbon	Amber	Zero Carbon elements were removed from Council report templates following the 9 Year Plan. Zero Carbon prompts for the 10 Year Plan have been incorporated into Council report templates, in collabration with climate adaptation and resilience. Guidance and support tools for report writers are being updated to improve clarity and accessibility, and support will be provided to report writers as needed.
KS3	**Support innovation and grow diverse low carbon sectors and businesses**				
AA 6	**Support development of a diverse low carbon economy**				
C3.6.2	Implement in-kind support to help low carbon sectors to grow	Ongoing	Enterprise Dunedin	Green	BAU with provision of advice, support and introductions for development of low carbon sectors such as food sector initiaitives
KS4	**Support businesses and sectors to reduce emissions from their operations**				
AA 7	**Support businesses to transition**				
C4.7.3	Deliver full zero carbon business transition support programme	Ongoing	Zero Carbon	Green	Full programme is in delivery phase.
AA 8	**Align DCC procurement with Zero Carbon goals**				
C4.8.1	Continue to implement standardised approach to give effect to the Zero Carbon Policy through procurement, including guidance and support for DCC staff and suppliers	Ongoing	Procurement	Green	Standardised approach has been implemented, with positive emissions outcomes achieved in recent procurements. Guidance and standards will continue to be reviewed and updated as required.
C4.8.1a	Monitor and manage performance against emissions reporting and reduction actions associated with contracted work and services.	Ongoing	Across DCC	Green	BAU.
C4.8.2	Share DCC experience with standardised approach to give effect to the Zero Carbon Policy through procurement to support partners around the city/motu to introduce similar standards	Ongoing	Procurement	Green	Staff have shared information about DCC Procurement Emissions Standards with a range of councils and will continue to do so on an as-required basis.
Advocacy across all areas					
All Areas	Lobby and advocate to the central government to enable emissions reduction	Ongoing	Zero Carbon	Green	Integrated in BAU. Limited opportunities to submit during 2025/26.

Zero Carbon Implementation Plan actions to progress in 2026/2027 — Specific Timebound Projects

Reference #	Description	Indicative Timeframe	DCC Lead	Primary Impact Scale
Resource Use and Waste				
KS1	**Use resources in a more circular way**			
KS2	**Divert more waste from landfill**			
AA 1	**Enable communities to re-use and recycle resources**			
R1.1.2	Deliver a central city location for collection of recyclable materials and sale of diverted items (a 'second Rummage store')	2026/27-2027/28	Waste and Environmental Solutions	Both
R1.1.3	Provide rural recycling hubs	2025/26-2033/34	Waste and Environmental Solutions	Both
R1.1.4	Work with community partners to support three or more communities to establish new community-led resource/recycling centres in local neighbourhoods	2025/26-2027/28	Waste and Environmental Solutions	Both
R1.1.6	Support communities to operate and develop community-led resource/recycling centres into self-sustaining operating models	2025/26-2027/28	Waste and Environmental Solutions	Both
AA 3	**Enable food and garden organics to be composted**			
R1.3.1	Construct new Green Island composting facility	2025/26-2026/27	Waste and Environmental Solutions	Both
R1.3.3	Explore options to prevent organics entering DCC owned landfills once alternative disposal solutions are available	Ongoing from 2026/27	Waste and Environmental Solutions	Both
AA 4	**Enable construction waste to be reduced, re-used and recycled**			
R1.4.1	Construct Green Island facility for storing timber diverted from landfill	2025/26 - 2027/28	Waste and Environmental Solutions	Both
R1.4.4	Support the establishment and operation of construction waste re-use hub(s)	2026/27-2027/28	Waste and Environmental Solutions	Both
R1.4.6	Implement incentives for low carbon, circular, low waste design for construction projects	2025/26-2030/31	Waste and Environmental Solutions	Both
R1.4.8	Support the establishment and operation of building deconstruction services	2025/26-2030/31	Waste and Environmental Solutions	Both
AA 5	**Enhance waste minimisation education and facilities**			
R1.5.2	Construct new resource recovery park at Green Island to provide infrastructure for waste diversion	2025/26-2027/28	Waste and Environmental Solutions	Both
AA 6	**Improve data on resource use and waste**			
R1.6.3	Undertake study to determine source of paper sent to landfill	2026/27	Waste and Environmental Solutions	Both
R1.6.4	Use findings from R1.6.3 to plan and implement actions to reduce, re-use, or recycle paper	2026/27-2030/31	Waste and Environmental Solutions	Both
R1.6.5	Undertake study to determine source and composition of textiles sent to landfill	2026/27	Waste and Environmental Solutions	Both
R1.6.6	Use findings to plan and implement actions to reduce, re-use, or recycle textiles	2026/27-2030/31	Waste and Environmental Solutions	Both
R1.6.9	Deliver water treatment plant process optimisation to reduce chemical use	2026/27-2032/33	3 Waters	DCC
KS 3	**Improve landfill and wastewater gas management**			
AA 7	**Divert biosolids and minimise emissions from wastewater treatment**			
R3.7.1	Complete business case for bioresources facility	2025/26-2026/27	3 Waters	Both
R3.7.2a	Deliver bioresources facility (Phase 1 - 2000T per annum)	2026/2027-2029/2030	3 Waters	Both
AA 8	**Improve landfill and wastewater gas capture**			
R3.8.4	Deliver a gas flare at Mosgiel Wastewater Treatment Plant	2026/27	3 Waters	Both
R3.8.5	Undertake monitoring and explore other improvements to the capture and destruction of greenhouse gases produced in wastewater treatment processes	2025/26-2026/27	3 Waters	Both

Zero Carbon Implementation Plan actions to progress in 2026/2027 — Specific Timebound Projects

Reference #	Description	Indicative Timeframe	DCC Lead	Primary Impact Scale
Transport and Urban Form				
KS1	**Nurture low emissions urban form**			
AA 2	**Strengthen neighbourhood centres**			
T1.2.2	Consider actions to promote the use and reuse of historic buildings, including through residential use, as part of Heritage Action Plan implementation plan development	2025/26-2026/27	Advisory Services	City
T1.2.3a	Deliver Minor Streetscape Upgrades	2025/26-2027/28 and 2032/33-2033/34	Advisory Services	City
KS 3	**Unlock remote solutions**			
AA 8	**Provide virtual and low-emissions mobile solutions**			
T3.8.3	Deliver DCC eServices programme	2025/26-2033/34	Business Information Services	City
KS 4	**Develop convenient and attractive cycling and walking networks and public transport services**			
AA 9	**Complete urban cycleway networks and improve priority pedestrian networks**			
T4.9.1	Develop 'Ōtepoti Pathways: Dunedin's Walking, Wheeling and Cycling Strategy' that aligns with Zero Carbon goals	2025/26 - 2026-27	Transport	City
T4.9.3	Work with the Dunedin Tunnels Trail Trust to deliver the Dunedin Tunnels Trail	2025/26-2027/28	Transport	City
T4.9.6	Deliver SFDT Albany Street Connection – connecting the Harbour Cycleway with the tertiary area and the CBD	2025/26-2026/27	Transport	City
T4.9.15	Work with NZTA to deliver SFDT Central City Cycle and Pedestrian Improvements - St Andrew St	2025/26-2029/30	Transport	City
T4.9.22	Deliver South Dunedin Safer School Streets	2025/26-2029/30	Transport	City
T4.9.24	Deliver low cost, low risk improvements	2025/26-2033/34	Transport	City
AA 10	**Support improvements in public transport service frequency, operating hours and quality, while maintaining affordability for users**			
T4.10.3	Deliver SFDT Princes St Bus Priority and Corridor Safety Plan	2026/27-2028/29	Transport	City
KS 5	**Boost travel demand management to support use of active and public modes**			
AA 13	**Align parking management and consider other pricing mechanisms**			
T5.13.1	Develop a Parking Strategy that aligns with Zero Carbon goals	2025/26-2026/27	Transport	City
AA 15	**Expand workplace and school travel planning and road safety promotion**			
T5.15.7f	Implement preferred e-bike option for DCC staff	Ongoing from 2025/26	People & Capability	DCC
AA 17	**Improve connections between modes**			
T5.17.1a	Deliver SFDT Mosgiel Park and Ride project, including consideration of connection between modes	2025/26-2026/27	Transport	City
KS 6	**Shift freight to low emissions modes**			
AA 18	**Support freight to shift to rail and coastal shipping**			
T6.18.3a	Deliver the Mosgiel Transport Study	2025/26-2026/27	Transport	City
KS 7	**Electrify light vehicles**			
AA21	**Support electrification of service vehicles and last mile delivery**			
T7.21.3	Invest in infrastructure to support continued DCC fleet electrification	2025/26-2026/27	Property/Fleet	DCC
Buildings, Energy and Industry				
KS1	**Switch to low carbon stationary energy sources**			
KS2	**Improve energy efficiency of buildings and industry**			
AA 1	**Support the transition to fossil-fuel free process heat**			
E1.1.3a	Explore options to support businesses using fossil fuelled boilers/process heat with a capacity less than 500kW (especially LPG boilers) to develop decarbonisation plans	2024/25-2026/27	Zero Carbon	City

Zero Carbon Implementation Plan actions to progress in 2026/2027 — Specific Timebound Projects

Reference #	Description	Indicative Timeframe	DCC Lead	Primary Impact Scale
AA 2	**Replace fossil fuels and improve energy efficiency of DCC facilities**			
E1.2.1	Deliver heat recovery system at Moana Pool	2025/26-2026/27	Parks and Recreation	DCC
E1.2.4d	Plan and Deliver Toitu Early Settlers Museum efficiency improvements to decarbonise and renew energy systems and infrastructure including HVAC, Lighting, BMS, & Water Heating	2026/27-2027/28	Property	DCC
E1.2.11	Implement preferred option to improve the overall energy efficiency and reduce LPG use at Andersons Bay Crematorium	2025/26-2026/27	Parks and Recreation	DCC
AA 3	**Support energy efficiency and the transition away from fossil fuels in homes**			
E1.3.1	Explore options to increase residential and community energy efficiency and address energy hardship through Housing Action Plan implementation, and design programme or solution	2025/26-2026/27	Housing	City
E1.3.2	Pilot residential energy efficiency programme	2023/24-2026/27	Housing	City
E1.3.3	Explore options to promote or incentivise transition to low emissions solutions for heating and cooking in existing homes	2025/26-2026/27	Zero Carbon	City
E1.3.5	Explore options to promote or incentivise energy efficient, low emissions new builds and retrofits	2025/26-2026/27	Housing	City
KS3	**Increase local renewable generation**			
AA 5	**Grow renewable energy generation in the community**			
E3.5.2	Explore options to promote or incentivise renewable energy generation on community assets and residential property	2025/26-2026/27	Zero Carbon	City
Forestry, Land and Agriculture				
KS2	**Grow sequestration that aligns with mana whenua and community values**			
AA 2	**Support growth of sequestration that aligns with mana whenua and community values**			
F2.2.2	Explore options to encourage and support growth in sequestration that aligns with mana whenua and community values, including the role of DCC and DCHL offsetting (if any)	2024/25-2026/27	Zero Carbon	City
F2.2.5	Pilot carbon sequestration projects on council land in partnership with Zero Carbon Alliance	2026/27-2028/29	Zero Carbon	Both
Communities and Economies				
KS1	**Build resilient and connected communities, including by enabling local food,**			
AA 1	**Foster local and regenerative food systems**			
C1.1.10	Explore with relevant stakeholders ways to encourage people to join the food industry	2023/24-2027/28	Enterprise Dunedin	City
KS3	**Support innovation and grow diverse low carbon sectors and businesses**			
AA 6	**Support development of a diverse low carbon economy**			
C3.6.1	Build Zero Carbon considerations into the revision of the Economic Development Strategy, including by way of a low carbon future economy opportunities/innovation scan nationally and globally	2023/24-2027/28	Enterprise Dunedin	City

Zero Carbon Implementation Plan actions to progress in 2026/2027 BAU Actions

Reference #	Description	Indicative Timeframe	DCC Lead	Primary Impact Scale
Resource Use and Waste				
KS1	**Use resources in a more circular way**			
KS2	**Divert more waste from landfill**			
AA 1	**Enable communities to re-use and recycle resources**			
R1.1.1	Continue to develop and support existing resource recovery parks: Green Island, Waikouaiti, Middlemarch	Ongoing	Waste and Environmental Solutions	Both
R1.1.8	Continue to support/run and grow a calendar of community events and education to divert household items from landfill, including repair cafes and Para Kore	Ongoing	Waste and Environmental Solutions	Both
AA 2	**Support collaboration for circularity**			
R1.2.1	Expand supports for waste minimisation education, projects, facilities, and services to include initiatives that support resource circularity, and to ensure that key services can access multi-year funding.	Ongoing	Waste and Environmental Solutions	Both
R1.2.2a	Progress collaborative work on circular economy with partners	Ongoing	Zero Carbon	Both
AA 4	**Enable construction waste to be reduced, re-used and recycled**			
R1.4.2	Continue collaborating with other councils to identify or create solution for timber and other regional waste processing infrastructure	Ongoing	Waste and Environmental Solutions	Both
AA 5	**Enhance waste minimisation education and facilities**			
R1.5.1	Continue to expand provision of waste minimisation information and education, including developing an online information hub, a mobile waste education unit and delivering a business education programme	Ongoing	Waste and Environmental Solutions	Both
R1.5.4	Explore how to best support businesses to undertake waste audits and develop waste minimisation plans	Ongoing	Waste and Environmental Solutions	Both
R1.5.5	Support business to undertake waste audits and develop waste minimisation plans	Ongoing	Waste and Environmental Solutions	Both
AA 6	**Improve data on resource use and waste**			
R1.6.7	Ensure all major chemicals used within DCC are included within emissions data, including but not limited to aquatics chlorine use, and liming of sludge at Tahuna WWTP	Ongoing	Zero Carbon	DCC
R1.6.8	Identify opportunities to reduce emissions from chemicals use, and implement changes	Ongoing	Zero Carbon	DCC
KS 3	**Improve landfill and wastewater gas management**			
AA 8	**Improve landfill and wastewater gas capture**			
R3.8.3	Continue work to optimise gas capture and destruction at Green Island Landfill	Ongoing	Waste and Environmental Solutions	Both
R3.8.6	Implement other improvements to the capture and destruction of greenhouse gases produced in wastewater treatment processes as part of relevant 3 Waters asset management and capital works programmes	Ongoing	3 Waters	Both
Transport and Urban Form				
KS1	**Nurture low emissions urban form**			
AA 1	**Encourage density close to centres and public transport**			
T1.1.1a	Continue to take Zero Carbon considerations into account when prioritising the 3 Waters growth capital programme	Ongoing	3 Waters	Both
AA 2	**Strengthen neighbourhood centres**			
T1.2.7	Build Zero Carbon considerations into aquatic, reserves management plans, sports facilities, and open space network reviews	Ongoing	Parks and Recreation	City
AA 3	**Design urban form for connectivity**			
T1.3.2	Continue to improve DCC pre-application and consent processes to achieve better outcomes for connectivity and urban design, with an initial focus on major subdivisions and developments	Ongoing	City Development Engineer	City
T1.3.3	Encourage and support ORC involvement in pre-application and consent processes for major subdivisions and developments to maximise potential integration with the public transport network (including through RLTP and RPTP processes, and Otago Climate Strategy development, as appropriate)	Ongoing	Transport	City

Zero Carbon Implementation Plan actions to progress in 2026/2027 BAU Actions

Reference #	Description	Indicative Timeframe	DCC Lead	Primary Impact Scale
KS2	**Target closer markets, encourage local destinations, and inspire longer stays**			
AA 4	**Align destination and events management**			
T2.4.1	Build Zero Carbon considerations into Destination Management Plan implementation and other Regional Tourism Organisation (RTO) activities	2025/26-2030/31	Enterprise Dunedin	City
T2.4.4a	Build Zero Carbon considerations into Festivals and Events Plan implementation	2025/26-2030/31	Enterprise Dunedin	City
AA 6	**Encourage low carbon recreation**			
T2.6.1	Implement the Play Spaces Plan 2021 and Recreation Tracks Plan 2022	Ongoing	Parks and Recreation	City
T2.6.2	Explore opportunities to optimize promotion of local destinations and recreation opportunities to local people, and implement options identified.	Ongoing	Parks and Recreation	City
T2.6.3	Support community groups developing and implementing regional cycleway connections: - Waihola to Wingatui cycle trail connection - Cycle trail connecting coastal communities north of Dunedin	Ongoing	Parks and Recreation	City
KS 3	**Unlock remote solutions**			
AA 7	**Enable working from home**			
T3.7.2a	Implement flexible working policy across DCC to enable working from home where appropriate	Ongoing	Zero Carbon	DCC
KS 4	**Develop convenient and attractive cycling and walking networks and public transport services**			
AA 10	**Support improvements in public transport service frequency, operating hours and quality, while maintaining affordability for users**			
T4.10.1a	Encourage and support the ORC to improve public transport service frequency, especially on key routes, while maintaining affordability for users (including through RLTP and RPTP processes and the Otago Climate Strategy development, as appropriate)	Ongoing	Transport	City
T4.10.5	Encourage and support the ORC to align public transport services to better meet the needs of students and staff travelling to school and after-school sports (including through RLTP and RPTP processes and the Otago Climate Strategy development, as appropriate)	Ongoing	Transport	City
AA 11	**Support extensions to the geographic reach of public transport services**			
T4.11.1	Encourage and support ORC to investigate, trial and implement new network units (routes), (including through RLTP and RPTP processes and Otago Climate Strategy development, as appropriate)	Ongoing	Transport	City
T4.11.2	Encourage and support the ORC to investigate, trial and implement opportunities for demand-responsive services (including through RLTP and RPTP processes and Otago Climate Strategy development, as appropriate)	Ongoing	Transport	City
T4.11.3	Encourage and support central government and other agency investigation and implementation of inter-regional public transport (including through changes to government regulatory and investment processes, RTO activities, and Otago Climate Strategy development, as appropriate)	Ongoing	Zero Carbon	City
AA 12	**Support improvements in the quality and consistency of bus stops and bike facilities**			
T4.12.1a	Respond to any opportunities to improve the quality and consistency of bus stops and bike facilities (including through changes to government regulatory and investment processes, RTO activities, and Otago Climate Strategy development, as appropriate)	Ongoing	Transport	City
T4.12.3	Deliver improvements to bus stop facilities in conjunction with other capital improvement programmes.	Ongoing	Transport	City
T4.12.4a	Work with the ORC to investigate and plan for the future of the bus hub	Ongoing	Transport	City
KS 5	**Boost travel demand management to support use of active and public modes**			
AA 13	**Align parking management and consider other pricing mechanisms**			
T5.13.2	Implement the Parking Strategy, including through area-based parking plans	Ongoing from 2026/27	Transport	City

Reference #	Description	Indicative Timeframe	DCC Lead	Primary Impact Scale
T5.13.3	Encourage and support central government to expand and align pricing and enforcement tools and provide best practice guidance on their application by local government	Ongoing	Transport	City
AA 15	**Expand workplace and school travel planning and road safety promotion**			
T5.15.2a	Continue to deliver existing travel demand management programmes, including for schools.	Ongoing	Transport	City
T5.15.6	Encourage and support the ORC to investigate, trial and implement employer subsidised public transport fares, (including through the Zero Carbon Alliance, as appropriate)	Ongoing	Zero Carbon	City
T5.15.7g	Review and upgrade as necessary DCC end of trip facilities, such as bike parking	Ongoing	Transport	DCC
T5.15.7h	Promote end of trip facilities for DCC staff	Ongoing	Transport	DCC
T5.15.7i	Produce internal DCC communications and engagement on sustainable travel options and initiatives	Ongoing	Transport	DCC
T5.15.7j	Continue to undertake annual DCC staff travel surveys	Ongoing	Transport	DCC
T5.15.8	Continue to optimise and electrify the DCC fleet as part of asset renewals	Ongoing	Property/Fleet	DCC
T5.15.9	Implement initiatives to reduce DCC air travel, including managing team travel budgets and encouraging alternatives to travel and/or alternative travel modes, as appropriate	Ongoing	Executive Leadership Team	DCC
AA 17	**Improve connections between modes**			
T5.17.2	Encourage and support the owners/operators of existing transport infrastructure to improve connections between modes: - Dunedin bus hub - Dunedin Airport - Port Otago (including through RTO activities, the DCHL Carbon Roadmap, and Otago Climate Strategy development as applicable)	Ongoing	Zero Carbon	City
KS 6	**Shift freight to low emissions modes**			
AA 18	**Support freight to shift to rail and coastal shipping**			
T6.18.2	Encourage and support key stakeholders to establish an inland freight hub(s)	Ongoing	Transport	City
AA 19	**Support growth of e-bikes and micro-mobility for last mile delivery**			
T6.19.3	Consider the needs of low emissions last-mile delivery modes in the Central City Upgrade and other centers upgrades	Ongoing	City Development	City
KS 8	**Decarbonise heavy vehicles, marine and aviation**			
AA 23	**Support transition to low- and zero-emission fuels for heavy vehicles**			
T8.23.1	Encourage and support the ORC to fast-track planned shifts to low emission vehicles or alternative fuels and technologies for contracted public transport services, (including through RLTP and RPTP processes, Otago Climate Strategy development, and the ZCA, as applicable)	Ongoing	Transport	City
AA 24	**Support the transition to low- and zero-emission fuels for marine and aviation**			
T8.24.1	Encourage and support central government to take action to reduce emissions from shipping and aviation	Ongoing	Zero Carbon	City
T8.24.2a	Respond to any opportunities that support advances towards provision of shore power at Port Chalmers (including through RTO activities, the DCHL Carbon Roadmap, and the Otago Climate Strategy, as appropriate)	Ongoing	Zero Carbon	City
T8.24.3	Encourage and support Dunedin Airport to position for early adoption of low carbon aviation fuels (including through RTO activities, the DCHL Carbon Roadmap, and the Otago Climate Strategy, as appropriate)	Ongoing	Zero Carbon	City
Buildings, Energy and Industry				
KS1	**Switch to low carbon stationary energy sources**			
KS2	**Improve energy efficiency of buildings and industry**			
AA 1	**Support the transition to fossil-fuel free process heat**			
E1.1.1	Encourage and support central government to progress planned decarbonisation of the national electricity grid	Ongoing	Zero Carbon	City

Reference #	Description	Indicative Timeframe	DCC Lead	Primary Impact Scale
AA 2	**Replace fossil fuels and improve energy efficiency of DCC facilities**			
E1.2.7a	Explore and implement options to displace stationary diesel use and improve energy efficiency at 3 Waters facilities as part of relevant 3 Waters asset management and capital works programmes	Ongoing	3 Waters	DCC
E1.2.12	Explore and implement other upgrades to improve energy efficiency and displace stationary diesel and LPG use at other PARS facilities as part of relevant asset management and capital works programmes	Ongoing	Parks and Recreation	DCC
KS3	**Increase local renewable generation**			
AA 4	**Grow renewable energy generation from DCC-owned assets**			
E3.4.1a	Explore options for renewable energy generation associated with 3 Waters assets, as part of relevant 3 Waters asset management and capital works programmes	Ongoing	3 Waters	DCC
E3.4.4	Explore and implement options for renewable energy generation associated with other DCC assets, as part of other energy efficiency and decarbonization work programmes	Ongoing	Property	DCC
KS4	**Reduce emissions from refrigerants**			
AA 6	**Reduce refrigerant emissions and liabilities**			
E4.6.1	Continue to reduce the GWP of refrigerants on DCC property, as part of other energy efficiency and decarbonization work programmes	Ongoing	Property	DCC
Forestry, Land and Agriculture				
KS1	**Reduce emissions from agriculture**			
AA 1	**Support emissions reduction in agriculture**			
F1.1.1a	Encourage and support alignment of the Otago Climate Strategy with the Zero Carbon Plan	Ongoing	Zero Carbon	City
Communities and Economies				
KS1	**Build resilient and connected communities, including by enabling local food,**			
AA 1	**Foster local and regenerative food systems**			
C1.1.1	Connect the network of food stakeholders in Dunedin to create visibility and connectivity in the sector	Ongoing	Enterprise Dunedin	City
C1.1.2b	Facilitate collaborative work on initiatives that will shorten local food supply chains	Ongoing	Enterprise Dunedin	City
C1.1.3	Support Kiwiharvest and other organisations to rescue food	Ongoing	Waste and Environmental Solutions	City
C1.1.4	Develop 'produce local' and 'buy local' campaigns	Ongoing	Enterprise Dunedin	City
C1.1.5	Explore with relevant stakeholders ways to support innovation in the agricultural sector within the region	Ongoing	Enterprise Dunedin	City
C1.1.7	Support food businesses and growers to access marketplaces	Ongoing	Enterprise Dunedin	City
C1.1.8	Support the development of new community gardens and the maintenance of existing gardens	Ongoing	Parks and Recreation	City
C1.1.9	Support investigation of infrastructure for food production	Ongoing	Enterprise Dunedin	City
AA 2	**Strengthen local communities**			
C1.2.4b	Build Zero Carbon considerations into implementation of actions arising from the Grants Review and/or any review of the Grants Policy	2025/26-2026/27	Zero Carbon	City
AA 3	**Empower the community to respond**			
C1.3.2	Deliver zero carbon community outreach, engagement and activation actions	Ongoing	Zero Carbon	City
KS2	**Foster collaboration, partnership, and systems change to unlock opportunities**			
AA 4	**Deepen partnerships and collaboration**			
C2.4.1	Support and collaborate with the Zero Carbon Alliance, expand the focus of work, and grow the Alliance as appropriate	Ongoing	Zero Carbon	City
C2.4.2	Encourage and support Council Controlled Organisations to reduce emissions and contribute to city-wide emissions reduction efforts, including by supporting implementation of the DCHL Carbon Roadmap	Ongoing	Zero Carbon	Both
C2.4.3	Implement the Zero Carbon Policy to ensure DCC activities minimise emissions and contribute to the achievement of emissions reduction targets	Ongoing	Zero Carbon	Both

Zero Carbon Implementation Plan actions to progress in 2026/2027 BAU Actions

Reference #	Description	Indicative Timeframe	DCC Lead	Primary Impact Scale
C2.4.3a	Implement a standardised approach to give effect to the Zero Carbon Policy through project management, including guidance and support for DCC staff and suppliers	Ongoing	Zero Carbon	Both
C2.4.3b	Continue to ensure that relevant Council reports set out how options and recommendations give effect to the Zero Carbon Policy.	Ongoing	Zero Carbon	Both
C3.6.2	Implement in-kind support to help low carbon sectors to grow	Ongoing	Enterprise Dunedin	City
KS4	**Support businesses and sectors to reduce emissions from their operations**			
AA 7	**Support businesses to transition**			
C4.7.3	Deliver full zero carbon business transition support programme	Ongoing	Zero Carbon	City
AA 8	**Align DCC procurement with Zero Carbon goals**			
C4.8.1	Continue to implement standardised approach to give effect to the Zero Carbon Policy through procurement, including guidance and support for DCC staff and suppliers	Ongoing	Procurement	DCC
C4.8.1a	Monitor and manage performance against emissions reporting and reduction actions associated with contracted work and services.	Ongoing	Across DCC	Both
C4.8.2	Share DCC experience with standardised approach to give effect to the Zero Carbon Policy through procurement to support partners around the city/motu to introduce similar standards	Ongoing	Procurement	City
Advocacy across all areas				
All Areas	Lobby and advocate to the central government to enable emissions reduction	Ongoing	Zero Carbon	City



Dunedin City Council

Coastal Dune Reserves Management Plan

DUNEDIN CITY COUNCIL
Kaunihera-a-rohe o Otepoti

July 2010

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Part One: Introduction and Background

1. Introduction

Reserves have a major role in contributing to the maintenance and enhancement of amenity and recreation values in the city. They provide attractive open spaces and facilities for the enjoyment of active and passive recreational activities by both residents and visitors. Coastal reserves, with their often extensive sand dune systems, also act as a buffer zone between the sea and the urban areas which lie behind the dunes, providing protection in the event of storms and other climatic events.

The purpose of the Coastal Dune Reserves Management Plan is to provide a policy framework for the maintenance, protection, use, enjoyment, and appropriate development of a number of Dunedin City Council reserves that are located on the coast. This will ensure consistency in terms of the management of current reserves and the establishment of future reserves. This Management Plan applies to all Council reserves listed below.

1.1 Scope of Coastal Dune Reserves Management Plan

This Management Plan covers reserves vested in the Dunedin City Council that are primarily managed for coastal protection, and also for recreation. The Management Plan is a land-based plan under the Reserves Act 1977, and cannot address issues related to the coastal marine area, including the foreshore, seabed and water, as these are not within the Council's jurisdiction. This Plan does not provide policy for wider management or issues of the coast, as this approach is more appropriate for a strategic document that can consider all aspects of the coastal environment.

1.2 Coastal Dune Reserves included in this Management Plan

The sites identified for inclusion in this Management Plan are those located in the coastal dune environment, where the principal purpose is to provide coastal protection while providing for recreational opportunities. In general, many of the management issues of these reserves are similar and this Plan has been prepared to provide policies that apply to all the sites. Where there are issues that apply to individual sites, policies are included as specific management for that site.

Any additional reserves identified in the future, which are developed to provide access to, or encourage use of the coast, or to provide for coastal protection, will be added to this Management Plan and will be publicly notified in accordance with the provisions of the Reserve Act 1977.

This Management Plan contains policies for the following reserves that are vested in the Dunedin City Council –

- Brighton Reserve
- Island Park Reserve
- Karitane Esplanade Reserves and Karitane Spit
- Kuri Bush Reserve
- Long Beach Reserve
- Ocean Grove Reserve
- Ocean View Reserve
- Te Rauone Reserve
- Waikouaiti Domain (beach front area)
- Warrington Reserve

1.3 Interim Exclusion of parts of Waikouaiti Domain

Karitane Spit and the beach front section of Waikouaiti Domain, comprising the strip immediately adjoining Matanaka Drive and the Mean High Water Spring (MHWS) tide line, will be included in this management plan. The rest of Waikouaiti Domain has been temporarily excluded until its classification under the Reserves Act 1977 has been completed, and the primary purpose for which it is to be managed has been determined. Once the classification process is complete, the Waikouaiti Domain resource information sections and specific policies will be developed through the public consultation processes including a public

submission period and hearing. At the completion of the consultation process the relevant sections will be inserted into this Management Plan.

1.4 Areas Not Included in this Management Plan

There are a number of reserves that are located in coastal areas but are not deemed to have the primary focus of coastal protection. These reserves are not included in this Management Plan and will be incorporated into other appropriate management plans in the future. These include –

- Karitane Foreshore (Barvas Street)
- Karitane Playground
- Karitane Recreation Reserve (Coast Road)
- Mowats Bay / Pūrākaunui Recreation Reserve
- Aramoana Domain
- Aramoana Memorial Park

Ocean Beach Domain is, at the time of preparing this Plan, undergoing an extensive research and consultation programme to consider the management of this coastal area. At the conclusion of this process, a long-term management plan will be prepared and a decision will be made as to whether it is appropriate to include the reserve into this Management Plan or prepare a plan solely for the Ocean Beach Domain.

All reserves and islands within the Otago Harbour that are managed by the Dunedin City Council, are either included in the Otago Harbour Reserves Management Plan 2004 or will be incorporated in other management plans in the future. They are not included in this management plan. Te Rauone, however, is considered to be a coastal dune reserve and will be included in this plan.

The Dunedin City Council manages Pudding Island (Titiremoana). This is a scenic reserve and its management is different to that of the reserves and facilities included in this management plan. Titiremoana is highly vegetated, primarily with native species, and has a conservation focus. It will be incorporated into a more appropriate management plan.

The Otekiho Reserve, which was purchased for the purpose of conservation and wildlife protection and has no recreational purpose, is not included in this Plan. A separate management plan will be prepared for this area in conjunction with other reserve areas at Taiaroa Head. The reserve at Pilots Beach will also be included in a management plan for the Pukekura Reserves at Taiaroa Head.

The Okia Reserve Committee has developed a separate management plan for the Okia Reserve.

A number of coastal reserves (including Sandfly Bay, Allans Beach, Westwood Recreation Reserve, Aramoana Ecological Area, Huriawa Historic Reserve, Doctors Point/Blueskin Beach Reserve and Pūrākaunui Bay) and off-shore islands (Green Island, White Island and Taieri Island-Moturata) that are owned or managed by the Department of Conservation are not included in this Plan. The mole at Aramoana is owned by Port Otago and is, therefore, also not included.



2. Management Planning for Reserves

2.1 Aims and Objectives of Reserve Management Plans

In the Dunedin City Long Term Council Community Plan 2006-2016 (LTCCP), the Council's objective for parks and reserves is:

> *"To encourage and support recreation, sport and leisure by providing accessible, quality playgrounds, sports grounds, parks and reserves while enhancing the city's landscape and natural environment."*

The LTCCP identifies the primary Community Outcomes that parks and reserves contribute to. These are:

Active City
A city that provides and encourages participation in a broad range of sporting, recreational and leisure activities.

Sustainable City and Environment
A city that makes the most of its natural and built environment.

Wealthy Community
A city that encourages strong local business growth and employment growth, and attracts increasing numbers of new businesses and tourists.

2.2 Purpose of a Management Plan

Management planning is the process for determining the direction that the community and the Council would like to apply to reserves, and how it is to be achieved. Management plans should outline the Council's general intentions for use, enhancement, and maintenance of its reserves. The aim of a management plan is to ensure that proposals for the reserves meet the purpose of the reserve, and through the public's involvement, ensure their needs are facilitated while managing the resource in a sustainable manner.

A management plan also provides the Council with efficiency gains in management of the reserve by not requiring public notification or ministerial consent for some routine matters. The ability to forgo some public consultation/approvals recognises that the compatibility of an activity with the overall purpose of a reserve has already been addressed in the management plan.

The reserves included in this Plan provide natural physical protection from coastal hazards for adjacent residential and public land, and the importance of this function is recognised through the classification of Local Purpose (Coastal Protection). Such a purpose is generally compatible with recreational use of the reserve.

2.3 Existing Management Plans

Where the reserves included in this Plan have an existing Management Plan these will be reviewed and incorporated into this Plan. This management plan supersedes the following management plans –

- Island Park Recreation Reserve Management Plan
- Ocean Grove Recreation Reserve Management Plan
- Waikouaiti Domain Reserve Management Plan (Coastal areas as identified)
- Brighton Westwood Reserves Management Plan (Coastal areas as identified)

2.4 Management Planning under the Reserves Act 1977

The Reserves Act 1977 is designed to protect public land, to designate its predominant values and to ensure the land is managed to promote and sustain those predominant values. To promote good management, the Act requires the development of Reserve Management Plans. These plans can vary greatly in their detail, but they must comply with the principles of the Act. This plan has been prepared in accordance with the procedures outlined in Section 41 of the Reserves Act 1977.

Consultation Processes

The process for preparing a management plan provides the public with opportunities to take part

in the decision-making. The procedure in preparing a management plan, as required by the Reserves Act, is summarised below.

Process specified in Reserves Act 1977	Dunedin City Council consultation
Publicly notify intention to prepare the Management Plan and invite those interested to make submissions on the proposed plan within a minimum period of one month.	Notified 22 November 2003 Submissions closed 26 March 2004
The Draft Management Plan is prepared giving consideration to comments received.	24 submissions were received and were considered when preparing the Draft Management Plan.
The Draft Management Plan is adopted and advertised for submissions for a minimum two month period.	25 November 2009 Submissions closed 12 March 2010
Consideration of submissions, objections and holding a Reserves Act Hearing.	14 and 22 April 2010
Appropriate changes are made to the Draft Management Plan.	May 2010
The final Management Plan is adopted by the Council	5 July 2010

Consultation for the Coastal Dune Reserves Management Plan also included a series of public workshops within the communities where the reserves are located. This enabled communities to have input on the reserves in their area.



2.5 Consideration of Other Management Documents

Reserve management planning does not occur in isolation. Management plans provide direction for the ongoing day-to-day and potential development of reserves. However, activities and the development of reserve land remain subject to other legislation, Council policy and bylaws.

The Resource Management Act 1991 (RMA) in particular is relevant and provides overall direction in terms of sustainable management. The Reserve Management Plan must be consistent with the RMA, including documents prepared under the legislation such as the Dunedin City District Plan (2006), the Regional Plan: Coast for Otago (2001), the New Zealand Coastal Policy Statement (1994) and the Kāi Tahu ki Otago Natural Resource Management Plan (2005). Other legislation also has implications for the management of reserves. These include the Conservation Act 1987, the Wildlife Act 1953 and the Ngāi Tahu Claims Settlement Act 1998.

The Ngāi Tahu Claims Settlement Act includes a number of mechanisms to recognise and give practical effect to Ngāi Tahu mana over taonga resources and areas of land and water. These mechanisms include statutory acknowledgements. A Statutory Acknowledgement is an acknowledgement by the crown of Ngāi Tahu cultural, spiritual, historical and traditional association with identified areas. The Statutory Acknowledgement for Te Tai o Arai Te Uru (Otago Coastal Marine Area) lies adjacent to all the Coastal Reserves in this Plan. The Statutory Acknowledgement is attached as Appendix 10.7.

Council plans and documents such as the Long Term Council Community Plan, Annual Plan, Asset Management Plan and other non-statutory documents such as the Physical Activity Strategy (2007), Play Strategy (2006), Fees and Charges Policy (1999), and the Track Policy and Strategy (1998), also provide direction for the policies contained in management plans. The Dunedin City Consolidated Bylaw 2008 also applies to reserves, in particular section 10 Reserves.

The Reserves Management Plan – General Policies incorporates policies applying to all reserves. The General Policies document covers all basic issues of the day-to-day administration of reserves in Dunedin. This Management Plan does not replicate those policies as they are under constant and separate review. The Coastal Dune Reserves Management Plan takes precedence where both the Reserves Management Plan – General Policies and the Coastal Dune Reserves Management Plan address the same issue. Otherwise both documents are used to guide the management of the reserves.

2.6 Review of Reserve Management Plans

As laid down in Section 41(4) of the Reserves Act, this Plan should be kept under continuous review, with a general review at the end of 10 years. This review will be made available for public comment.

Any change or amendment not involving a comprehensive review of this Management Plan should be made by adopting the procedures specified in section 41(6)(a) of the Reserves Act.

The separate document, the Reserve Management Plan – General Policies, may be reviewed at the same time and within the same review process as the site-specific management plans or may be subject to a separate review. This means that while the Coastal Dune Reserves Management Plan will be reviewed every ten years, the Reserve Management Plan - General Policies is reviewed more frequently. This allows policies common to all reserves to be updated on a regular basis. This creates a more flexible and dynamic management planning approach, which means the way the Dunedin City Council manages its reserves is more relevant to the current issues and needs of the people and groups that use the reserves.

3. The Coastal Environment

3.1 The Importance of Coastal Dunes

Coastal sand dune systems, comprising foredunes backing sandy beaches are found at most of the reserves included in this management plan. Dune systems play an important role in protecting the natural and cultural values of beaches, and in mitigating the risk of coastal hazards. While dunes cannot prevent coastal erosion from happening altogether, they can act as a buffer and can allow coastal communities to live with ongoing natural movement of the shoreline. Healthy dune systems, which have adequate space to move and appropriate vegetative cover, can provide a high degree of protection against serious coastal flooding events such as storm surges. Protecting and enhancing remaining dunes is essential to the future of beaches and the land adjacent to them. In particular, maximising the width of dunes and ensuring appropriate vegetation is vital to maintain healthy dune systems.

It is important to clearly identify and understand the natural elements and processes of the coastal environment. A lack of understanding of the natural processes and systems involved, and of the impact of man's influence on these, can reduce our ability to manage coastal areas appropriately. This section of the Management Plan outlines some of the scientific knowledge that underpins the management approach to coastal dune reserves.

3.2 Sand Dunes and Natural Beach Dynamics

The action of wind, waves, currents, tides and floods come together to influence the distribution of sediments along a coastline. During periods of low to moderate wave action sand tends to move onshore, leading to the development of wide beaches that are dry at high tide. Wind blows this dry sand further onshore where it can be trapped by vegetation. As the amount of trapped sand increases, wind speed is reduced. Over a period of time this leads to the increasing deposition of sand and the eventual formation of a foredune.

During a storm event, waves may erode the beach and frontal dunes, moving sand offshore. Immediately after the storm event, the beach may be visibly lowered and the front dune will have developed a characteristic steeply vertical profile.

Once the storm event has passed, the sand that has been moved offshore will gradually return to the beach, restoring the high tide beach and allowing the vertical dune face to revert to a more stable profile.

Backdunes are those dunes located beyond the established foredunes and are typically more stable and covered with intermediate woody and herbaceous species. They are still subject to sand accretion and erosion processes but to a lesser extent.



3.3 Dune Vegetation

Dune vegetation plays a key role in the formation and protection of dune systems. Native sand binding plants including pikao (Desmoschoenus spiralis), spinifex (Spinifex sericeus) and Euphorbia Glauca, and non-natives such as marram grass (Ammophilia arenaria), are critical to the process of dune repair after storm events. Foredune plants slow wind speed and trap wind-blown sand which acts as a reservoir for the beach during periods of wave erosion. Where dune vegetation is disturbed or removed (often by people or vehicles) blowouts can form, which severely damage the dune and can result in dune sand being blown far onshore. Introduced species have been planted to try to stabilise dunes, but native species have been demonstrated to be more effective in this respect.



3.4 Coastal Wildlife

The coastline is a diverse habitat, containing rocky headlands, sand dunes, estuaries, and sheltered bays. Each of these environments sustains its own unique community which has adapted to the prevailing conditions. Invertebrates play an important part in the food chain of avian species and in other ecological processes. There are many shoreline worms that provide food for birdlife and are distributed by the tide and position of the dunes. Sand dunes are the homes to insects and spiders, estuaries provide an enormously rich feeding ground for wading birds, penguins come ashore to breed and marine mammals haul out on rocky beaches. Adjacent grassy or tussock clad slopes are often used for resting.

Dunedin's coastal reserves provide habitats for a variety of bird species, to feed or roost. Some of these species are declining or are nationally vulnerable. In particular Karitane and Warrington Spits are valued for the wildlife that they sustain. Given the productive marine environment offshore, all of Dunedin's beaches are, on occasion, visited by those seabird and seal species that spend some of their time on land. Yellow-eyed penguins, blue penguins and sea-lions are species particularly associated with the natural character of beaches in the Dunedin district.

3.5 Human Modification of Coastal Dune Systems

Dune systems have been extensively modified by a wide range of human activities including residential development, recreational activities, farming practices and sand extraction.

Deforestation of the rear dunes and the displacement of native species by introduced plants can have an adverse impact on native ecosystems and biodiversity. A number of exotic species have become established on New Zealand's dune areas. Such species can have a significant impact on the dune's abilities to build and repair themselves. Marram grass, a European

introduction that has been extensively used in dune restoration projects in New Zealand, now dominates many coastal areas at the expense of native sand binding plants such as pikao and spinifex. Marram-covered dunes tend to develop a higher and steeper profile, which can lead to management problems including beach erosion and loss of amenity values. The dumping of garden waste on dune areas is a common occurrence, leading to the introduction of various weed and exotic species, many of which spread quickly.

Wind erosion commonly occurs where sand-binding vegetation is disrupted by human activities. The introduction of browsing mammals (rabbits and hares) and uncontrolled stock grazing of dune areas has resulted in the reduction and loss of many native dune species. The removal of vegetation (and the creation of footpaths and other tracks through dunes) can seriously impair natural dune building and repair processes and can lead to blowouts and erosion.

The desire of New Zealanders to live and holiday on the coast has resulted in extensive coastal development. Where coastal development is located too close to the shoreline, with only a narrow strip of dunes fronting the development, the width of the dunes can be inadequate to protect from serious coastal erosion and flooding. This can result in a range of structures being put in place to provide for protection of assets and access. However, the fixed nature of these structures can cause erosion elsewhere on the coast and the impacts on beach and dune values can be negative. This Plan aims to avoid hard structures by enhancing the dune processes so that they become the first defence against coastal hazards.

3.6 Climate Change and Sea Level Rise

Climate is naturally variable, however after a long period of relative stability, scientists are now detecting changes which suggest the climate is becoming hotter on average, and more variable. The expected effects of climate change in New Zealand include an increase in the average temperature, drier conditions in the north and east, wetter conditions in the south and west and higher sea levels. The potential impacts on coastal areas, such as Dunedin, include increased frequency and intensity of storm events and an increase in coastal erosion and inundation. Healthy dune systems play an important role in the mitigation of coastal hazards and the protection of the natural and human use values of beaches. These dunes will become increasingly important with projected climate change.

In 2002 the Council initiated the Coastal Dune Conservation Works Programme, which outlines a programme of actions intended to restore and protect the protective function of dune systems located at 14 reserves along the Dunedin coastline, including the reserves covered by this Management Plan. Proposed



actions include planting dune vegetation, establishing formal access tracks and removing informal ones, re-contouring of dunes to establish a more natural profile and, where deemed necessary, re-nourishment of beaches. The Council has also adopted a Climate Change Predictions Policy (October 2006) and has established an inter-departmental working party to oversee the implications of this for the Council.

3.7 Dunedin's Coastal Dune Reserves

The historical use of Dunedin's coastal dunes mirrors that elsewhere in New Zealand. In the eyes of European settlers dune areas were seen as being unproductive, unsightly and no better than wasteland. Various attempts were made to either convert the dune areas to productive land, by grazing or conversion to pasture or forestry. Alternatively, the dune areas were used as a dumping grounds for waste, and as a source of sand for reclamation and construction activities.

Settlements and residential developments stretch right along the Dunedin City coastline, and all the reserves included in this management plan are associated with settlements of varying sizes, from Kuri Bush to the central city itself. While the presence of the coastal dune reserves has restricted subdivision and residential development on the coast to some degree, there are numerous instances of encroaching property developments on a number of coastal dune reserves including Island Park, Ocean View and Brighton reserves. In some places, the development of coastal areas has resulted in a range of structures being put in place to provide for protection of assets and access.

A wide range of recreational activities takes place on the coastal reserves. There are sportsfields that provide for organised sports and recreation, while the relatively wild and undeveloped nature of Island Park reserve provides for casual, informal recreation. Many of Dunedin's most popular beaches, such as Brighton, Tomahawk and Smaills, are accessed through the adjacent reserves.

The importance of the coastal protection function of Dunedin's coastal reserves is such that they are classified as local purpose reserves for the primary purpose of coastal conservation. All the reserves and adjacent beaches contribute to the unique character of Dunedin's coastal landscape. They are also valued for their ecological, cultural, heritage and recreational values. The successful management of Dunedin's coastal dune reserves requires that all these values are recognised and managed appropriately, without compromising the coastal protection function of the dune systems.



Part Two: Aims, Objectives and Policies

The Aims of the Coastal Dune Reserves Management Plan are:

1. to protect and preserve the dunes of coastal reserves;
2. to manage the reserves to conserve their natural, biodiversity, scenic and cultural values while providing for recreation to an extent that is compatible with the purpose of coastal protection.

Management Objectives

The objectives of a management plan identify the outcomes that the Council seeks to achieve.

Management Policies

The policies of a management plan outline the means by which objectives are achieved.

The Reserves Management Plan – General Policies

All general management policies for reserves are described in a separate document, the Reserves Management Plan – General Policies. The General Policies apply to the management of all reserves in the Coastal Dune Reserves Management Plan, unless specifically over-ridden by policies in this document. The General Policies should be referred to as if it was a physical part of this plan.

The objectives and policies are in no order of priority.

4. Administration Policies

4.1 Administration

The reserves that are included in the Coastal Dune Reserves Management Plan are classified as local purpose (coastal protection) reserve. Land status and classification is detailed in Appendix 10.3. Management, use and enhancement of the reserves are subject to the principles and specific provisions of the Reserves Act 1977 relating to the reserve's classification.

Certain developments and management activities on reserves (e.g. erection of buildings, discharges, etc) are subject to the provisions of the Resource Management Act 1991, in particular provisions of the Dunedin City Council District Plan, and the Regional Plan: Coast (Otago Regional Council, 2001). Consents required under the Resource Management Act 1991 and other Acts, are in addition to, not a substitute for, the approval of the Dunedin City Council as reserve administrator and/or land owner.

The Dunedin City Council will liaise with Otago Regional Council over cross-boundary issues. Liaising with the Regional Council allows for the identification and resolution of issues that affect both organisations and require a co-ordinated approach. This might include matters relating to sea walls, coastal structures, and structures or buildings extending from a reserve over the seabed. The Dunedin City Council will liaise with the Department of Conservation over wildlife and coastal conservation issues.

The Dunedin City Council Water and Waste Services Business Unit has a number of structures within the reserves as well as stormwater culverts, piped water courses and outlets. Many of these do not have formal occupation agreements. Formalisation of these occupations of reserve land should be undertaken.

4.1.1 Objectives

1. Management of Coastal Dune Reserves is in accordance with relevant legislation and policies.
2. All reserves are classified according to their primary use and values of coastal protection.
3. Coastal Dune Reserves are managed to preserve the natural function and sustainability of natural dune systems.
4. Liaison with appropriate organisations over cross-boundary and reserve management issues.
5. This Plan will be reviewed on a regular basis.

4.1.2 Policies

1. Activities on the reserves shall be consistent with the requirements, objectives, policies or rules set out in any statute, bylaw, relevant management plan, district or regional plan.
2. Land will be classified as Local Purpose (Coastal Protection) in keeping with the main purpose of the reserves.
3. Manage the dune areas and beaches to protect the natural systems which provide a buffer between the forces of the sea and urban areas (refer to Coastal Management Policies)
4. Recreation on coastal reserves will be permitted as long as the activity is compatible with the aims of this Plan. (Refer to Recreation Use Policies).
5. Esplanade reserves of 20 metres will be sought at the time the land abutting the coast is subdivided, as provided for by the Resource Management Act 1991.
6. Where it is considered that a 20 metre wide esplanade reserve is insufficient to provide for the purposes of coastal protection, the Council will negotiate with landowners to increase the width of the esplanade reserve.
7. Consider purchasing land for coastal protection purposes when suitable coastal land becomes available.

8. Liaise with Otago Regional Council, Department of Conservation or other appropriate organisations over cross boundary issues.

9. Work with Water and Waste Services Business Unit to formalise existing occupations of reserve land.

10. This Plan will be kept under continuous review to ensure objectives and policies are updated in the public interest, and to take account of changing aspirations and requirements.

11. A full review of this Plan will be undertaken within ten years of the date of approval.

12. As part of the review, an ecological assessment will be carried out on all the coastal dune reserves to be included in the Plan.

4.2 Community Engagement and Partnerships

Dunedin City Council encourages people to care for their local parks and reserves. The more people who care for our parks, the more attractive and diverse the parks will be for people and wildlife. Communities will be encouraged to contribute their knowledge of the local area and will be consulted on specific localised issues.

Volunteers help create a vibrant, attractive and ecologically rich network of parks by assisting with tasks such as weeding, planting, pest control and track work. Contributing to reserves also gives the local community a sense of ownership of the parks in their area.

The Council may enter into partnerships with community coast/beach care groups who care about their coastal environment and want to protect and enhance it. Such groups contribute by donating their time, enthusiasm, knowledge and skills.

4.2.1 Objectives

1. Individuals and groups have the opportunity to contribute skills, knowledge and resources to the continuing maintenance and enhancement of coastal dune reserves.

2. Volunteer work on reserves will be managed by the Council to be carried out in a safe manner, consistent with Council policies and relevant statutory requirements.

4.2.2 Policies

1. Promote and provide opportunities for individuals and groups to work in partnership with the Council on activities that are consistent with the management of coastal dune reserves.

2. Consultation will be carried out with key community groups who have a signed Memorandum of Understanding with the Council on the development of both the Implementation Plan and reviews of the Coastal Works Programme.

3. Council staff must be consulted and consent to any project on reserves before any work commences.

4. Encourage and facilitate agreements with individuals and groups wishing to carry out projects on a reserve.

5. Any major development plans proposed for coastal dune reserves will be prepared in consultation with local communities.

6. Volunteer work on reserves will be undertaken as outlined in Section 3.24 Volunteers working on Reserves, in the Reserves Management Plan – General Policies.

5. Coastal Management Policies

5.1 Natural Coastal Processes

Coastal dune systems provide natural protection from coastal hazards such as erosion and flooding. They can protect communities from changing coastal hazards. This role will become even more important with projected climate change and sea level rise. The dunes also enhance the natural, biodiversity, cultural and amenity values of the city's beaches.

Erosion of land, including reserves that are bordered by sea walls, can occur. Action may be required at times to minimise the affects of coastal erosion and ensure coastal stabilisation. Management policies based on conservation of sand on the beach and foredunes as a buffer zone is the preferred approach and structural interference will be avoided unless there are no other practicable options.

Accretion (slow addition to land by deposition of water-borne sediment) is occurring on some of the beaches adjoining the reserves in this Plan, for example Warrington and Long Beach. Generally this land is managed as part of the reserve. Formalising ownership of this land may have some benefit.

Monitoring the coastal dune reserves is important to evaluate the effectiveness of the management programme. Pest control, effects of erosion and recreation use all need to be monitored to ensure that dune systems are maintained in a healthy state. This monitoring will be undertaken for each reserve through the implementation plan and with the aid of key community groups who have a memorandum of understanding with the Council (refer to list in Appendix 10.5). It is also expected that other agencies such as the Otago Regional Council will meet their statutory obligations regarding monitoring.

Activities occurring on land can result in effects across the line of mean high-water springs. Managing the reserves in a way that enhances the natural functioning of the dune systems will also reduce impacts of activities on the adjoining coastal and estuarine environments.

It is important to remember that erosion and accretion are natural coastal processes and are not always detrimental to the reserve. Intervention, therefore, is not always required.

5.1.1 Objectives

1. Ensure protection and enhancement of sand dunes, sand systems and the values of the coastal environment while allowing natural processes to occur.
2. Allow for recreational access and use of coastal reserves where it is compatible with the aims of this Plan.
3. The effects of land use on coastal erosion are identified, monitored and managed to secure coastal stability.
4. Increase public understanding of the natural coastal environment, including biodiversity and coastal processes.
5. Investigate the benefits of formalising ownership of accreted land.

5.1.2 Policies

1. The recommendations of the Coastal Dune Conservation Works Programme (Todd 2002) and revisions will guide work on the Coastal Dune reserves.
2. Manage the effects of coastal erosion and enhance the natural healing of the foredunes.
3. Manage activities that exacerbate coastal erosion or otherwise impact on coastal values.
4. Through liaison with the Otago Regional Council, the Council will seek the removal of illegal structures within the coastal environment that contribute to the instability or erosion of reserves.
5. Investigate the development and use of signage, brochures and lesson plans for schools to educate

people on the natural coastal environment, including biodiversity and coastal processes.

6. Support programmes that provide material to educate people on the natural coastal environment, including biodiversity and coastal processes. (i.e. the enviroschools education programme)

7. Investigate the benefits of formalising ownership of accreted land.

8. Monitor the coastal dune reserves to evaluate the effectiveness of the management programme.

5.2 Protection of Reserve Values

The coastal environment consists of natural processes, the action of waves, tides, wind and rain, as well as the ecosystems that are unique to the coast. Landscapes, seascapes and landforms are also important elements of the coastal environment. Protection of reserve values includes the conservation and restoration of sand dunes, protection of coastal vegetation and habitats as well as protection of places of historic and cultural heritage that are located in the coastal environment.

5.2.1 Objective

1. The natural, landscape, ecological, historical and cultural values of the reserves are protected, maintained and enhanced.

5.2.2 Natural Character

The character of Dunedin's dune systems has been altered by past activity and the introduction of exotic vegetation. The early settlers of the Otago region viewed the extensive 'sandhills' as unproductive land, and many areas were cleared of their native vegetation with the intention of putting them to a more productive use. In some areas considerable amounts of sand were extracted (often for the purpose of reclamation or re-use elsewhere in the city). Elsewhere, the dunes were used as a dumping ground. A variety of activities and uses has developed over time, many of which have reduced the natural character of the coastal reserves to varying extents. While some smaller and less developed reserves, such as Karitane and Warrington Spits, retain a certain degree of natural appearance, larger and more modified reserves do not.

However, natural character always exists to some degree on the coast, even in highly modified environments. This is because of the continual influence of the wind, waves and tides. Protection of natural character includes protection of natural processes, natural elements and natural patterns of landform, vegetation and wildlife use.

5.2.3 Policies

1. All practical steps will be taken to prevent activities on adjoining non-reserve land from compromising the values of the reserves, through negotiation with neighbouring landowners and through the statutory processes laid down in the Resource Management Act 1991.

2. Any development that includes planting or earthworks shall be done in a way that maintains or enhances the natural character of the reserve.

3. Maintain and protect the natural character of the reserve by including conditions with any permission given in its capacity as landowner and manager.

4. Structural engineering shall only be considered for protection where there is good evidence of persistent coastal erosion that has been demonstrated to have significant detrimental effects and no alternative solutions exist. Where coastal protection works are the best practicable option, they should be located and designed so as to avoid adverse environmental effects.

5.2.4 Landscape Values

Coastal landscape environments are renowned for their dynamic natures. The Otago coastline includes a series of headlands, cliffs, arches and other geological features, and sweeping sandy beaches with an agricultural backdrop of farmland, forestry and small communities. Landscape values within Dunedin's coastal reserves include their natural and physical characters, 'pleasantness' and aesthetic coherence.

A number of key coastal landscape features are located within or close to coastal reserves. The significance of these features has been recognised in the designation of Coastal Landscape Preservation Areas (CLPA) in the Dunedin City District Plan, which include the following reserves (a review of the landscape section of the District Plan is currently being undertaken):

- North Coast CLPA: Warrington Domain, Waikouaiti Domain and Karitane Spit and Long Beach Reserve; and
- South Coast CLPA: Ocean Grove Reserve, Island Park Reserve, Ocean View Reserve and Brighton Reserve.

The protection of these valued landscapes is important, and any proposed use or development of the reserves needs to take account of these values.

5.2.5 Policies

1. Maintain, protect and enhance reserve values by permitting landscaping or plantings of appropriate species.
2. Retain adequate open space during any development of reserves to allow for passive recreation and to provide green space.
3. Development on dune areas will be considered only if it needs to be in the coastal environment.
4. Ensure that the scale of any development is in context with the setting in which it is located.

5.2.6 Ecological Values

Coastal vegetation is an important element of all coastal reserves. The vegetation on these reserves is a mixture of managed vegetation that has been planted and maintained for recreation purposes (such as sportsfields and parks), plantings for landscaping, site enhancement and dune stabilisation, and areas of largely unmanaged vegetation, which tends to be dominated by exotic species. Plantings range from well-established trees (including large stands of pines and macrocarpa) to more recently planted pikao and other natives.

Native birds that feed and roost on dunes and adjacent sand flats include variable (black) and pied oystercatchers, godwits, banded dotterels, gulls and terns, including the endangered endemic black-billed gull. Variable oystercatchers are the characteristic nesting birds on the beaches and foredunes.

Owing to the productive marine environment offshore, all of Dunedin's beaches are, on occasion, visited by those seabird and seal species that spend some of their time on land. National vulnerable Stewart Island shags and yellow-eyed penguins come ashore to rest while engaged in coastal foraging, and will often seek refuge in the dunes. Other penguin species such as Fiordland crested penguin, Snares crested penguin and rockhopper penguins come ashore in autumn to moult. A small number of Otago Peninsula based breeding female New Zealand sea lions, a threatened species now classified as "Nationally Critical" and believed to be declining in its sub-antarctic refuge, are regular visitors to most Dunedin beaches. Elephant seals and leopard seals are seasonal visitors, and only rarely venture beyond the beach. Fur seals prefer rocky habitats, but young and sick seals occasionally haul out on sandy beaches.

Of the wildlife listed, variable oystercatchers, yellow-eyed and blue penguins and sea lions are species particularly associated with the natural character of beaches in the Dunedin district.

A primary purpose of these reserves is to facilitate public recreational access to coastal areas, and at peak times there may be considerable pedestrian and vehicular traffic. There is potential for conflict to occur between reserve users and wildlife species. Interpretative signage can assist in educating reserve users and minimising adverse effects on the wildlife values of the reserves.

5.2.7 Policies

1. Recognise and protect ecological values of reserves by maintaining or planting appropriate vegetation. Whenever possible, preference will be given to using local indigenous plant species.
2. Recognise and protect ecological values of reserves by protecting any recognised habitats of wildlife.
3. The Department of Conservation will be advised and/or consulted regarding concerns about wildlife, such as seals, on reserves.

5.2.8 Historic and Cultural Values

The coast has been the favoured place for settlement since humans first arrived in New Zealand, so much of the country's historic heritage is located within the coastal environment. It is important to recognise and retain heritage features, which may include historic structures and archaeological sites. The reserves in this Plan contain a number of features associated with Dunedin's early history, a number of which have been registered by the New Zealand Historic Places Trust.

Many of the plants and animals associated with coastal areas are used by Kāi Tahu and whānau for cultural purposes, including the harvesting of mahika kai in the Araiteuru rohe. Species of interest include pikao (Demoschensus spiralis), flax (Harakeke, Phormium sp.) and materials derived from animals, marine mammals or birds. The Council has policies in place to assist it in managing requests to harvest materials from reserves for cultural purposes.

5.2.9 Policies

1. Recognise and provide for the protection of any site or place of historic or cultural significance within the coastal dune reserves.
2. Where Wāhi Tapu sites (burial places, archaeological sites) and umu-ti ovens exist, action will be taken to prevent damage to these sites during development on and use of reserves, including consultation with NZ Historic Places Trust and local Rūnanga.
3. If any Kōiwi, taoka, wāhi tapu, or archaeological sites are unearthed or discovered within the Reserves the procedures in the Accidental Discovery Protocol, attached as Appendix 10.8 to this Plan, will be followed.
4. Provide for harvesting of materials from coastal reserves for cultural purposes as set out in section 3.23 Harvest of Cultural Material or Harvest of Material for Cultural Purposes of the Reserves Management Plan – General Policies.
5. Requests for accessing cultural materials from reserves will be managed using the procedures in the "Allocation of Cultural Materials" guideline for the takiwā of the Ngāi Tahu whānui prepared by Toitū Te Whenua, Te Rūnanga o Ngāi Tahu and Department of Conservation, Southern Operations (2007).



5.3 Pest Animals and Plants

The management of undesirable plants and animals is often necessary to enhance reserve values. A number of coastal reserves included in this Plan include significant areas of undesirable vegetation. Attempts to replace exotic species with newly planted native species require an effective animal pest control programme, particularly rabbits and possums. Weed and pest control will be carried out on all reserves as appropriate, particularly in conjunction with ongoing native planting programmes. Policies for pest animal and plant control are outlined in the Reserves Management Plan – General Policies and these also apply to coastal reserves.

5.3.1 Objective

1. To undertake sufficient control and management of pest plant and animal species to protect the reserve values as set out in section 5.2.

5.3.2 Policies

1. Pest control will be undertaken as outlined in section 2.8 Pest Animal and Plant Control in the Reserves Management Plan – General Policies.

2. Allow for the removal of exotic and introduced native plant species when appropriate to facilitate the planting of endemic species.



5.4 Sand Extraction

Sand extraction occurs on Island Park Reserve and adjacent to Ocean Grove Reserve. Despite the long-standing nature of these activities, the mining of sand from coastal reserves has become an increasingly contentious issue. Consultation with local communities and reserve users has indicated that while the removal of sand for flood reduction and other such purposes may be acceptable if carefully managed, the commercial extraction of sand from public reserves should not be allowed to have a negative effect on reserve values. The Council supports this view, and will seek to actively manage commercial sand extraction in reserves, to ensure that reserve values are protected. For further discussion on these issues refer to the individual reserves in Part 3 of this Plan.

5.4.1 Objective

1. All sand extraction activities on coastal reserves and the effects of sand extraction on land adjacent to coastal reserves are actively managed to ensure that reserve values are protected.

5.4.2 Policies

1. Only permit sand extraction activities on coastal reserves when there is a demonstrable benefit in terms of reserve values, including coastal protection.

2. Reduce and eventually cease all sand extraction activities on coastal reserves where there is little or no demonstrable benefit in terms of reserve values.

3. Ensure that all sand extraction activities on reserves are actively managed through appropriate landowner access and rehabilitation agreements to minimise the negative impacts on reserve values as set out in section 5.2.

4. Monitor sand extraction activities on land adjacent to reserves to ensure that adverse effects on the reserve are reduced.

6. Use Policies

6.1 Public Access and Reserve Closure

Reserves located on the coast provide opportunities for public access to the coastal environment. Reserves allow for the provision of physical structures to facilitate access to beaches (tracks, footpaths and vehicle paths) and the infrastructure needed to manage human impacts (signage, car parks, toilets, rubbish bins, fencing etc).

Access to parks and reserves should not be limited to able-bodied people. When developments, i.e. accessways and walkways, are planned for reserves, the needs of those with disabilities should be taken into account.

Coastal reserves can include important sand dune systems that are vulnerable to erosion. While the Council usually encourages access to reserves, inappropriate access can lead to the creation of unmanaged paths and tracks through dune systems, and damage to dune vegetation. While the Council does not seek to prevent access to its coastal reserves, it is necessary for the protection of the dune systems to actively manage access ways. This includes closing or removing inappropriate access ways including tracks from private dwellings, or restricting the type of access that is permitted.

Vehicles used for activities such as boat launching or emergency vehicles also need access to the beach, but vehicles have the ability to cause major damage to the dune systems. Access through reserves to the beach or through dune areas by vehicles may be controlled or restricted. Refer to section 6.3 Vehicles on Reserves.

At various times the Council will need to close some reserves for issues of safety, maintenance, or where activities have damaged the reserve and remedial action is required.

Clubs may have areas within their leased area that are generally not open to the public for safety or security reasons.

6.1.1 Objectives

1. Coastal dune reserves are accessible for the benefit, enjoyment and use of the public, subject to any necessary conditions, restrictions, or limitations of use.

2. Access to beaches through coastal dune reserves is managed to minimise the negative impacts on dune systems and vegetation.



6.1.2 Policies

1. Reserves will be open for public use, except where restrictions and limitations are necessary for the reserve's protection, management, or public safety.
2. Occupation agreements will be managed under the Reserves Act 1977 and section 3.7 Occupation Agreements of the Reserve Management Plan – General Policies.
3. Leased areas that are not available for the public to access will be identified.
4. For safety reasons, areas around the following clubs will need to be restricted at certain times. These may be fenced or unfenced. Appropriate signage will be displayed at agreed locations on the reserve. Signage will include the time and duration of the reserve closure.
    a) Island Park Reserve: land leased to Otago Pistol Club (ranges and surrounding leased area)
    b) Island Park Reserve: land leased to the Dunedin Clay Target Club (ranges and surrounding leased area).
5. Pedestrian access through dunes will be managed in order to protect sand binding vegetation and wildlife.
6. Private access tracks through sand dunes will be phased out and the use of formed access ways encouraged.
7. From the date of approval of this Plan, no new private access ways across coastal dune reserves will be permitted.
8. Where car parking is provided, investigate designing accessways to the beach in conjunction with car parking.
9. The needs of people with disabilities will be taken into account when planning and constructing accessways and walkways on coastal dune reserves.



6.2 Recreational Use

Dunedin's coastal reserves constitute a significant and accessible resource for recreational use by the public. The reserves in this Management Plan provide opportunities for sightseeing and viewing wildlife, walking, picnicking and general informal non-motorised recreational activity. A number of more formal, organised recreational uses have also become established (i.e. rugby, soccer) and clubrooms and other structures associated with such use have been built in these areas (see Appendix 10.4 for a list of current leases on the reserves included in this plan). These are provided for as long as they are consistent with the reserves primary function of coastal protection.

Other organised recreational activities (i.e. orienteering) do not require structures or occupation agreements, but do require use of reserve land. These events are managed through the Council's booking system. The impact of any activity on the reserve will be assessed before a booking is permitted.

The coastal environment is highly valued by the community and enjoyed in many ways as a place for recreation. Maintaining and protecting public access to the coast is one of the functions of the reserves in this Plan. Tracks and paths can be used for providing access between areas and for passive recreation. Some activities, such as the use of recreational vehicles, can cause damage to the reserve, sand dunes and wildlife. Restrictions on such activities are necessary to protect the reserve values, as set out in section 5.2, and the public's use and enjoyment of the reserves.

Some structures associated with essential services such as surf lifesaving may have an operational need to be located in sand dunes.

6.2.1 Objectives

1. Recreation opportunities are provided for the benefit and enjoyment of the public, taking into account the ecological sensitivity and natural values of the reserves, and their ability to sustain a particular activity or an increase in use.
2. Existing formal recreation activities are managed in a manner that meets the aims of this Plan.
3. Provide for new formal recreation activities only where coastal or marine environments are essential to their function and they are not detrimental to existing values.

6.2.2 Policies

1. Provide opportunities for informal, non-motorised, recreation.
2. Provide access to beaches in a way that minimises potential damage to the dune system. (Refer to section 5.1.2)
3. Ensure that existing recreation facilities are managed in a manner that avoids any negative impacts on dune areas.
4. Provide for formal recreation activities where coastal or marine environments are essential to their function and they are not detrimental to existing values.
5. Discourage the establishment of new formal recreational activities on coastal dune reserves that do not have a need to locate in the coastal environment.
6. Retain the area of sand dunes free from all formal recreational activity, with the exception of buildings necessary for contributing to the safety of beach users.
7. Provide for removal of vegetation, including native vegetation, for operational reasons, including construction or maintenance of tracks and car parks, where it is compatible with the aims of this Plan.

6.3 Vehicles on Reserves

Sand dunes are fragile environments and are very sensitive to a heavy vehicle driving over them. All motor vehicles can kill plants with a single pass. Vehicles compact the sand, squashing small creatures that live on or under the sand and compressing their habitat. They frighten away birds, lizards and other species sheltering in the dunes, and crush their nests and eggs. Weeds and pest animals spread through the damaged ecosystem. Once the dune plants are destroyed, the foredunes and rear dunes are exposed to the wind and coastal erosion occurs or is exacerbated. Vehicle use can also conflict with other activities on the reserve. Section 10.3 of the Dunedin City Consolidated Bylaw 2008 manages the use of vehicles on reserves.

The Council is interested in making sure we protect our valuable beach resources for everyone. This will mean making decisions about where, when, and for what reasons, vehicles can access our beaches. When inappropriate vehicle use has (or promotes) adverse impacts on beaches, access will be restricted.



6.3.1 Objective

1. Vehicles on coastal dune reserves shall be controlled in order to protect:
   (a) dunes, estuaries and other sensitive natural areas or habitats
   (b) wildlife
   (c) public safety
   (d) the amenity values of the coastal environment for the public
   (e) the maintenance of opportunities for non-motorised recreation
   (f) heritage and cultural values

6.3.2 Policies

1. Prohibit the use of vehicles in the dune areas of any coastal dune reserve, other than on formed accesses designed for vehicular access for activities such as boat launching, flood mitigation, horse training and emergency vehicles.

2. Manage vehicles on reserves in order to protect:
   (a) dunes, estuaries and other sensitive natural areas or habitats
   (b) wildlife
   (c) public safety;
   (d) the amenity values of the coastal environment for the public
   (e) the maintenance of opportunities for non-motorised recreation
   (f) heritage and cultural values

3. Methods of management may include (but are not limited to) physical barriers such as fences and gates.

4. Investigate stopping unformed legal roads and amalgamating them with the reserve to ensure the future protection of the area.

6.4 Animal Control

Uncontrolled domestic pets are a direct threat to wildlife values of coastal areas. The presence of dogs on reserves may also cause health and safety issues, and impact on the enjoyment of the reserves by other users. Section 5 of the of the Dunedin City Consolidated Bylaw 2008 determines where dogs are permitted or prohibited and the rules associated with dogs in public places. If changes to Bylaws are considered appropriate to assist with management of a reserve or protection of reserve values, action will be taken to explore such options. Requiring dogs to be on leashes in the dunes of coastal reserves and prohibited from areas that contain habitat of vulnerable wildlife, in particular the nesting, roosting and feeding areas of threatened bird species, is appropriate. Education material will generally be provided on parks explaining the reasons for these controls.

Horses are permitted on certain reserves under specific conditions. Horse owners use beaches adjacent to Island Park, Ocean Grove and Waikouaiti Domain for exercising and training activities. Access across reserves, on formed accessways can be managed to minimise conflict with other reserve users and to protect reserve values. Horses are permitted on beaches listed in Appendix 2 of Section 10 of the of the Dunedin City Consolidated Bylaw 2008.

Use of coastal reserves by seal species is a predictable component of coastal ecology. Seals may occasionally haul out on reserves, or carcasses may wash ashore. Management of reserves and education of reserve users will aim to reduce any conflicts with these species. Dunedin City Council Animal Control will monitor and enforce compliance with the Dog Control Bylaws and the Department of Conservation is responsible for the protection of indigenous wildlife. Where problems persist, or when dead or injured wildlife are found on the reserves, the Department of Conservation will be contacted to manage the issue in accordance with their protocols.

6.4.1 Objectives

1. The environmental, ecological and landscape values of the reserves are not adversely affected by impacts from domestic and farm animals.
2. To ensure that the use and enjoyment of reserves by the public is not adversely affected by domestic and farm animals.

6.4.2 Policies

1. Initiate a change to Schedule (B) of the Control of Dogs Bylaw (Section 5 of the Dunedin City Consolidated Bylaw 2008) to include the dune areas of Coastal Dune Reserves as places where dogs are only permitted on a leash.
2. Ensure adequate signage to inform where dogs are permitted on a leash and where they are prohibited.
3. Liaise with the Department of Conservation to use the Control of Dogs Bylaw to temporarily prohibit dogs from areas of vulnerable wildlife.
4. Horses are not permitted in the dune areas of any coastal dune reserve.
5. Horses are only permitted on the reserves listed in the Reserves Bylaw (Section 10 of the Dunedin City Consolidated Bylaw 2008) and included as Appendix 10.6 to this plan.
6. Access by horses to permitted beaches through the adjacent reserve is via designated access tracks only.
7. Any wandering livestock or domestic animals will be managed as outlined in section 2.8 Pest Animal and Plant Control in the Reserves Management Plan – General Policies.

6.5 Car Parking

The provision of parking areas associated with reserves is essential for public safety and convenience. Changing circumstances, such as an increase in reserve use, may require further consideration of car parking requirements.

Roadside parking is often not adequate to cope with the number of people using the facilities. Insufficient parking can inhibit the use of facilities. Consideration needs to be given to options for the provision of adequate parking.

Clubs wishing to develop new buildings or expand facilities on reserves will have to provide parking adequate to service anticipated user requirements. This should be addressed as part of landowner permission sought and resource consent applications.

6.5.1 Objectives

1. Parking is provided in association with reserves to allow and encourage their use.
2. Car parking is managed in a manner that meets the aims of this plan.

6.5.2 Policies

1. Car parking will be managed in accordance with section 3.14 Car Parking of the Reserves Management Plan – General Policies.
2. Car parking will be managed so as not to compromise the aims of this Plan.

6.6 Occupation Agreements

Organisations or individuals with buildings (or part of buildings) or facilities on Council land are required by the Reserves Act 1977 to have occupation agreements, generally in the form of leases.

The Council encourages sharing of facilities to reduce the need for further development of buildings on reserves and for cost sharing between clubs. Where necessary, existing occupation agreements will be reviewed to reflect such agreements between clubs.

Clubs or individuals are required to maintain buildings on Council land to a safe standard. When buildings become dilapidated, it is essential that the owner, for safety and aesthetic reasons, remove them. This is a requirement of the Reserves Management Plan – General Policies and is generally included as a condition of any occupational agreement.

Occupational agreements that exist, or are under negotiation, are outlined in Appendix 10.4. Existing activities will continue to be provided for as long as they do not interfere with the reserve's coastal protection values. Any new development will be considered only if the activity requires it to be located in or adjacent to the coastal environment (Refer to Section 7 Development and Change Policies).

6.6.1 Objective

1. Exclusive occupation of reserves is formalised through occupation or use agreements.

6.6.2 Policies

1. Occupation agreements will be managed in accordance with section 3.7 Occupation Agreements of the Reserves Management Plan – General Policies.
2. Encourage sharing of facilities, and to develop appropriate occupation agreements to reflect this.
3. Abandoned buildings will be managed in accordance with section 4.5 Abandonment of the Reserves Management Plan – General Policies.
4. The Dunedin City Council's Fees and Charges Policy will apply in conjunction with this Plan.
5. Where occupation agreements or easements are not contemplated in this Plan, public notification of the intention to grant such an agreement will be required under the Reserves Act 1977.

6.7 Commercial Use

There are occasions when commercial operators wish to locate activities on a reserve. In some instances commercial activities may enhance the use and enjoyment of the reserve. These activities may be considered if they can operate without having an adverse impact on the reserve, its use or users, wildlife and vegetation or reserve neighbours.

Commercial use of reserves or access over reserves may increase requirements for car parking, toilet facilities, and rubbish collection. In such cases the Council will seek financial compensation for the use of public facilities for commercial gain.

6.7.1 Objective

1. Commercial activities will be considered where they facilitate the use and/or enjoyment of coastal reserves and do not compromise the aims of this Plan.

6.7.2 Policies

1. Consider applications for commercial activities that facilitate the use and enjoyment of the coastal reserves and do not compromise the aims of this plan.
2. Commercial activities will be managed in accordance with section 3.5 Commercial Use – Concessions of the Reserves Management Plan – General Policies.



6.8 Encroachments

An encroachment is the use of reserve land for private purposes that has not been authorised by the Council in writing. A number of coastal dune reserves' neighbours have come to occupy and use areas of reserve land, often as an extension of their property. In many cases, the reserve land has been incorporated into the neighbour's garden, and in some cases buildings and other structures may have been constructed on the reserve.

Where encroachments extend on to dune systems within the reserve there can be implications for the coastal protection function of the reserve. The Reserves Management Plan – General Policies outlines the Council's view on the management of existing and new encroachments. In addition to these policies the Council will seek to identify the location and nature of existing encroachments and will seek the formalisation or removal of such encroachments. While the formalisation of such encroachments may be appropriate where they extend on to dune systems, removal of the encroachment and restoration of the reserves may be the preferred action.

Historic encroachments, prior to 1989, may have some agreement. Where documented evidence exists, formalising the occupation will be investigated.

6.8.1 Objective

1. Encroachments on to reserve land are identified and formalised or removed to protect reserve values as set out in section 5.2.

6.8.2 Policies

1. From the date of approval of this Plan, new encroachments on to the coastal dune reserves will not be permitted.

2. Existing encroachments will be managed in accordance with section 3.6 Encroachments of the Reserves Management Plan – General Policies.

6.9 Camping

Coastal reserves are generally located in attractive areas that are desirable for informal camping. This activity can compromise the use of reserves by others and impact on the environment. It can also cause health problems in relation to toilet facilities, disposal of waste and supply of fresh water, generate rubbish in excess of normal public use and introduce potential fire hazards. Currently camping is not permitted on reserves. However, applications can be made to camp on Brighton Domain and Warrington Domain (refer to the Reserves Management Plan – General Policies) and there is a camping ground on Waikouaiti Domain. The Council has prepared a brochure that provides guidelines for freedom camping in Dunedin.

6.9.1 Objectives

1. To provide for camping in designated camping areas provided that the adverse effects of camping can be avoided, remedied or mitigated.

2. To minimise illegal camping on reserves.

6.9.2 Policies

1. Camping on reserves will be managed in accordance with section 3.18 Camping of the Reserves Management Plan – General Policies.

2. Encourage the formulation a freedom camping policy.

7. Development and Change Policies

7.1 Recreational Facilities

It is important for the public to have opportunities to participate in a range of recreational and sporting activities. The provision of facilities such as sports fields and playgrounds has to be actively assessed and managed by the Council in order to facilitate public use and minimise conflicting use of existing facilities.

While sportsfields are owned and maintained by the Council (often to meet sporting code requirements) some of the other facilities listed in Appendix 10.4 are owned, managed and maintained by clubs and organisations that lease reserve land for the purpose of providing recreational facilities for club members and the general public.

Clubs and organisations wishing to construct facilities or buildings on reserves must obtain appropriate consents from the Council including resource and building consents. Refer also to section 6.2 Recreational Use.

7.1.1 Objectives

1. Adequate recreation facilities are available for public use on coastal dune reserves to meet the aims of this plan.
2. Facilities used by the community are maintained to appropriate standards.
3. Facilities or buildings that are no longer required are removed from coastal dune reserves.

7.1.2 Policies

1. Facilities on reserves will be managed in accordance with section 4.3 Buildings and Structures of the Reserves Management Plan – General Policies.
2. Any new structures or additions to existing structures are designed to complement the character of the reserves and improve their identity while not compromising the reserve values as set out in section 5.2.
3. Clubs and organisations proposing to construct or extend facilities on reserves must obtain landowner consent from the Council under the Reserves Act 1977.
4. All new facilities and services must comply with the requirements of any applicable District or Regional Plan, Building Act 2004 and any other relevant statute or bylaw.
5. Facilities on reserves that are no longer required by the owners will be managed in accordance with section 4.5 Abandonment of the Reserves Management Plan – General Policies.

7.2 Public Amenities

Toilets are provided on reserves for reserve users. Clubs generally provide toilets for club members and these are sometimes available for reserve users. Five of the coastal dune reserves in this Plan have toilets available for reserve users. Other facilities such as showers, drinking water fountains, rubbish bins, barbeques, picnic tables and seating may also provide for the public's use and enjoyment of reserves. The provision of such amenities on reserves has the potential to adversely affect reserve values so, where provided, they should be located and designed so as not to detract from the reserve values.



7.2.1 Objectives

1. Amenities are provided at an appropriate level to cater for the use of the reserves.
2. Amenities will be provided in a way that minimises any visual or adverse effect on the reserves.

7.2.2 Policies

1. Where use warrants it, amenity facilities will be installed around picnic areas and car parks on reserves.
2. Toilets and showers on reserves will be managed in accordance with section 4.4 Toilet and Shower Facilities of the Reserves Management Plan – General Policies.
3. The provision and management of rubbish bins will be managed in accordance with section 3.17 Litter Control and Dumping of the Reserves Management Plan – General Policies.



7.3 Signs

Signs are necessary to identify reserves, to assist access within reserves, to provide for the appropriate use of reserves and the safety of reserves users.

Interpretation panels and signs can enhance enjoyment, awareness and understanding of reserve resources, the environment, ecological, wildlife, cultural and conservation values.

However, signs can detract from the amenity of a reserve and need to be designed, located and maintained to avoid visual clutter and the degradation of the values of the reserves.

7.3.1 Objectives

1. All accessways to the beach are clearly identified by appropriate signage.
2. Signage to promote or protect ecological values, and provide information on coastal processes will be provided as appropriate.

7.3.2 Policies

1. Signs will be permitted where they enhance the safety of reserve users.
2. Allow for interpretative signage that provides information about the natural historic and cultural values of the reserve.
3. Where appropriate, work with local communities, including Kāi Tahu, to develop signage that is specific and relevant to the reserve.
4. Signage will be managed in accordance with section 3.10 Signs of the Reserve Management Plan – General Policies.

8. Policies for Individual Reserves

8.1 Island Park Reserve

The extraction of sand from Island Park Reserve has taken place for many years. At present only one pit remains in use. This is located between the land leased to the Otago Clay Target Club and the foredunes. Sand from Island park reserve is in demand by the iron foundry industry as it is a type that is not available elsewhere within reasonable distance of Dunedin. However, once this pit is exhausted, the industry will have to find an alternative source of supply outside the reserve. A mining permit (Number 41740) issued by Crown Minerals permits the current operator to remove up to 6,000 tonnes a year until 2032. The permit also requires the site to be rehabilitated 'as appropriate'. An access agreement between the current operator and the Council has been signed. There is a recreation benefit of the sand removal for the Dunedin Clay Target Club as the area is cleared and revegetated in a manner to provide for the 200 metre safety zone required in front of the firing stands. Refer also to section 5.4 Sand Extraction.

8.1.1 Objectives

1. Sand extraction at Island Park is managed by way of an access agreement between the operator and the Council.
2. Once Mining Permit 41740 expires or when the pit within the licence area is exhausted, whichever comes first, sand extraction will cease on the reserve.

8.1.2 Policies

1. Manage the effects of sand extraction on the reserve through the access agreement with the operator.
2. Monitor the rehabilitation of the mined-out areas.
3. Encourage the iron foundry industry to find an alternative supply of sand outside the reserve.

8.2 Ocean Grove Reserve

Adjacent to Ocean Grove Reserve, on Tomahawk Beach, sand extraction activities have been ongoing for many years. Sand removal from the mouth of the Tomahawk Lagoon has been carried out to reduce the flooding hazard to low lying residential properties adjoining the lagoon and for commercial benefit. A permit to remove sand from the coastal environment (which does not include the reserve) has been issued by the Otago Regional Council and expires in 2010. Refer also to section 5.4 Sand Extraction.

8.2.1 Objective

1. Sand extraction activities adjacent to Ocean Grove Reserve do not have adverse effects on the reserve.

8.2.2 Policy

1. Monitor and report to the Otago Regional Council if the sand extraction has adverse effects on the reserve.



8.3 Te Rauone Reserve

Te Rauone Beach is subject to a range of coastal processes which have resulted in the northern and middle sections of the beach eroding while the southern end of the beach is accreting. The erosion is exacerbated by the various structures that have been placed along the foreshore at various times in the past. Due to this continued rapid erosion, beach access from the reserve has become unsafe. While continued access to the beach from the reserve is desirable, alternative accesses may have to be investigated.

8.3.1 Objective

1. To provide safe access to Te Rauone Beach.

8.3.2 Policies

1. Investigate safe access to the beach from Te Rauone Recreation Reserve.
2. If safe access from the reserve is not possible or practical, investigate alternative access to Te Rauone Beach.

8.4 Warrington Reserve

Warrington Spit and Rabbit Island have been identified as areas with high wildlife values. Oystercatchers, terns and other seabird species use this area for nesting. Protection of wildlife in this area includes the protection and enhancement of native coastal vegetation, increasing the natural character of the coastal area. Dogs are prohibited on the spit by Council Bylaw and restricting vehicle access to the southern end of the spit would enhance the protection of biodiversity in this area.

8.4.1 Objective

1. Recognise and protect areas of significant wildlife habitat.

8.4.2 Policies

1. Investigate methods to close vehicle access to the southern end of Warrington Spit.
2. Ensure adequate signage to inform where dogs and vehicles are prohibited.
3. Investigate signage to educate reserve users on the biodiversity values of the spit.
4. Initiate an assessment of Warrington Spit and Rabbit Island as Areas of Significant Conservation Values in the District Plan.



Part Three: Individual Reserves

9.Individual Reserves

9.1 Brighton Reserve

9.1.1 Description

Brighton Reserve is located approximately 17 kilometres south of the central city and covers an area of approximately 5.4 hectares. The reserve is situated between Brighton Road and the sea and is made up of four distinct parts. The northern part backs onto the main beach and consists of a strip of dunes and a grassed area containing a toilet block and the Surf Life Saving Club building. Brighton Domain lies to the south of the Brighton River and is located on an elevated landform 4-6 metres above the estuary. This platform has been laid out into sports fields and a children's playground, and contains a club house and car park area. Barneys Rock is a small island approximately 50 metres to the north east of the domain which is accessible at low tide. The south coastal strip is situated between Brighton Road and the beach south of the domain.

9.1.2 History

Brighton township was named by an early resident, Hugh Williams, in the hope it would live up to the reputation of the English town. However, from 1860 until 1890, the main industries in the community were dairy farming, flax dressing and later lignite and coal mining. The school opened in 1870 and used the headland area for its playing fields. This area was permanently reserved for recreation in 1879 and known as the Otokia Recreation Reserve. It was managed by the Otokia Domain Board.

By 1890, development had started and Brighton quickly grew becoming a resort town with a number of large guest houses including Brighton House which was set in seven acres of grounds in Bath Street. During the Christmas holidays the quiet village was



transformed into a bustling township.

In 1915, the name of the reserve and domain board was changed to Brighton and in 1919 Hobbs Brighton Motors carried 60,000 people from Dunedin to enjoy the reserve, the beach and the seaside town.

Further parts of the reserve were vested in 1920 and 1926 as nearby areas were further subdivided for housing.

Poet James K Baxter went to Brighton Primary School in the early 1930s before his family shifted to Wanganui when he was eight. The Brighton coast features in some of his poems.

In 1937, the Brighton Surf Life Saving Club was established and still patrols the beach with its headquarters on the reserve. It is one of the strongest southern surf life saving clubs, competing with distinction at regional and national levels.

The early days of motoring were commemorated when a Dunedin to Brighton veteran car rally began in 1955. It continues to this day and is one of the oldest annual vintage car rallies in the country. The rally has become part of the Brighton Gala day which is held on the reserve every year near the end of January.

In 1975, the appointment of the Brighton Domain Board was revoked and the Taieri County Council was appointed to manage the coastal reserve area, followed by the Silverpeaks County Council and then, in 1989, the Dunedin City Council, as a result of local body amalgamations.

Dogs on the beach worried one nearby resident in 1983 but not for the usual reasons. The person wrote to the 'Otago Daily Times', following several shark sightings at Brighton, that dogs should not be allowed to swim at the beach as sharks could smell dogs for miles in the water. The sharks would be attracted to the area making it unsafe for children swimming.

9.1.3 Landscape Values

Brighton reserve is memorable and distinctive largely for its relationship with the coastline, the estuary and surrounding landform. Its main features are coastal – sandy beach, dunes and rocky outcrops. Within the reserve Barneys Rock is distinctive.

The northern end of the reserve has 8-10 metre high cliffs, a wide sandy beach backed by small dunes and a grassed, sandy car park. The southern part of the reserve consists of a narrow strip of sandy beach backed by lower cliffs upon which dunes have built up.

In the domain and reserve to the north, the overriding visual elements are mown grass, access tracks and buildings. The dune strip to the south of the reserve has a higher level of naturalness due to lack of development and the presence of native tree and shrub plantings.

Apart from the northern end of the reserve close to the cliff, the reserve has a sunny aspect. While the island and coastal dune strip are exposed to prevailing winds, the planting around the edge of the grassed areas and domain provide some shelter.

9.1.4 Ecological Values

The vegetation at the north end of the reserve includes coastal broadleaved scrub, comprising both native and exotic species. Native species includes taupata, ngaio and akeake, while the exotics include gorse, broom and various grasses at ground level. The low shrub at the domain headland comprises shore hebe, taupata and various other shrubs, both native and exotic. The sole remnant of natural vegetation on the reserve is a small patch of broadleaved forest with a single totara tree located on the loess cliff to the north of the domain. Species include mapou, ngaio, kohuhu and kanuka as well as native and exotic shrub species. The grassed areas of the reserve are dominated by cocksfoot and other exotic species, with clumps of native coastal tussock and other species. Marram grass dominates the low dunes on the main beach,

but there are clumps of club rush, creeping bent and a large patch of the native sand sedge Carex pumila.

No mammal or mammal signs have been observed in the reserve, although it is probably used from time to time by common mammals such as rabbits, possums stoats, hedgehogs, rats and mice. The reserve is too small and its vegetation too modified to support significant resident populations of native birds, but bellbirds, starlings, red-billed gulls, oystercatchers and a black-backed gull have been seen or heard. No lizards have been observed but there is suitable habitat for common species of skink and gecko.

The invertebrates community was dominated by spiders and plant bugs. Other groups present included psuedoscorpions, true bugs, booklice, springtails, flies, wasps, thrips, moths, beetles and centipedes.

9.1.5 Heritage and Cultural Values

The south coast of Dunedin provided vital links with other parts of Te Waipounamu (the South Island) with trails located at Brighton that connected the Otago Peninsula to the Taieri. The sea near Brighton and Ocean View Reserves provided an abundance of kai moana, and archaeological sites along the coast indicate frequent occupation and use. In particular, a medium sized moa hunter site was discovered near the mouth of Otokia Stream, near Brighton.

The war memorial – the Travis Memorial - is on the nearby road reserve. Sergeant Richard Charles Travis was born in Opotiki but was a member of the Otago Mounted Rifles when he left New Zealand on 16 October, 1914. He served in Gallipoli and then the Western Front. He was award the Victoria Cross as a result of his actions in an advance in July 1918.

9.1.6 Current Uses

Organised recreation includes activities at the Surf Life Saving Club, and cricket, rugby and other organised events at the Domain. Casual uses of the reserve include picnicking, walking, dog walking, cycling and for access to the beach that lies beyond the dunes.

Buildings and Structures

- Surf Club Building
- Toilet Block (by surf club)
- Toilet Block (by Domain sports field)
- Play equipment (Domain)
- Seats
- Picnic tables
- Rubbish bins
- Sports equipment – Rugby
- Cricket practice strips

Infrastructure

Brighton Reserve contains a subterranean foul sewer pumping station (Brighton Pump Station #7) and a foul sewer rising main running South-West to North-East across the northern strip of the reserve. In addition there are several piped watercourses, stormwater pipes and a culvert which have outlets in the southern most strip of the reserve.

Current Leases

- Brighton Rugby Football Club
- Brighton Surf Life Saving Club

9.1.7 Management Issues

Management Aims

The management aims for Brighton Reserve are to protect and enhance the sand dunes to provide natural protection from coastal hazards, to provide for casual recreation and access to the adjacent beach as well as providing for the activities of the Surf Club, and the domain for more formal sport activity (rugby and cricket) and other community events.

Vehicles on Reserves

In common with most of the reserves that adjoin beaches, vehicles on the reserve, in the sand dunes and on the adjacent beach are management issues. Vehicle access on reserves will be managed as outlined in section 6.3 Vehicles on Reserves of this Plan.

Community Partnerships

Members of the community wish to be involved in the maintenance of the reserve and opportunities for community participation and partnerships are provided for in section 4.2 of this Plan.

Maintenance

All reserves are monitored under contract, and weed control is prioritised accorded to the annual reports. The eradication of marram and the continuation of the successful pikao recovery programme in the area around the Surf Club is identified as a priority in this reserve.

Sports Ground

It is recognised that much of the Brighton Domain is used for organised sport and community events. It is intended to keep this area for these purposes. However, the preservation of vegetation and maintenance of the cliff face is essential to the long-term stability of the sports ground.

District Plan

Brighton Reserve is within the visually prominent area of the South Coast Coastal Landscape Protection Area in the District Plan and this means that the visual impact of any development on the landscape character and quality of its setting will need to be taken into account.

Schedule 25.2 identifies archaeological sites registered by the New Zealand Historic Places Trust: A003 – Midden/Work floor HPT Category II.

Regional Plan: Coast

"The Regional Plan: Coast for Otago" identifies parts of the coastal marine area adjacent to the reserve as:

- A coastal protection area because of historic values;
- A coastal recreation area where there is swimming, walking and surfing; and
- A coastal hazard area because of sandy beach erosion where the beach and road are at risk.

Development / Enhancement

Continued revegetation will be guided by the Ecological Assessment for Dunedin Coastal Reserves (Wildland Consultants, 2003).

Any work planned on the Brighton Reserve will be guided by the Coastal Dune Conservation Works Programme (2002).

The diverse coastal environments in a relatively small location and the existing facilities make this reserve ideal for the development of educational programme including boardwalks and interpretive signage.



9.2 Island Park Reserve

9.2.1 Description

Island Park Reserve is located approximately 10km from the city centre between the outlet of Kāikorai Stream and Blackhead at the northeast end of the Brighton Coast. The reserve covers approximately 162 hectares and is roughly 3km long by 500m wide. The main part of the reserve is situated between the beach, Blackhead Quarry, Blackhead Road, Waldronville, Brighton Road and the Kāikorai Estuary. The reserve also includes an area about 0.5 square kilometres that lies north of Blackhead Road.

9.2.2 History

The reserve land was first set aside for recreational purposes in 1870 and was declared a domain in 1887 to be managed by the Green Island Borough Council as the Green Island Domain Board. Known as Green Island Domain, marram and lupins were planted, with the help of government grants, to control the movement of the sand dunes.

Untreated sewerage which used to be discharged firstly through the Silverpeaks County Council scheme and then the Green Island Borough Council outfall, used to pollute the beach area of the reserve until the Waldronville Sewage Treatment Works by the Kāikorai estuary was commissioned in 1964.

A bid in 1965 by the Dunedin Jaycees to establish a motor racing circuit on the reserve saw the Beachlands Speedway, now known as Island Park Speedway, developed. The area is also home to the Dunedin Pistol Club and the Dunedin Clay Target Club, the oldest gun club in New Zealand, which began in 1887 at St Kilda.

In 1977, the Green Island Borough Council resolved to relinquish its control of the land and it was, for a short



time, controlled by the Commissioner of Crown Lands, Department of Land & Survey, Dunedin. With the Reserves Act 1977, the Silverpeaks County Council took control which was subsequently passed to Dunedin City Council following amalgamation in 1989.

In the 1970s and 1980s, the Otago Rugby Football Union, dealing with a shortage of playing fields in the city, made several attempts to have up to 14 playing fields built on the reserve but the local authority was not prepared to fund the venture.

In the mid-1980s, requests by the Otago Harbour Board to use part of the reserve as a feedlot for sheep prior to live export from the Port of Otago were turned down as it was not a recreational activity.

Several suggestions have been made over the years to drain the swamp and "improve the land". One resident in 1985 suggested a breakwater at the Kāikorai mouth could stop the entrance silting up. The estuary could then be dredged and a boat marina and boat ramp built.

Most sand mining in the area stopped in 1989 after investigations showed the dunes were no longer growing. However, in an area in the south of the reserve, mining continues as the sand from this source is high in quartz and feldspar and is the only known source of these mineral sands in the district.

9.2.3 Landscape Values

The most distinctive feature of Island Park Reserve is the extent and scale of the dunes, the estuary and the forest remnant above Blackhead. Sandy beach and foredune systems lie along the entire ocean frontage.

The western end of the reserve is low lying with the characteristics of an estuarine swamp. East of this area, most of the reserve consists of rolling secondary sand dunes separated with wide swales. In the eastern part of the reserve there are a series of higher sand dunes which rise up to 40 metres above sea level to meet Blackhead Road.

Sand mining and the recreation facilities at the western end of the reserve have significantly modified the dune landform in that area.

The reserve in general has a sunny aspect but is open to wind and weather from the south. The majority of the dunes and estuarine area is also open to north east winds.

9.2.4 Ecological Values

A small area of highly modified podocarp-broadleaved forest is located at the highest point of the reserve, which still contains a few trees of totara, kowhai and narrow leaved lacebark. The lower canopies are somewhat sparse and overgrown with exotic vines species, and the forest will need to be managed if it is to survive. This type of coastal forest is considered to be rare north of the Catlins, and this site is considered to be an Area of Significant Conservation Value (Dunedin City District Plan). The coastal scrub that covers much of the reserve shows signs of regeneration, and will eventually form coastal forest. A native dominated understorey of ferns and herbs beneath most of the scrub, adds to the ecological values of the site.

Other areas of the reserve consists marram grassland on the foredune areas, and pikao plantings at key sites. There is an area of estuarine swamp at the western end. There are also a number planted areas including shelter belts and plantation, and pasture / mowed grassland. Where the sand dunes have been disturbed, mainly due to the sand extraction activities, natural areas of pikao have regenerated.

Rabbits are common in the reserve, especially in the wide swales near the rear of the widest part of the dunes. Ferret and possum footprints have been seen and the reserve is probably also used by other common mammals including cats, stoats, hedgehogs, rats and mice. The reserve is large enough and its vegetation sufficiently natural to support resident populations of native birds. Silvereye, bellbird, fantail, grey warbler, starling goldfinch, blackbird, harrier and black-backed

gulls have all been seen or heard in the reserve. The invertebrate populations are dominated by beetles, spiders, wasps and booklice. Other groups present include plant and true bugs, springtails, flies, wasps, lacewings, thrips, cockroaches, moths, micro-snails and worms.

9.2.5 Heritage and Cultural Values

The first place name applied to any site in the Dunedin area is believed to be Kāikrae, the Kāikorai Estuary, where the Waitaha Chief Rakaihautu made camp and ate a meal of seabird (karae). This indicates that Kāi Tahu have had a long association with the area around the Kāikorai Stream and the Island Park Reserve. There are eight recorded archaeological sites located on the northern side of the mouth of the Kāikorai Stream, six of which are located in the reserve. The majority of these sites are thought to have been temporary camps but at least one may represent a more permanent settlement. A large moa hunter site was also located near the mouth of the Kāikorai Estuary.

9.2.6 Current Uses

Island Park Reserve is the home to a number of organised recreational users, including a clay target club, a pistol club and Island Park Speedway, all of which have existed on the site for many years, with associated car parking areas. The large size of the reserve and its location on the periphery of residential areas has suited it to these uses in the past.

The activities of these clubs are managed through lease agreements, and due to the type of activities undertaken by the Clay Target Club and the Pistol Club, there is a requirement for them to display appropriate safety notices and flags while shooting is in progress.

Casual uses of the reserve include walking, dog walking, horse-riding, cycling and for access to the beach that lies beyond the dunes. Other organised activities such as orienteering, military exercises and search and rescue training occur at times on the reserve.

Sand mining activities have taken place on the southern part of the reserve for many years. The effects of the sand mining are managed by an access agreement. Refer also to sections 8.1 Individual Reserve Policies - Island Park and 5.4 Sand Extraction.

Infrastructure

Island Park Reserve contains a number of foul sewer manholes on reserve land. Adjacent to the reserve is the Waldronville Outfall Pump Station which is on Water and Waste Business Unit land. This has a trunk sewer entering from the North-West and a foul sewer rising main exiting South-East, to the ocean outfall.

Current Leases

- Dunedin Clay Target Club Incorporated
- Otago Pistol Club Incorporated
- Beachlands Speedway Incorporated
- Waldronville Horse Owners' Association

9.2.7 Management Issues

Management Aims

The management aims for Island Park Reserve are to protect and enhance the sand dunes to provide natural protection from coastal hazards, provide for informal recreation and access to the adjacent beach while also providing for the existing recreational opportunities provided by the developed recreation areas.

Vehicles on Reserves

In common with most of the reserves that adjoin beaches, vehicles on the reserve, in the sand dunes and on the adjacent beach are management issues. Despite Council bylaws prohibiting such activities, motorbikes and trail bikes are often ridden in the reserve. Vehicle access on reserves will be managed as outlined in section 6.3 Vehicles on Reserves of this Plan.

Community Partnerships

Members of the community wish to be involved in the maintenance of the reserve and opportunities for community participation and partnerships are provided for in section 4.2 of this Plan.

Maintenance

All reserves are monitored under contract, and weed control is prioritised accorded to the annual reports. The eradication of willow and pines from the wetlands area, and bomarea from the reserve have been identified as priorities for this reserve.

Sand Extraction

Foundry Trade Group is currently extracting sand from Island Park Reserve under Mining Permit 41740 (2002), issued under the Crown Minerals Act 1991. This permit superseded a mining licence issued in 1985 under the Mining Act 1971. The sand extraction was allowed for in the Island Park Reserve Management Plan (1989) on the understanding that it serve a specific local industrial need (foundry industry) and that there were no other local sources of this specific type and quality of sand. The Management Plan also specified that the conditions of access were to be adhered to, that royalties were to be paid to the administering body (Silverpeaks County Council) and that the situation would be reviewed when the pit within the licence area was exhausted. The current Mining Permit does not include any detailed conditions about access, extraction, rehabilitation or compensation. It also does not grant access to the land where the mineral is located. Under the Crown Minerals Act, an access agreement is required between the holder of the permit, the landowner and any occupier of the land. An access agreement has been drawn up which outlines the obligations of the three parties, terms and conditions of the agreement including rehabilitation of the land, and compensation payable by the holder of the permit. There is a recreation benefit from the removal of sand for the Dunedin Clay Target Club as the area is cleared and revegetated in a manner to provide for the 200 metre safety zone that they are required to have in front of their firing stands. Policies for the mining of sand are included in sections 5.4 Sand Extraction and 8.1 Policies for Individual Reserves: Island Park of



this Plan.

Encroachments

Within Island Park Reserve, most of the encroachments lie between the private properties and an open stormwater drain. Most of these encroachments are longstanding, and because of their location, impacts are relatively minor, as public use of this area of the reserve is unlikely. The Council is continuing to explore ways to formalise the encroachments from these properties to three metres from the drain, and in the meantime, encroachment information will be included in Land Information Memorandum (LIM) reports to ensure that any prospective buyers of these properties are aware of the status of the land. Any encroachments that adversely affect the reserve will be required to be removed.

The Council will continue to monitor properties adjoining the reserve to ensure that no new encroachments occur and will require any new encroachments be removed.

General policies on encroachments are outlined in section 6.8 Encroachments of this Plan; and in the Reserves Management Plan: General Policies.



District Plan

Island Park Reserve is within the visually recessive area of the South Coast Coastal Landscape Protection Area in the District Plan and this means that the visual impact of any development on the landscape character and quality of its setting will need to be taken into account.

The edge of Kāikorai Estuary has been identified as a wetland of significant conservation value (C106) and is listed in the Department of Conservation Wetlands of Ecological and Representative Importance (WERI) database.

Regional Plan: Coast and Regional Plan: Water

The "Regional Plan: Coast for Otago" identifies parts of the coastal marine area adjacent to the reserve as:

- A coastal protection area because of Kāi Tahu cultural and spiritual values, and estuarine values; and
- A coastal hazard area because unstable land is being undercut by coastal processes.

The "Regional Plan: Water for Otago" identifies the significant wetland, Kāikorai Lagoon, as being adjacent to the reserve.

Development / Enhancement

Continued revegetation will be guided by the Ecological Assessment for Dunedin Coastal Reserves (Wildland Consultants, 2003).

Any work planned on the Island Park Reserve will be guided by the Coastal Dune Conservation Works Programme (2002).

Improved parking and litter control for the car park area at Blackhead is being investigated.

The development of informative and educational signage is appropriate for this reserve, and given its size and the amount of usage access signs and maps should also be investigated.

9.3 Karitane Esplanade Reserves

9.3.1 Description

Karitane Esplanade Reserves consists of an existing esplanade reserve and two proposed esplanade reserves located at the southern end of the Karitane township. The reserves vary in width from 15 to 20 metres. The reserves can be divided into two distinct landscape areas; the northern coastal strip which adjoins the residential development at 171 Coast Road, and the southern coastal strip which is separated from the northern strip by houses and a stand of tall pines. A drainage channel, which also doubles as an accessway from Rawhiti Street to the beach, is located at the northern end of the reserve. A second access way to the beach is located off Parata Avenue.

9.3.2 History

With the nearby pa settlement at Huriawa, substantial areas of land at Karitane were set aside as native reserves. The first holiday house was built in the 1890s and soon there were two houses on the point, four in the village and two by the long beach. A "seaside train" ran in the weekends until World War II, carrying many Dunedin people to their weekend cribs.

The access from Rawhiti Street and the strip along the beach was vested as a reserve in 1928 and the access from Parata Avenue was vested in 1944. Both occurred due to the developments of housing subdivisions and were passed to Dunedin City Council following amalgamation in 1989.

In the late 1990s, the Council removed illegal barriers on the reserve strips from Rawhiti Street and Parata Avenue which were blocking access to the beach for horses and riders. Other users contested that access ways should not be used by horses as they were muddying the narrow pathways but the Council decided the reserve was for both horse and pedestrian access.

The reserve was classified as accessway by a Dunedin City Council resolution in 2006.



The more recent additions have been set aside as esplanade strips under section 230 of the Resource Management Act 1991 which provides for esplanade reserves of 20 metres to be taken at the time the land abutting the coast is subdivided.

9.3.3 Landscape Values

The natural sweep of this coastline provides an important distance view of significant natural character. The vegetated slopes provide a natural backdrop to the beach and ensure that the development behind it is not visually dominant. All seascape views from the beach are significant, with a pleasant vista extending towards the Karitane Peninsula and south along the beach. The natural slope and elevation of the reserve creates a sense of enclosure which enhances the natural character of the beach.

9.3.4 Ecological Values

The northern strip occupies the steep coastal beach face which is actively eroding. The face is predominantly covered by lupins, marram, flax and ngaio. The southern strip of the reserve is less steep but also actively eroding. Some revegetation has been undertaken with various native species on the strip south of Rawhiti Street. Further revegetation is to be undertaken.

9.3.5 Heritage and Cultural Values

The area around Karitane has a long association with Kāi Tahu. There were a number of Kāi Tahu settlements in and around Karitane and Waikouaiti. The prominent Kāi Tahu chief, Te Wera had his fortified Pa on the Huriawa Peninsula in the 18th century. Middens have been discovered near these reserves and there are also unmarked burials in the vicinity.

Kai moana such as tuatua and sea apples were gathered in this area. In addition, the area above the reserves was cultivated. These cultivations extended from the hills at Puketeraki to south of the Huriawa Peninsula.

9.3.6 Current Uses

Karitane esplanade reserves are generally used only for access to the adjacent beach.

9.3.7 Management Issues

Management Aims

The management aims for Karitane Esplanade Reserves are to protect and enhance the sand dunes to provide natural protection from coastal hazards, and to provide access to the adjacent beach.

Erosion

Erosion is an issue for the esplanade reserves. The potential for adverse effects of erosion should be taken into account when considering activities on these reserves. Planting of the dunes for coastal protection is a priority for these areas.

New Reserves

Any new esplanade reserves acquired along this coastline will be incorporated into this Management Plan.

District Plan

Karitane Esplanade Reserves are within the visually prominent area of the North Coast Coastal Landscape Protection Area in the District Plan and this means that the visual impact of any development on the landscape character and quality of its setting will need to be taken into account.

Regional Plan: Coast

The "Regional Plan: Coast for Otago" identifies parts of the coastal marine area adjacent to the reserve as:

- A coastal protection area because of Kāi Tahu cultural and spiritual values; and
- A coastal hazard area because of sandy beach erosion where beach and roads are at risk.

Development / Enhancement

Any work planned on the Karitane Esplanade Reserves will be guided by the Coastal Dune Conservation Works Programme (2002).

9.4 Kuri Bush Reserve

9.4.1 Description

Kuri Bush Reserve consists of two separate pieces of land located on the Brighton Coast approximately 8 and 9 kilometres respectively to the south of Brighton. The northern site is a narrow piece of land that lies between the sea and Taieri Mouth Road. The southern site lies between the sea and an adjoining row of residential properties. Access to this part of the reserve is from the north behind the row of houses.

9.4.2 History

The area takes its name from the Māori name for dog and was settled by early Scottish migrants – the first was the Dickson family in 1848. The Kuri Bush School opened in 1862 and the post office in 1879. A dairy factory operated between 1918 and 1928. The school closed in 1934.

James K Baxter, one of New Zealand's best known poets, was born at Kuri Bush in 1926 and lived there on the family farm until the family moved to Brighton when he was four.

The two areas of reserve land became Taieri County Council reserves in 1961 (Lot 19 DP10340) and 1962 (Lot 5 DP9712) as a result of a residential subdivision. The reserves were taken to maintain access to the beach.

In 1979 a boat ramp, off the Brighton-Taieri Mouth Road, was proposed an estimated cost of $600. It was never built.

9.4.3 Landscape Values

For most of its extent the reserve is perched above a low coastal cliff; at its southern end it slopes down to a sandy beach and a meandering creek through a dune. Apart from its proximity to the coast, the reserve has no particular feature or aspect that makes it distinctive or memorable. The aesthetic coherence and natural values of the landscape are relatively low. The reserve does enjoy all day sunshine and is relatively sheltered from southwesterly winds, but is open to the prevailing northwesterly winds.



9.4.4 Ecological Values

The majority of plant species present on the reserve are non-native. The grassed areas are dominated by exotic grasses, including cocksfoot, creeping bent and Yorkshire fog, with small areas of native holy grass and sedges. The grassed areas are gradually being replaced by exotic shrubs of gorse and boxthorn. Marram grass is found on the dune areas. Along the cliff that runs the length of the reserve, shore hebe dominates in association with gorse, flax, tree lupin and taupata. A number of planted and dumped garden species including mint, convolvulus and potato are also found. The north end of the reserve is dominated by bracken, muehlenbeckia and blackberry.

No mammals or mammal signs have been observed on the reserve, although it is probably used from time to time by common mammals such as rabbits, possums, ferrets, stoats, hedgehogs, rats and mice. The invertebrate community is dominated by numbers of beetles, booklice, spiders and wasps. Other groups present included pseudoscorpions, plant and true bugs, springtails, lacewings, flies, moths, cockroaches and slaters.



9.4.5 Heritage and Cultural Values

The area of Kuri Bush was originally known as Te Kuri. Middens containing remains of cockle, blue mussel, mud snail, burnt schist, quartz pebble and fish bone have been discovered in the vicinity of Kuri Bush. Artefacts discovered near Kuri Bush, including flakes, fish hooks and bone, are held by the Otago Museum.

9.4.6 Current Uses

The reserve provides access to the adjoining beaches, coastline and tidal creek.

9.4.7 Management Issues

Management Aims

The management aims for Kuri Bush Reserve are to protect and enhance the sand dunes to provide natural protection from coastal hazards, and to provide access to the adjacent beach.

District Plan

Kuri Bush Reserve is within the visually prominent area of the South Coast Coastal Landscape Protection Area in the District Plan and this means that the visual impact of any development on the landscape character and the quality of its setting will need to be taken into account.

Regional Plan: Coast

The "Regional Plan: Coast for Otago" identifies parts of the coastal marine area adjacent to the reserve as a coastal hazard area because of sandy beach erosion where road is at risk.

Development / Enhancement

Continued revegetation will be guided by the Ecological Assessment for Dunedin Coastal Reserves (Wildland Consultants, 2003).

These reserves provide an ideal location for the Pikao Recovery Programme.

9.5 Long Beach Reserve

9.5.1 Description

Long Beach Reserve is located between the headlands of Potato Point to the northwest, and Pilot Point to the southeast. The reserve, a trapezoidal shape of 4.6 hectares in area, extends for the length of Beach Road plus a triangle of ground extending perhaps another 100 metres or so north, being in total approximately one kilometre long and 50 metres wide. The reserve extends from Beach Road to the Long Beach foreshore, encompassing a grassed area and vegetated dunes. The northern section is a developed recreational facility of mown grass. The southern section, known as the "Conservation Area" is separated from the north by Driver Creek, and is fenced off and largely unmodified. It consists of a habitat for indigenous coastal lowland flora and fauna although wilding pines are also present.

9.5.2 History

Remains of Māori occupation can be found the length of the beach. Artefacts show the area was used as a seasonal fishing camp intermittently in the 13th, 16th and 17th centuries and the nearby coast line was also home to both villages and pa sites.

Around 1900 the beach and the sand dunes were a popular camping area for Dunedin families in the summer, accessed through the neighbouring farms. In 1921, James Halliday Spencer, a Dunedin coal merchant and carrier, bought the land by the beach from one of the farmers and subdivided it into quarter-acre sections and a reserve for a holiday township. As the community grew, New Year's Eve bonfires became popular from the late 1940s and were to become a lasting tradition.

In 1953, the Long Beach Domain was vested as a recreation reserve and the Long Beach Domain Board, mostly made up of crib owners in the area, was appointed to control and manage it. Volunteer labour built a shelter shed, toilets and a boiler house. Local farmers used their tractors to clear a cricket field and games were held most weekends in the summer against Dunedin businesses and hotel teams. The reserve was often booked by companies for their annual picnics for workers and Cadbury Fry Hudson and the Hillside Workshops Social Club were regular users.

The 1978 Silverpeaks County Council report on its coastal reserves stated the domain was popular during summer weekends and the facilities were unable to cope with the visitors. In 1980, the County Council took over managing the reserve from the domain board. The reserve was closed for almost a week in 1986 when the poison 1080 was laid to control rabbits, possums and hares in the area.



Following local body amalgamation in 1989, the Dunedin City Council acquired the reserve.

The Mopanui Ecological Environment Society (MEES) has taken an interest in the reserve in recent years, planting an area in natives. The Society also acquired the former Lindsay Creek Bridge from the Dunedin Botanic Garden and shifted it to the reserve. It is now used to gain access over a drainage channel. The Long Beach Amenities Society also carries out work at the reserve such as tree and shrub planting.

Drivers Creek, which passes through the reserve, has caused problems with flooding when its mouth becomes blocked by sand after northerly winds.

As permanent residents have replaced crib owners, the reserve has increasingly become used year round. Nearby rock cliffs on the beach are popular for climbing and bring many groups to the area.

The area was used as a location for the film "Out of the Blue" (2006).

9.5.3 Landscape Values

The reserve encompasses a grassed park area lying behind vegetated dune formations. The northeast boundary is marked by a steep, visually dramatic headland and the southeast boundary is a stand of mature pines. To the southwest are a number of established coastal dwellings that are well-integrated into the coastal environment. The reserve forms an integral part of the overall landscape at Long Beach, and contributes to an overall high degree of aesthetic coherence. Long Beach is included in the North Coast Coastal Landscape Preservation Area.

9.5.4 Ecological Values

The grassed area of the reserve itself is consists of exotic grass species. The adjoining dune system is covered with a largely naturalised and continuous dune vegetation comprising bracken, lupins and marram, as well as a large area of muehlenbeckia, some blackberry, elder and native shrubs. A number of mature macrocarpas are located close to the northern end of the reserve. At the southeast end of the reserve an area is fenced off adjacent to Drivers Creek where a number of native wetland and riparian species are found including kanuka and flax. Planting of native species has taken place along the access road and to the eastern end of the reserve.

The presence of rabbits in the reserve has a detrimental affect on the plants. Dogs and horses regularly use the reserve and most other common mammals are probably present from time to time. There is abundant habitat present for common species of skink and gecko. Thrush, bellbird and silvereye have been observed on the reserve, tui occupy the southern block from time to time and a variety of seabirds forage in the estuary of Drivers Creek including white heron, white-faced heron and royal spoonbills. Pukeko, mallard and Paradise shelduck have been observed on the estuary and gull species and oystercatchers undoubtedly use the beach beyond the reserve. Spiders are common on the divaricating mikimiki plants and beetles are common on mahoe and muehlenbeckia indicating that certain plants are important for different groups of species. Other invertebrates observed on the reserve are psuedoscorpions, plant and true bugs, booklice, springtails, flies, wasps, thrips, moths and cockroaches.

9.5.5 Heritage and Cultural Values

The traditional name of Long Beach was Ko whare wera wera. Remains of middens and ovens have been discovered in the vicinity of the Long Beach Reserve. Kai moana, tui and other resources such as flax were gathered in this area. There was also a dwelling on Long Beach called Ko te ahi tupe and according to sources, cultivations were near this dwelling.

9.5.6 Current Uses

The grassed area of the reserve provides for summer sports including cricket and other casual use. Informal family picnics and recreation are the predominant

uses of the reserve. The car park and associated footpaths provide access to the extensive dune area and the beach that lies beyond, for walking, wildlife viewing and other casual activities. The reserve also provides access to the rock climbing area. The area that has been planted up with native species by the local community includes footpaths and stiles to give access to the far end of the reserve, for walking and nature appreciation.

Public toilets, picnic tables, seats and rubbish bins are provided on the reserve and these encourage informal use of the reserve for activities such as picnics.

Buildings and Structures

- Toilets
- Picnic Tables
- Rubbish Bins

9.5.7 Management Issues

Management Aims

The management aims for Long Beach Reserve are to protect and enhance the sand dunes to provide natural protection from coastal hazards, provide for informal recreation and access to the adjacent beach.

Maintenance

All reserves are monitored under contract, and weed control is prioritised accorded to the annual reports. Planting of pikao is proposed for the sand dunes adjacent to the reserve.

Vehicles and Dogs on Reserves

In common with most the reserves that adjoin beaches control of dogs and vehicles on the reserve, in the sand dunes and on the adjacent beach are management issues. Despite Council bylaws prohibiting such activities, motorbikes and trail bikes are often ridden in the reserve. Vehicle access on coastal dune reserves will be managed as outlined in section 6.3 Vehicles on Reserves and control of dogs on coastal dune reserves will be managed as outlined in section 6.4 Animal Control of this Plan.

Community Partnerships

Members of the community wish to be involved in the maintenance of the reserve and opportunities for community participation and partnerships are provided for in section 4.2 of this plan.

Accreted Land

There is an area of accreted land on the seaward boundary of the reserve and this is informally managed by the Council. Formalising ownership of this area will be investigated as per Policy 5.1.2(7).

District Plan

Long Beach Reserve falls within the visually recessive area of the North Coast Coastal Landscape Protection Area in the District Plan and this means that the visual impact of any development on the landscape character and quality of its setting will need to be taken into account.

Regional Plan: Coast

The “Regional Plan: Coast for Otago” identifies parts of the coastal marine area adjacent to the reserve as a coastal recreation area where there is swimming, walking, surfing, fishing, scuba diving and snorkelling.

Development / Enhancement

Continued revegetation will be guided by the Ecological Assessment for Dunedin Coastal Reserves (Wildland Consultants, 2003).

Any work planned on the Long Beach Reserve will be guided by the Coastal Dune Conservation Works Programme (2002).

A car park at northern end of the reserve, a playground, a fitness course and a children’s bike track have all been suggested as possible developments at Long Beach Reserve.

Fencing of the northern part of the reserve with a post and chain fence is proposed to prevent vehicles from damaging the park.

9.6 Ocean Grove Reserve

9.6.1 Description

Ocean Grove Reserve is located 6 kilometres from the city centre. The entrance to the reserve is off Tomahawk Road. The reserve covers 28.2 hectares, is 2.1 kilometres long and varies between 180 – 500 metres in width. The reserve includes a playground, playing fields (soccer/cricket) and two sand beaches (Tomahawk and Smaills Beach) between the rock headlands of Lawyers Head to the west and Māori Head to the east. Tomahawk Road, Tomahawk School and residential sections form clear boundary lines along the northern edge.

9.6.2 History

The reserve at Ocean Grove was formally established in 1931, though much of the area was classified as government reserve from 1897. The beach provided a walking track for early Māori travelling between Ōtākou and neighbouring settlements. The first settler is said to have been James Patrick who sailed on the Philip Laing and took up a holding in the area in 1857 with his family. Soon the area was populated by farmers and market gardeners and in 1870 a committee, including Patrick, raised funds for a community building which was used as a church, school and hall. As roads improved, the township developed as a weekend holiday resort. Many cribs were built which later became permanent residences.

In the early 1900's a sewage outfall was constructed at Lawyers Head, making the beach at Ocean Grove unpopular for swimming and fishing.

In 1924 the ratepayers' association in the area requested two allotments in a residential subdivision be set aside as a recreational reserve. Further Crown land was added in 1928 and a Domain Board set up to administer the land for the Department of Lands



and Survey. In 1936 the Board allowed sand-mining to begin which flattened some of the dune areas and allowed sports fields to be built. Royalties from the mining were paid back to the Domain Board and financed many of the developments on the land. From 1950 the Ocean Grove Domain Board administered the land and some of the inaugural members were still serving thirty-five years later when the reserve came under Dunedin City Council control.

The new Domain Board's title was the result of residents lobbying for a name change for the area. Tomahawk had become known for its weekend parties and jerry-built cribs. A much publicised murder had occurred in 1932 when a resident was shot in his home, adding to Tomahawk's reputation. The assailant was convicted of manslaughter and sentenced to 14 years imprisonment. In 1949 the controlling authority agreed to the suburb's name change, distancing the area from its past dark days.

In March 1942 the Southern Military Command chose the high point between Tomahawk and Smaills beaches for a two-gun battery of 6" P 111 naval guns to provide protection for the Dunedin's port and residents from naval bombardment. By September the guns, magazine and observation post were completed. As many as 89 service personnel were based there including 26 WAACS (Women's Army Auxiliary Corp), necessitating extra bathroom and laundry facilities – and a hair salon! By September 1945, the guns and the ammunition had been removed and only the fortifications remained. The guns had never been fired in defence. The Ocean Grove Domain Board first sought to have the two gun emplacements destroyed but instead, in 1961, it was granted responsibility for them and turned the structures into a storage space and scenic lookout.

The reserve's boundaries continued to alter and in 1957 part of the domain became the grounds of the new Tomahawk School and in 1966 another part was taken for the Ocean Grove Sewage Works.

Although the Lawyers Head Sewer sewage outfall polluted the water, the beach was a busy place with an ice cream stall from 1948 to 1967 and a surf life saving club which supervised a watch tower in the 1950s. The Domain Board complained about the outfall in the early 1960s and finally, in 1981, the Tahuna treatment plant was built to partially treat the raw sewage. However, pollution of the beach continued until 2009 when a 1.1 kilometre-long outfall pipe from the treatment station was completed replacing the outfall at Lawyers Head. Planned upgrades of the treatment station will improve water quality further.

9.6.3 Landscape Values

The reserve is visually contained within the surrounding hills and valleys above the lagoon and settlement areas. It is characterised by high dune formations and a volcanic cliff set back from the foreshore, with playing fields behind. The open channel of Tomahawk Lagoon to the west provides a visual link from the settlement area to the beach. The scale and physical qualities of the volcanic cliffs provide an important natural landscape feature. Significant views into the reserve are provided from the three headlands, and there is a wide range of compelling views from the reserve to the surrounding hills and cliff faces, and to Bird Island, beyond the shoreline. There is a high degree of naturalness, particularly at the beach where the sand dunes are active, and the natural pattern of sea swells impact on the shoreline.

9.6.4 Ecological Values

The dunes are predominantly covered in marram grass with traces of fireweed, ice plant and bidibidi. Behind the foredune are areas with a covering of taupata and, to the west, shore hebe, lupins and flax. Old plantings of radiata pine and macrocarpa are also found. Undesirable species include gorse and muehlenbeckia. Tomahawk Creek at Smaills Beach is congested with watercress and sweet grass. Some planting with native species is helping to redress the balance of exotic to native plants at the reserve.

From time to time, both Smaills and Tomahawk Beaches have visiting yellow-eyed and blue penguins, particularly Smaills Beach. Sea lions are relatively common and a New Zealand sea lion has been observed on Tomahawk Beach. Dogs and horses use much of the reserve and other common mammals such as possums, cats, ferrets, stoats, hedgehogs, rats and mice are probably present from time to time. Flocks of variable oystercatchers and starlings have been observed on the playing fields and red and black billed gulls and black-backed gulls have been observed on the beach. Other common bird species undoubtedly use the reserve. The reserve also contains suitable habitat for common species of skink and gecko.

Beetles and booklice dominate the invertebrate community. Other species present are spiders, plant and true bugs, springtails, flies, wasps, thrips, moths and slaters. Overall the invertebrate communities are similar at Smaills and Tomahawk Beaches, but the diversity of habitats is greater at Smaills Beach.

9.6.5 Heritage and Cultural Values

The Ocean Grove area was part of a series of trails utilised by the Ōtākou Māori to travel along the coast to gather shellfish from the rocks and eels from the lagoons. This old trail could still be seen along the sand hills from St Clair and ran through the site of the current Andersons Bay Cemetery. From there the track continued along the Tomahawk Lagoon, over the Tomahawk hills and continued down to the kāik on the northern side of Muaupoko (Otago Peninsula). An early resident of the Tomahawk area reported that there were several Māori ovens in the area and that he had discovered a pounamu axe under a tree stump.

There is some debate over the origin of the name Tomahawk which was documented as early as 1852 in the "Otago Witness". It could be a corruption of the Māori word tomahaka – toma means a place of bones, particularly human bones and haka is a southern use of the northern word hanga which means to build or create. This suggests the lagoon area was used to keep human bones of either an important person or the storage of bones generally. However, there are no known burial sites in the area, or reported finds of bones. Another suggestion is the area was named Tomahawk as European settlers called a mere a tomahawk and a battle between Ngati-mamoe and Kāi Tahu warriors may have occurred among the sand dunes.

9.6.6 Current Uses

The reserve includes a sports ground that lies adjacent to the beach, but the majority of the site is used for walking, dog walking, running and other casual recreation activities. The reserve provides access to the adjacent beaches for activities including fishing, casual recreation and watersports, though such activities have been limited by the presence of sewage disposal works. Horseriders use the reserve for access to the beach. Sand extraction occurs adjacent to the Ocean Grove Reserve. Refer also to sections 8.2 Individual Reserve Policies – Ocean Grove and 5.4 Sand Extraction.

The decommissioned sewage treatment area has now been incorporated into the reserve and will be included in the management of the wider reserve.

Buildings and Structures

- Hall (Soccer Clubrooms)
- Soccer Posts
- Floodlights
- Rubbish Bins
- Play Equipment
- Historic Gun Emplacements

Current Leases

- Grants Braes Association Football Club

9.6.7 Management Issues

Management Aims

The management aims for Ocean Grove Reserve are to protect and enhance the sand dunes to provide natural protection from coastal hazards, to protect, maintain and enhance coastal biodiversity, to provide

for casual recreation and access to the adjacent beach as well as the existing sports field for more formal sport activity (soccer and cricket).

Erosion

Wind erosion is an ongoing problem in the reserve and blowouts occur at both the western part of the reserve, adjacent to Tomahawk Beach and the eastern end of the beach, adjacent to Smaills Beach. It is considered that the best way to address the blowouts at Tomahawk and Smaills Beach is to contour the dunes, removing the high spots and filling in the blowouts. This will provide a stable foreshore slope and, undertaken in conjunction with revegetation, is the recommended measure for erosion control along this stretch of the beach. Limiting pedestrian access through the dunes to formed access ways will also address the effects of traffic entering the beach at blowout sites.

Sand Extraction

Sand extraction occurs adjacent to the reserve at the Tomahawk Lagoon outlet under a Coastal Permit from the Otago Regional Council. It is considered that the extraction of small volumes of sand from the mouth of the Tomahawk Lagoon will not have any adverse effect on dune stability, and the extraction has a positive outcome in reducing flood risk from the Tomahawk Lagoon. However, the effects of this activity on the reserve will need to be monitored. Refer also to sections 8.2 Individual Reserve Policies – Ocean Grove and 5.4 Sand Extraction. There are also potential adverse effects from the uncontrolled vehicle access to the beach. Limiting this access to authorised vehicles should be investigated.

Vehicles and Dogs on Reserves

In common with most of the reserves that adjoin beaches, control of dogs and vehicles on the reserve, in the sand dunes and on the adjacent beach are management issues. Despite Council bylaws prohibiting such activities, motorbikes and trail bikes are often ridden in the reserve. Vehicle access on coastal dune reserves will be managed as outlined in section 6.3 Vehicles on Reserves and control of dogs on coastal dune reserves will be managed as outlined in section 6.4 Animal Control of this Plan.

Sports Ground

There is a section of Ocean Grove Reserve that is used for organised sport. It is intended to keep this area for these purposes. However, the preservation of vegetation and maintenance of the dune system is essential to the long term stability of the sports ground.

Community Partnerships

Members of the community wish to be involved in the maintenance of the reserve and opportunities for community participation and partnerships are provided for in section 4.2 of this plan.

District Plan

Ocean Grove Reserve falls within an Urban Landscape Conservation Area (ULCA 17) in the District Plan and this means that the impact of any development on the 'natural' landscape qualities and character of the setting will need to be taken into account.

Regional Plan: Coast

"The Regional Plan: Coast for Otago" identifies parts of the coastal marine area adjacent to the reserve as a coastal hazard area because of sandy beach erosion where property and road are at risk.

Development / Enhancement

Continued revegetation will be guided by the Ecological Assessment for Dunedin Coastal Reserves (Wildland Consultants, 2003).

Any work planned on the Ocean Grove Reserve will be guided by the Coastal Dune Conservation Works Programme (2002).

Public toilets have been suggested for possible development at Ocean Grove and this could be investigated by the Council.

Interpretation signage regarding wildlife and natural beach processes may be appropriate for the reserve and would assist with visitor education.

9.7 Ocean View Reserve

9.7.1 Description

Ocean View Reserve is located approximately 12 kilometres south of the central city, at the southwest end of the long stretch of beach between Blackhead and the headland separating Brighton and Ocean View. The reserve has a coastal frontage of approximately 1,500 metres on the seaward side of Brighton Road. The majority of the reserve is an extensive sand dune environment, 80-100 metres wide.

9.7.2 History

House sites were first subdivided in the area in 1902 when the Duncan Farming Estate was bought by the Crown and offered for purchase. The beachfront was subdivided in 1916 and the area between the beach and the growing town was permanently reserved for recreation in 1932 and managed by the Brighton Domain Board as part of the Brighton Domain.

Police requested a sign be placed at the Brighton end of the beach warning of the dangers of often-present rips after a drowning nearby in 1952.

In 1955, the reserve was withdrawn from the Brighton Domain and renamed the Ocean View Domain and administered by the Ocean View Domain Board.

Flooding in Taylors Creek caused problems for residents in the 1960s.

In 1982, the Silverpeaks County Council accepted control of the reserve and then in 1989, following amalgamation, the Dunedin City Council.

9.7.3 Landscape Values

The reserve is enclosed by the ribbon settlement of Ocean View and has the skyline of Saddle and Scroggs Hill as a backdrop. The reserve is, on average, about 70 metres wide, running along the coastline. At seven locations the reserve widens out to meet the road. For



much of its extent it consists of a series of dunes that run back from high water mark. At the southwestern end of the reserve is a series of schist headlands that reduce in height into the sea for about 100m to disappear beneath the dunes.

9.7.4 Ecological Values

An area of coastal broadleaved scrub, predominantly ngaio and taupata occupies the headlands to the west of the reserve. Associated shrub species include gorse, shore hebe and broom. A mixture of natives and exotics, including taupata, cocksfoot, marram, blackberry and muehlenbeckia cover the dunes and hollows to the east. Dense canopies of blackberry / muehlenbeckia / bracken scrub cover large expanses of the foredunes near the estuary. Grassed areas are dominated by cocksfoot and herbaceous weed, gorse and broom. The dunes themselves are predominantly marram-covered, with lupins, purple groundsel and other non-natives present. A small patch of pikao (probably planted) is located amongst the marram. A number of wetland species, including umbrella sedge and weedy grasses are found at the edge of the estuary.

There are signs that rabbits are common in the dunes east of the estuary. Dogs and horses are frequent visitors to the reserve. The reserve is probably also used by other common mammals including possums, cats, stoats, ferrets, hedgehogs, rats and mice. Bellbirds, starlings, red-billed gulls, variable oystercatchers, pied stilts, plover and mallard ducks have all been observed on the reserve and introduced terrestrial birds probably use the reserve occasionally. There is suitable habitat on the reserve for common species of skink and gecko.

The dominant communities of invertebrates consist of spiders, booklice and beetles. Other groups present include plant and true bugs, springtails, flies, wasps, lacewings, thrips, stick insects, moths, micro-snails and worms.

9.7.5 Heritage and Cultural Values

The south coast of Dunedin provided vital links with other parts of Te Waipounamu (the South Island) with trails located at Brighton that connected the Otago Peninsula to the Taieri. The sea near Brighton and Ocean View Reserves provided an abundance of kai moana and fish, and archaeological sites along the coast indicate frequent occupation and use.

9.7.6 Current Uses

Ocean View Reserve is used for casual recreation activities. The reserve provides access to the adjacent beach for activities including shellfish gathering, casual recreation and watersports and horseriders also use the reserve for access to the beach.

Infrastructure

Ocean View Domain contains two foul sewer pumping stations; the subterranean Brighton Pump Station #3 and Brighton Pump Station #4 which sits on a Water and Waste Services Business Unit land parcel. There are also a number of foul and stormwater manholes on the reserve's borders and an open watercourse/ stormwater pipe which discharges on to the beach.

Buildings and Structures

- Play equipment

9.7.7 Management Issues

Management Aims

The management aims for Ocean View Reserve are to protect and enhance the sand dunes to provide natural protection from coastal hazards, provide opportunities for passive recreation and access to the adjacent beach.

Encroachments

The Council's long-term goal is to have the encroachments at Ocean View Reserve removed, the property boundaries clearly identified and the reserve re-instated. Encroachments will be considered on a case-by case basis. However, where they impede natural processes, restrict proposed works or are

having an adverse effect on the reserve, the Council will require their removal.

Encroachment information will be included in any Land Information Memorandum (LIM) reports to ensure that any prospective buyers of these properties are aware of the status of the land.

The Council will continue to monitor properties adjoining the reserve to ensure that no new encroachments occur and will require any new encroachments be removed.

General policies on encroachments are outlined in section 6.8 Encroachments of this Plan; and in The Reserves Management Plan: General Policies.

Vehicles on Reserves

In common with most of the reserves that adjoin beaches vehicles on the reserve, in the sand dunes and on the adjacent beach are management issues. Despite Council bylaws prohibiting such activities, motorbikes and trail bikes are often ridden in the reserve. Vehicle access on reserves will be managed as outlined in section 6.3 Vehicles on Reserves of this Plan.



Community Partnerships

Members of the community wish to be involved in the maintenance of the reserve and opportunities for community participation and partnerships are provided for in section 4.2 of this plan.

District Plan

Ocean View Reserve falls within the visually prominent area of the South Coast Coastal Landscape Protection Area in the District Plan and this means that the visual impact of any development on the landscape character and quality of its setting will need to be taken into account.

Regional Plan: Coast

The "Regional Plan: Coast for Otago" identifies parts of the coastal marine area adjacent to the reserve as:

- A coastal protection area because of Kāi Tahu cultural and spiritual values, and estuarine values; and
- A coastal hazard area because of sandy beach erosion where the beach, road and property are at risk.

Development / Enhancement

Continued revegetation will be guided by the Ecological Assessment for Dunedin Coastal Reserves (Wildland Consultants, 2003).

Any work planned on the Ocean View Reserve will be guided by the Coastal Dune Conservation Works Programme (2002).

Redevelopment and extending the existing walkway has been proposed.

Interpretation signage regarding wildlife and natural beach processes may be appropriate for the reserve and would assist with visitor education.

Public toilets have been suggested for possible development at Ocean View and this could be investigated by the Council.

9.8 Te Rauone Reserve

9.8.1 Description

Te Rauone Reserve is located on the southern side of Otago Peninsula near the entrance to Otago Harbour. The reserve covers 5 hectares on Harington Point Road between Te Umukuri/Wellers Rock and Harington Point. There are two distinct parts to the reserve. The northern part includes an extensive grassed picnic area (approximately 4 hectares) behind a 30-50 metre wide single foredune. The southern 400 metres of the reserve comprises a narrow 20 metre wide strip of foreshore and foredune.

9.8.2 History

Otago Peninsula was uneasily shared by Kāi Tahu and Ngati Mamoe tribes. Early mariner Captain J Herd's map of 1826 shows two Māori settlements at Te Rauone and an 1845 map shows three villages – one at either end and one in the middle.

A European fishery venture started on the beach in 1836 but was short-lived unlike its neighbouring whaling station at Ōtākou which began in 1831. In the 1850s, sand blown from the beach buried the nearby Māori village of Te Ruatitiko and the Kelvin Grove farm. In Māori, Te Rauone means 'many sands'.

On 22 May 1951, landowner Donald McGregor Reid gifted the area to the Crown for use by the public. Ten years later this was declared a public domain, known as the Harington Point Domain and the Harington Point Domain Board was appointed to control and manage it. In 1962 the name was changed to the Te Rauone Beach Domain.

In 1968 the Commissioner of Crown Lands entrusted the reserve to the Dunedin City Council as the Domain Board had "done nothing to improve the area". In 1970 the Domain Board appointment was formally revoked and the Council named in its place. By then,



the Dunedin Lions Club had offered to make it one of their projects and began to clear the area, developing car parking and picnic sites. As one of only two sandy beaches on the Peninsula side of the harbour, Dunedin Lions wanted to improve the area for families visiting as part of their Sunday drives. It was a safe swimming beach and was used by sail boats and fishing dinghies. The Otago Peninsula Lions Club took on the project in the late 1970s, building a toilet block. However, by the mid-1980s, erosion of the beach was becoming obvious. What were once two rows of sand dunes was now one.

In 1986 it was renamed the Te Rauone Reserve.

9.8.3 Landscape Values

The reserve lies between the Harington Point and Wellers Rock headlands. The hills behind the bay are generally pasture with intermittent stands of macrocarpa and native bush. Residential properties line the roadside. The beach is crescent shaped and stretches between the two headlands, with a north west aspect. At high tide the beach is narrow with only a few metres remaining exposed at the foot of the dune. From the beach, there are views across the harbour to Aramoana and the mole, as well as to Port Chalmers.

9.8.4 Ecological Values

The reserve is a mixture of exotic and native plantings, open space and dunes bordering the beach. Large trees in the reserve are limited to Pinus radiata and eucalyptus. Marram grass and young ngaio trees dominate the dunes. However, there is a mixture of vegetation on the dunes including pikao near the accessway.

Yellow-eyed and blue penguins occasionally roost on the beach and dune area. Te Rauone has significant entomological values, having been identified as a key site for native Lepidoptera (ORC & DCC 1991b). Of particular significance is a population of undescribed copper butterfly that feeds on extensive areas of muehlenbeckia in the reserve.



9.8.5 Heritage and Cultural Values

Kāi Tahu have had a long association with Muaupoko (Otago Peninsula). Many kāik (villages) were locate around Muaupoko. Te Rauone was known as the middle kāik and was part of the core settlement on Ōtākou in the nineteenth century. As the beach has eroded, the sand dunes now occupy the early village site. Te Ruatitiko was another important village back from the beach near Te Rauone. The removal of bush cover saw the mass movement of sand that eventually overran the Te Ruatitiko village site (ORC & DCC 1991a).

The beach has tuaki (cockle) beds that are an important source of kai moana for local Rūnanga.

9.8.6 Current Uses

The reserve provides important open areas and access to the beach. Areas of grassed open space, interspersed with vegetation, are available for passive recreation activities such as picnicking, walking and exploring. The beach provides opportunities for access to the harbour.

9.8.7 Management Issues

Management Aims

The management aims for Te Rauone Reserve are to protect and enhance the sand dunes to provide natural protection from coastal hazards and to provide opportunities for passive recreation.

Erosion

Te Rauone Beach is subject to a range of coastal and estuarine processes, resulting in periods of both shoreline retreat and advance at different times. Currently the northern end of the beach is eroding and the southern end accreting, probably due to a combination of changes in waves, currents, sediment supply and human actions. Dunedin City Council, Otago Regional Council and the Te Rauone community will be working together to determine the best option for management of coastal erosion at Te Rauone.

Access to the Beach

Due to continued rapid erosion, beach access from the reserve has become unsafe. While continued access to the beach from the reserve is desirable, alternative accesses may have to be investigated. Refer to section 8.3 Individual Reserve Policies – Te Rauone.

District Plan

Te Rauone Reserve is within the visually prominent area of the North West Peninsula Landscape Conservation Area in the District Plan and this means that the visual impact of any development on the landscape character and quality of its setting will need to be taken into account.

Regional Plan: Coast

The "Regional Plan: Coast for Otago" identifies parts of the coastal marine area adjacent to the reserve as:

- A coastal protection area because of Kāi Tahu cultural and spiritual values, and estuarine values; and
- A coastal hazard area because of sandy beach erosion where the beach, road and property are at risk.

Development / Enhancement

Continued revegetation will be guided by the Ecological Assessment for Dunedin Coastal Reserves (Wildland Consultants, 2003).

Any work planned on the Te Rauone Reserve will be guided by the Coastal Dune Conservation Works Programme (2002).

Interpretation signage regarding wildlife, natural beach processes and the cultural association of Kāi Tahu with Muaupoko (Otago Peninsula) may be appropriate for the reserve and would assist with visitor education.

Upgrading the public toilets and providing a formed parking area have been suggested and these should be investigated by the Council.

9.9 Waikouaiti Domain (Beachfront) and Karitane Spit

9.9.1 Description

Waikouaiti Domain is located on a wide coastal bay between Cornish Head and the Karitane isthmus. The coastal frontage of the reserve is a 4.2 kilometre strip of sand beach and dune formations. For 1.2 kilometres, from the north-eastern boundary to Beach Road, the reserve is a narrow strip of foreshore and low foredune backed by a shingle road that ends in a car park and grassed open area. From the car park, the reserve widens to approximately 300 metres to include an extensive area of back dune occupied by a Council owned pine plantation. The southern 1.7 kilometres of the reserve consists of the Karitane Spit. The sand spit varies in size and height above high tide levels, threatening, at its most extensive, to cut off boat access to the wharf, while almost disappearing in strong northeast gales. After the last disappearance in 2001, sand traps were used to stabilise the area.

9.9.2 History

The Waikouaiti Spit is known as Ohinepouwera by Māori with a fortified pa settlement nearby at Huriawa. The Māori chief Te Wera, of Kāi Tahu, occupied the pa from 1730. It proved a wise choice as it withstood a six-month siege by Taoka and his warriors, who camped on the spit. The pa had its own water supply and food – paua, crayfish and fish – was plentiful among its rocky shores. After six months, Taoka gave up and left.

A whaling station was established at the river mouth in 1837, the headlands at either end of the bay – Cornish Head to the north and Huriawa to the south – were used by spotters looking for the whale's distinctive water spout across the winter's sea. After several poor seasons when few whales were caught, the station closed in 1844. However, the sand dunes on the spit were by then littered with the enormous whales' skulls, ribs, vertebrae and other bones bleached by the sun.

Johnny Jones, a Sydney based entrepreneur, had bought land from the Waikouaiti River to Cornish Head and ten miles inland and he established the first colonial farming settlement, Matanaka, at Cornish Head in 1839. The next year he brought farming families to the area from New South Wales on the ship "Magnet". In the early 1840s, the area was probably one of the most thriving settlements in the country with 100 Europeans living there and a large number of Māori.

In the 1850s, stores, unloaded in the river mouth, were hauled along the spit and up Beach Street to the general store to serve the growing town which was still isolated from Dunedin. Other, larger ships, anchored in the bay, used landing boats to bring their goods onto the beach. Passengers were carried ashore on the backs of Māori, often Māori women, at a shilling a head. Meat, vegetables and wheat, provided by Jones' farming enterprises, were shipped back to the growing Dunedin. West Hawksbury, generally known by its Māori name Waikouaiti, was put on the market by Jones as a private township in 1860. The name of the town was formally changed in 1907 from Hawksbury to Waikouaiti by which it was better known.

Gold was discovered at Dunstan in August 1862 and soon diggers, travelling by boat from Australia to Dunedin and then up the coast by smaller ships, were making the spit home for the night before heading inland on foot by what is now known as the Pig Route. Thousands of diggers landed on the beach with their swags and a canvas-town, two restaurants and several stores were quickly built on the spit to accommodate them. In one day, 600 men arrived, destined for the goldfields. However, the township on the spit was short-lived and when a flood in 1968 destroyed Mr Paget's store, there was nothing left to show it had ever been there. The road, pushed through across the hills from Dunedin in 1863, meant the beach and river harbour was no longer the only access north of the city.

In 1880, the Karitane spit was described as "a narrow point of land with heaps of drifting sand, lying between

the river mouth and the bay. The almost entire absence of vegetation gives the spot the aspect of a miniature African desert." However, the beach along the bay "cannot be excelled as a bathing place in summer. A great variety of shells, seaweed, moss and other marine spoils can be gathered on the shore by visitors. Ships can be seen as they appear in the offing near the Heads, and in Dunedin Harbour." (History of Waikouaiti, Rev. John Christie)

In 1902, Dr Truby King, the medical superintendent at the nearby Seacliff Mental Hospital and a resident of Karitane, instigated the planting of English marram grass to stabilise the sand dunes. The marram grass soon took over from the native pikao.

The railway brought holiday makers to the beach and in 1904 the spit was permanently reserved for recreation. In 1905, the Karitane Domain Board was appointed to control and manage it. The land along the beach frontage was vested as a reserve in 1918 and the two areas looked after by the Waikouaiti Domain Board along with the rest of the domains in the area which included land leased to the golf club and various sports codes. The Board built a bathing pavilion which included toilets at the end of Beach Street in 1967 for £1159. In 1972, the reserve areas were handed to the Waikouaiti County Council after a public meeting failed to rekindle local interest in the neglected area.

Pinus radiata was planted in the sandy soil in 1978 and water from the Karitane and Waikouaiti sewage oxidation ponds used to irrigate the trees.

In the late 1980s, the bathing pavilion became derelict and the Dunedin City Council closed it in 1992. It was later demolished.

9.9.3 Landscape Values

The reserve provides a strategically important visual backdrop to views from Karitane township and headland, and is included in the North Coast Coastal Landscape Preservation Area. To the north the reserve consists of a strip of foreshore and low foredune.



The central area of the reserve is wider, and includes forested areas: the topography of the plantation is typically undulating, reflecting the underlying dune landforms of the area.

The Karitane sand spit is a key landform that lies between the Waikouaiti River and the sea. The height and formation of the spit changes over time, varying with climatic conditions and weather events.

9.9.4 Ecological Values

Along the length of the reserves, the dunes are dominated by marram grass, with lupins (where trees are not dominant) and a variety of exotic grasses including cocksfoot, tall fescue and prairie grass. Planting with the native sedge, pikao, is taking place, particularly on Karitane Spit itself. Closer to the pine plantation that lies to the north of the dunes are occasional small trees of kohuhu, karamu, broadleaf, cabbage tree and koromiko. There are extensive areas of salt marsh on the low ground to the west of the spit. The main species here is glasswort and other native salt-marsh plants.



Rabbits are present on the Karitane Spit, and dogs use both the domain and the spit. Horses use parts of the spit. Cats, possums, ferrets, stoats, hedgehogs, rats and mice are probably present from time to time. Suitable habitat is present for common species of skink and gecko.

Blackbird, dunnock, harrier, silvereye, fantail and spur-winged plover have been observed on the reserve. Other common terrestrial birds probably use the reserve from time to time, but there is little suitable habitat to support resident populations of species apart from common insect and seed eaters. Birds use different parts of the estuary for different things and many of them also use adjacent habitats as well. Ten species of birds, including oystercatchers, bar-tailed godwits, pied stilts, terns and gulls have been identified as commonly using the spit for roosting and black oystercatchers and black-backed gulls use the spit for nesting.

Beetles and thrips dominate the invertebrate community. Spiders, plant and true bugs flies, wasps and moths are also present.

9.9.5 Heritage and Cultural Values

One of the earliest settlements in the Waikouaiti district was a Waitaha settlement that was located at the northern end of the Waikouaiti Domain and Karitane sand spit. The traditional name of the Waikouaiti Beach and Bay is Ohine Te Moa.

Ohinepouwera is the traditional name of the sand spit that divides the Waikouaiti Beach and Bay from the Waikouaiti River opposite Karitane. Artefacts and middens have been discovered on this sand spit providing evidence that various settlements existed on the spit. There are also known burials in the vicinity of the spit.

9.9.6 Current Uses

The Waikouaiti Domain is a large reserve and provides for a number of different recreational uses. The beachfront area of the reserve is used for casual picnicking, walking, swimming and cycling. A car park is provided for visitors to the beach. Karitane Spit is more isolated, given the long walk to the end of the beach, primarily used for walking and wildlife viewing.

9.9.7 Management Issues

Management Aims

The management aims for Waikouaiti Reserve are to protect and enhance the sand dunes to provide natural protection from coastal hazards, provide opportunities for passive recreation and access to the adjacent beach.

Vehicles on Reserves

In common with most of the reserves that adjoin beaches, vehicles on the reserve, in the sand dunes and on the adjacent beach are management issues. Four-wheel drive vehicles also use the unsealed sections of Matanaka Road and the beach itself. Vehicle access on reserves will be managed as outlined in section 6.3 Vehicles on Reserves of this Plan.

Waikouaiti Waste Water Effluent Irrigation Area

The Waikouaiti wastewater effluent irrigation area lies adjacent to the reserve and milling of the pine plantation is scheduled. An adequate dune buffer of suitable plants needs to be created in front of the plantation.

Removal of other large trees and wilding pines on the Spit and replacing them with suitable planting is also recommended at the same time as the plantation is milled. Using natural debris (fallen trees) as sandtraps is an erosion control measure that is recommended for the Karitane Spit. If the milling of the plantation pines does not commence in 2011, the timing of the removal of the pines on the Spit will be reviewed.

District Plan

Waikouaiti Reserve is within the visually prominent area of the North Coast Coastal Landscape Protection Area in the District Plan and this means that the visual impact of any development on the landscape character and quality of its setting will need to be taken into account.

The edge of Waikouaiti Estuary mudflat has been identified as a wetland of significant conservation value (C113) and is listed in the Department of Conservation Wetlands of Ecological and Representative Importance (WERI) database. Enhancing this wetland could be considered as part of this revegetation project.

Regional Plan: Coast

The "Regional Plan: Coast for Otago" identifies parts of the coastal marine area adjacent to the reserve as:

- A coastal protection area because of Kāi Tahu cultural and spiritual values, and estuarine values;
- A coastal development area because of fishing facilities, recreational facilities and moorings;
- A coastal recreation area where there is swimming, walking and surfing; and
- A coastal hazard area because of sandy beach erosion where the beach and roads are at risk.

Development / Enhancement

Continued revegetation will be guided by the Ecological Assessment for Dunedin Coastal Reserves (Wildland Consultants, 2003).

Any work planned on the Waikouaiti Reserve will be guided by the Coastal Dune Conservation Works Programme (2002).

Waikouaiti reserve is identified as a major area for the pikao recovery programme.

The block of land on the landward side of Matanaka Drive has also been identified for future planting.

9.10 Warrington Reserve

9.10.1 Description

Warrington Reserve is located at the mouth of Blueskin Bay, approximately 25 kilometres north of the central city. The reserve occupies much of a long sand spit, mostly of low relief dunes and covers an area of 70 hectares. There is a grassed picnic area near the northern end of the reserve. An oxidation pond and associated sewage works are located adjacent to the reserve on the spit. Rabbit Island and two other islands are raised sand banks in the Blueskin Bay estuary. Warrington Spit has been identified as an area with high wildlife values.

9.10.2 History

Blueskin Bay is thought to be named after a local Māori chief Hikutu or Te Hikututu who was so deeply tattooed that he became known to early settlers as Blueskin. The Māori name for the area is Waiputi which means dried out water – referring to the estuary at low tide.

The bay was a food source for Māori and successive tribes, Rapuwai, Waitaha, Kati Mamoe and Kāi Tahu, occupied the area for 1,000 years. Warrington Beach appears to have been a cross-roads for foot travellers heading inland to Central Otago and south or north along the coast. Evidence has been found of Māori settlements on the Warrington Spit, and on Rabbit Island, including bones from butchered moa which are thought to have become extinct in the area around the 1500s.

Early European settlement included a whaling station at Pūrākaunui which was set up in 1837 and a small farming settlement. The population grew again once a bridle track from Dunedin to the bay was formed over Mt Cargill in 1861 and a road pushed through in 1863. The first train ran between Dunedin and Hawksbury in 1878.

In 1869 Thomas Poynton, an ex-gamekeeper from England, and William Armstrong, won the lease for what is now known as Rabbit Island. The lease was



£22 per annum for the 68 acre island and ran for seven years. The Otago Acclimatisation Society had released rabbits on the island from 1866 to 1868 for people to shoot and Poynton, who had a hut near the end of the Spit, was paid to shoot and trap hawks which preyed on the young rabbits. However, "The Otago Witness", in 1871, recorded how rabbits from the island had crossed to the mainland, much to the annoyance of the settlers. By the late 1870s the rabbits had been declared a pest. In 1876, when Poynton's lease ended, Rabbit Island and its two, smaller, neighbouring islands in the bay were vested in the Blueskin Reserve Trust for recreation of the inhabitants of the district under the Blueskin Recreation Reserve Act 1876. The five members of the first trust are listed as three gentlemen and two merchants.

By the early 1900s Warrington became a popular holiday destination. One of the early summer residents was Arthur Barnett who rented the Manor House by the beach, built in 1896. The growing town also housed employees of the nearby Seacliff Mental Hospital which, at one time, was the largest mental institute in the colony.

The Spit was gazetted as a recreation reserve in 1914 and, in 1927, a winter storm cut a new channel through the middle of the beach. For at least two years the tip of the beach was joined to Rabbit Island but the channel eventually moved back to its previous location, building the beach up again behind it.

In 1938 the Blueskin Recreation Reserve Act was repealed and the islands were combined with the Spit as the Warrington Domain with the Warrington Domain Board in control. In 1964 the land by the township was added to the Domain but two years later, due to lack of funds, the Board handed over control of all three areas to the Waikouaiti County Council.

Erosion of the Spit has caused concern with the sea washing over it again in 1938 bringing into the bay behind it large quantities of sand and silt. Recent storms have once again blown out parts, leaving no vegetation to stabilise the sand. Vehicles driven on the beach have also damaged the dunes and threatened bird life on the Spit. Barriers have been tried to prevent vehicle access but have proved unsatisfactory as emergency vehicles are required to have access to the beach which is popular for swimming and boating.

Sand taken from the 1950s to the 1970s from the township end of the reserve was used to build nearby roads including the Kilmog. The level area left was used to build bathing sheds and toilets.

The National Surf Life Saving Championships were held at Warrington Beach in 1961, 1967 and 1974, bringing nationwide publicity to the area. In 1977, the Moana Rua Ladies Surf Life Saving Club moved from Middle Beach to Warrington as the surf was less dangerous and in 1985 the club was renamed the Warrington Surf Life Saving Club and was open to all. The clubrooms are near the reserve and members patrol the beach in the summer months.

In 1983 the reserve was named the Warrington Recreation Reserve by the Silverpeaks County Council who had control of it since 1977. The Dunedin City Council gained control of the reserve in 1989 following local body amalgamation. In 2001 a new playground was installed.

From the late 1990s to 2006, Rabbit Island was used by Te Whanau Arohanui St Clair for growing flax and pikao which was used in Māori weaving classes. An area of the island was also used for taiaha practice.

9.10.3 Landscape Values

The entrance to the reserve is a grassed area with public facilities. To the north, relatively high dune formations dominate the spit, whereas to the south erosion and blowouts have resulted in a much lower dune profile. The islands are effectively raised sand banks located in Blueskin bay, and are surrounded by salt marsh.

The sand spit and islands are visible from the northern motorway several kilometres to the south, and the views across Blueskin Bay are also significant. Warrington Domain provides a natural backdrop to the bay. Built forms are largely absent, particularly from the southern end of the Spit.

9.10.4 Ecological Values

The vegetation at Warrington Reserve includes mature pines in the more elevated areas, to salt marsh communities near the Spit and island, where a large area of calystegia soldanella and coprosma acerasa) is found. Undesirable plant species found throughout the reserve include lupins, marram, blackberry, elder and a range of exotic grasses, which currently threaten the remaining native plant values of the reserve. Wilding pines and other exotic tree species are found on the more elevated areas of the dunes.

Rabbits are common throughout Warrington Spit and most other common mammals are probably present there from time to time, including cats, possums, ferrets, stoats, hedgehogs, rats and mice. There is suitable habitat for common species of skink and gecko on the reserve. There are also occasional sea mammal visitors.

Native harrier, falcon, welcome swallow, bellbird, fantail and grey warbler are present in the reserve and vegetated parts of the spit, along with large numbers of introduced thrushes, finches and skylarks. Native waterfowl, terns and waders use the adjacent estuary. Large numbers of godwits, pied oystercatchers, banded dotterels and gulls, including the endangered endemic black-billed gull, regularly roost at the end of the Spit. Black oystercatchers nest on the ocean beach and the end of the Spit and moulting penguins have been observed in the dunes.

Spiders, beetles and plant bugs dominate the invertebrate communities. Other species present in the reserve are pseudoscorpions, harvestmen, true bugs, booklice, springtails, flies, wasps, lacewings, thrips, moths cockroaches and microsnails. The presence of the alpine tortricid moth, Eurythecta leucothrinea, on Rabbit Island emphasises the high conservation value of the saltmarsh community represented there.

9.10.5 Heritage and Cultural Values

Prior to European contact, the Blueskin Bay area contained many areas of occupation. The traditional name of Blueskin Bay is O tama kai papa. In the general locality there were various kāik (villages), umu (ovens), an urupā (cemetery), wāhi tapu sites and tauraka waka (canoe mooring sites). Remnants of middens have also been discovered in the locality of Blueskin Bay. Blueskin Bay is an important source of kai moana, including tuaki (cockles), for Kāi Tahu whānui and the community.

9.10.6 Current Uses

The reserve provides mainly for casual recreation opportunities, including walking, picnicking, horseriding and access to the adjacent beaches for swimming and fishing. There is heavy use of this site by campervans in the season.

The provision of playground equipment, picnic tables, seats, rubbish bins and barbeques, which encourage people to stay and picnic, are seen by the community as beneficial to the reserve. Public toilets are provided on the reserve.

Infrastructure

The Warrington wastewater treatment works is located on Water and Waste Business Unit land within the Warrington Reserve. A foul sewer pump station and rising main are located on the northern part of the reserve.

Buildings and Structures

- Toilet block
- Play equipment
- Seats
- Picnic tables
- Rubbish Bins

9.10.7 Management Issues

Management Aims

The management aims for the Warrington Reserve are to protect and enhance the sand dunes to provide natural protection from coastal hazards, protect wildlife and provide access to the adjacent beach.

Wildlife

The southern end of the tip below the first blowout and Rabbit Island is recognised as a significant area of nesting for oystercatchers, terns and other sea birds. Dogs are currently prohibited here and more signage is needed to indicate that they are banned. Vehicles should be prohibited from this area as well. Educational signage outlining the biodiversity values of the area should be investigated. Refer to section 8.4 Individual Reserve Policies – Warrington Reserve.

Vehicles and Dogs on Reserves

In common with most of the reserves that adjoin beaches, control of dogs and vehicles on the reserve, in the sand dunes and on the adjacent beach are management issues. Vehicle access on coastal dune reserves will be managed as outlined in section 6.3 Vehicles on Reserves.

Dunedin City Council Dog Control Bylaw (2004) prohibits dogs from Warrington Spit and Island. The rest of the reserve is managed as outlined in section 6.4 Animal Control of this Plan.

Accreted land

There is an area of accreted land on the seaward boundary of the reserve and this is informally managed by the Council. Formalising ownership of this area will be investigated as per Policy 5.1.2(7).

Maintenance

All reserves are monitored under contract, and weed control is prioritised accorded to the annual reports. Removal of wilding pines has been identified as a long term goal for this reserve.



District Plan

Warrington Reserve is within the visually prominent area of the North Coast Coastal Landscape Protection Area in the District Plan and this means that the visual impact of any development on the landscape character and quality of its setting will need to be taken into account.

The edge of Blueskin Bay has been identified as a wetland of significant conservation value (C104) and is listed in the Department of Conservation Wetlands of Ecological and Representative Importance (WERI) database as a mudflat, saltmarsh, reed swamp and succulent herb swamp of regional and local significance.



Regional Plan: Coast

The "Regional Plan: Coast for Otago" identifies parts of the coastal marine area adjacent to the reserve as:

- A coastal protection area because of Kāi Tahu cultural and spiritual values, and estuarine values;
- A coastal recreation area where there is swimming, walking and surfing;
- An outstanding natural feature and landscape because of Kāi Tahu cultural and spiritual values, landscape values, islands and offshore stacks providing important habitat for birds and seals, and botanical values; and
- A coastal hazard area because of sandy beach erosion where the spit and saltmarsh are at risk.

Development / Enhancement

Continued revegetation will be guided by the Ecological Assessment for Dunedin Coastal Reserves (Wildland Consultants, 2003).

Any work planned on the Warrington Reserve will be guided by the Coastal Dune Conservation Works Programme (2002).

Interpretation signage regarding wildlife and natural beach processes are currently located on the reserve and these may be extended to include signs regarding beach care and biodiversity values and the cultural association of Kāi Tahu with Te Tai O Arai Te Uru (Otago Coastal Marine Area).

Development of Rabbit Island as a re-generation site for native vegetation is proposed.

Part Four: Appendices

Appendix 10.1: Glossary

In this Plan:

Biodiversity means the variety of all biological life and includes diversity within species, between species and of ecosystems. Components include:

Ecological Diversity: *The variety of different habitats or ecosystems types, the biological communities within them and the ecological processes and functions they perform.*

Species Diversity: *The variety of different species in a given area. This might include the range of types of the birds, fish, insects, bacteria and plants that live in a particular ecosystem, such as a wetland.*

Genetic Diversity: *The variety of genes among individuals of a single species from another. These provide species with the ability to adapt to changing environments.*

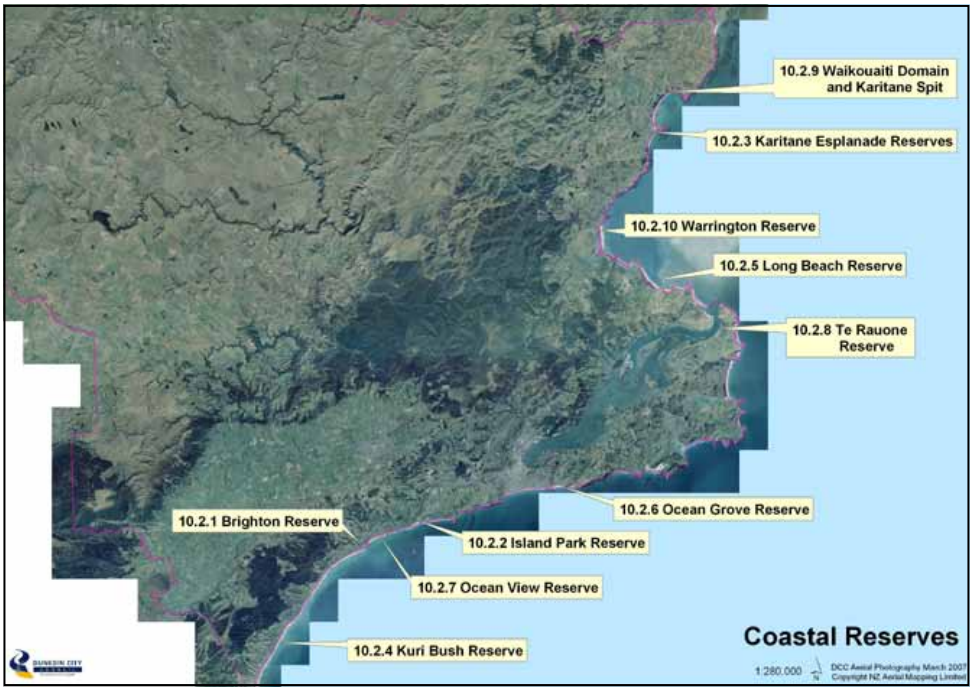
In this Plan biodiversity includes indigenous biodiversity and valuable introduced biodiversity.

Coastal Environment means an environment in which the coast is a significant element or part. The extent of the coastal environment will vary from place to place depending on how much it affects, or is affected by, coastal processes and the management issues concerned. It includes at least three distinct, but inter-related, parts: the coastal marine area, the active coastal zone, and the land back-drop.

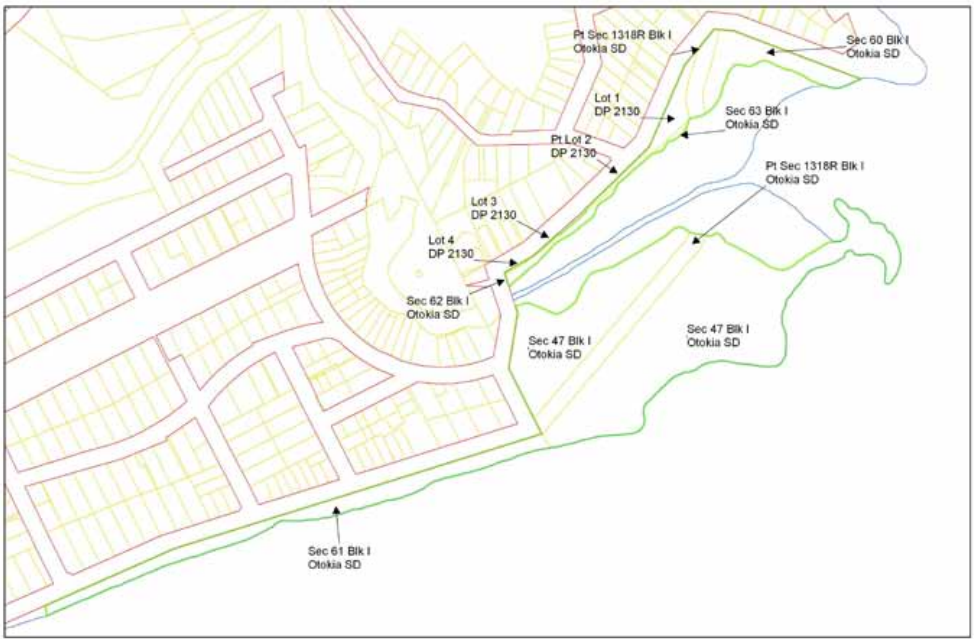
Coastal Protection means preserving and enhancing the natural functions of dune and beach systems.

Wildlife means any animal that is living in a wild state; but does not include any animals of any species specified in the Pest Management Strategy for Otago and Schedules 5 (Wildlife not protected) and 6 (Animals declared to be noxious animals) of the Wildlife Act.

Appendix 10.2: Maps

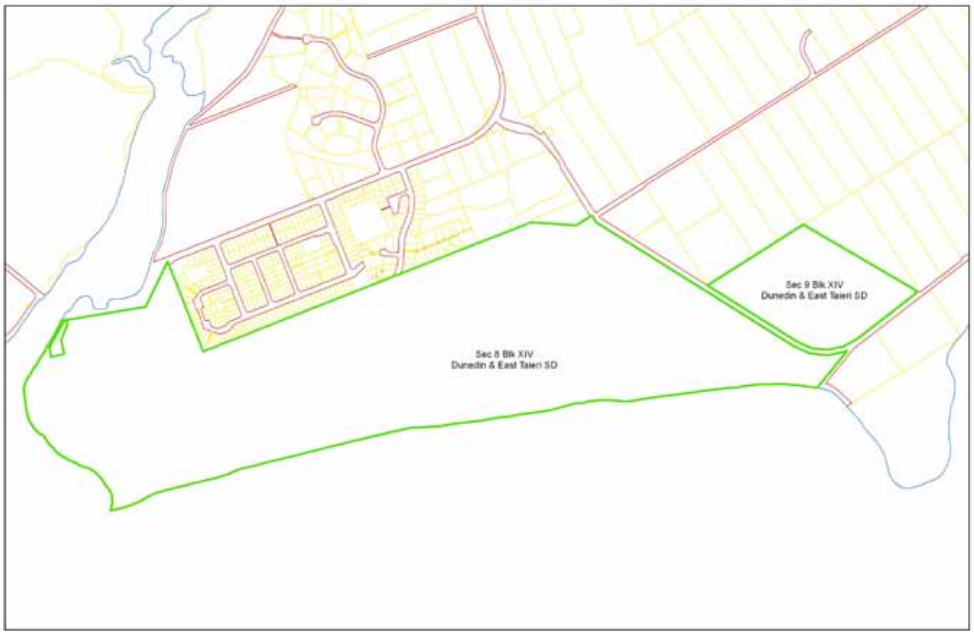


10.2.1 Brighton Reserve





10.2.2 Island Park Reserve





10.2.3 Karitane Esplanade Reserve



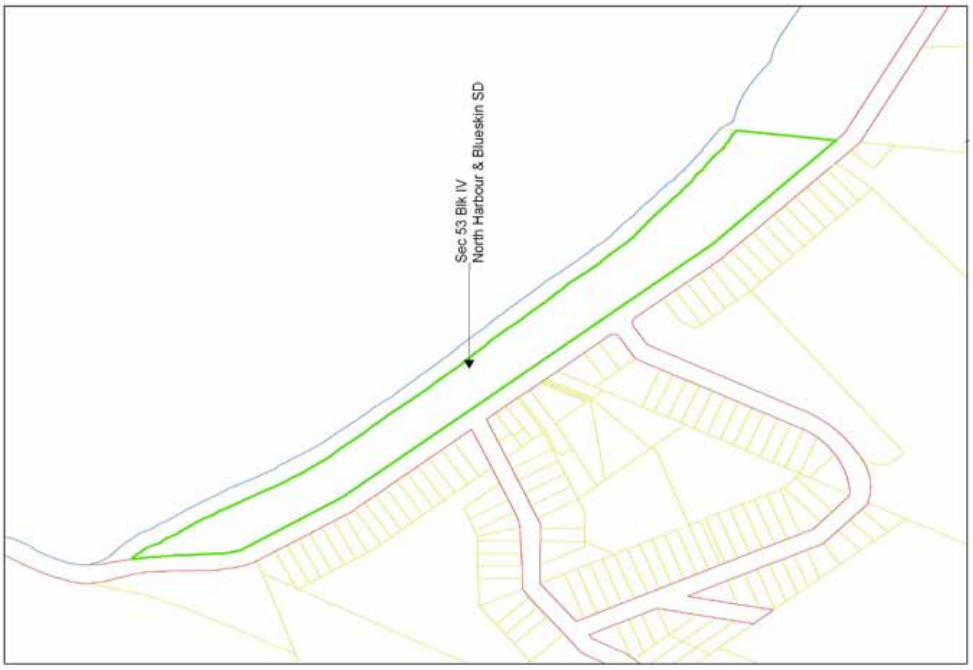


10.2.4 Kuri Bush Reserve



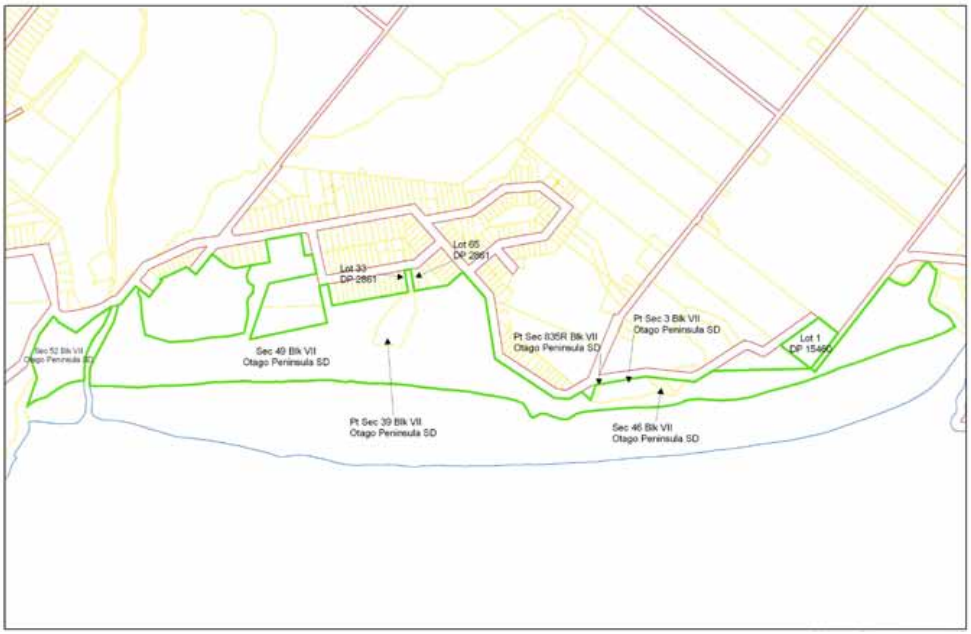


10.2.5 Long Beach Reserve



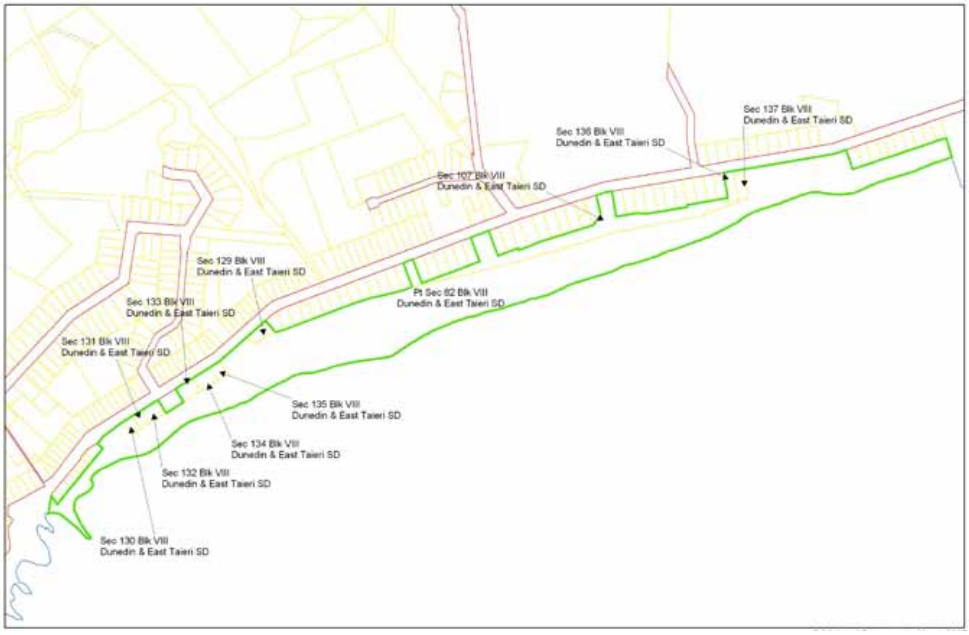


10.2.6 Ocean Grove Reserve



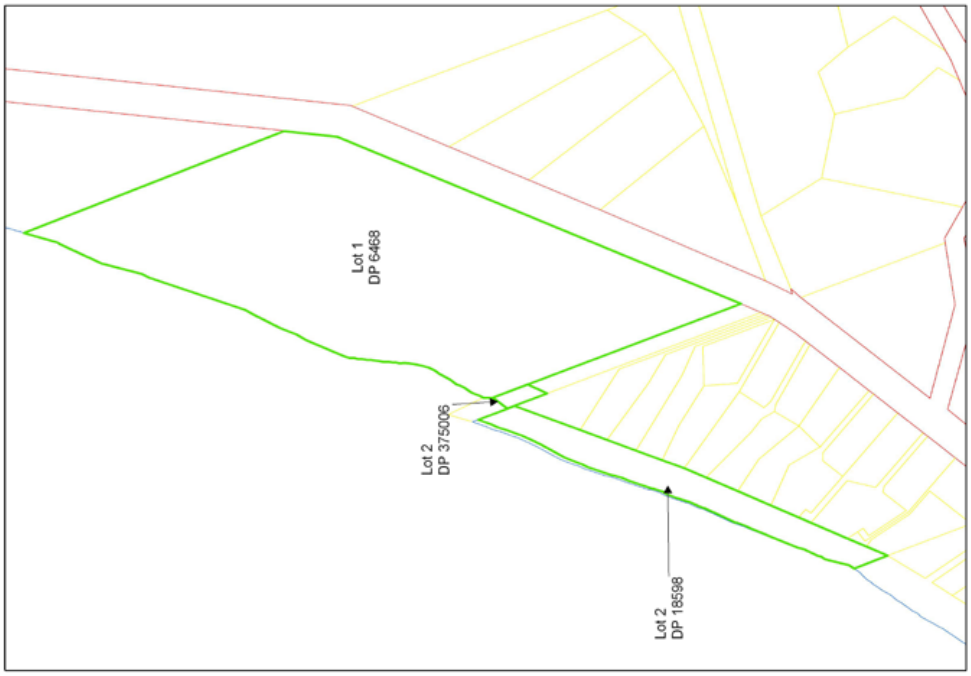


10.2.7 Ocean View Reserve



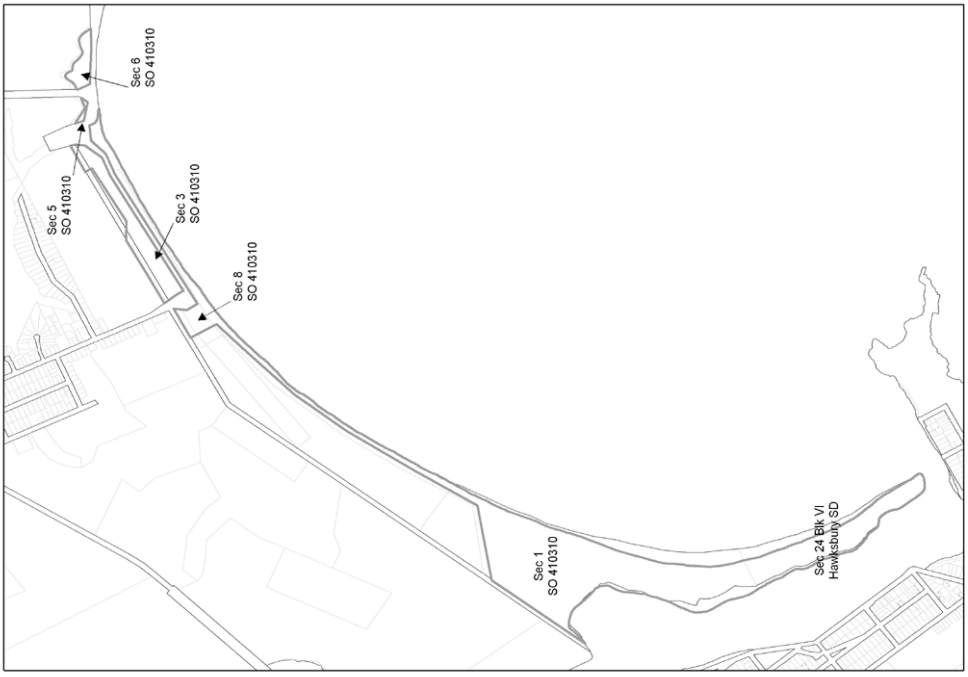


10.2.8 Te Rauone Reserve



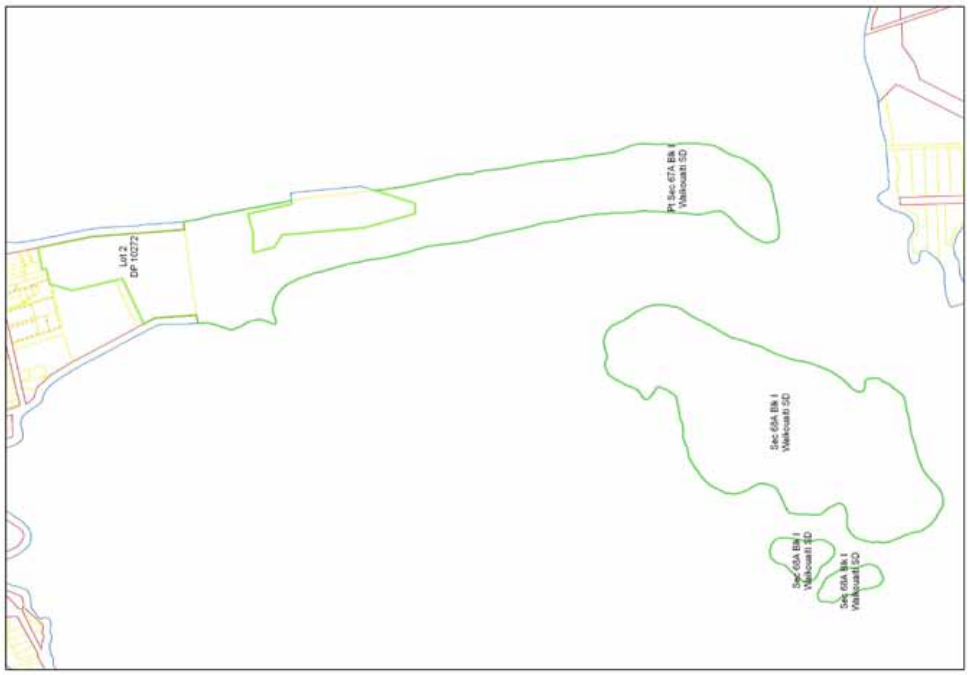


10.2.9 Waikouaiti Domain and Karitane Spit





10.2.10 Warrington Reserve





Appendix 10.3: Land Schedule

NOTE: Only Operational encumbrances only are noted against the Computer Freehold Register e.g. Rights of Way

Map No.	Legal Description	Controlled & Managed/ Vested in the DCC	Status and Name	Classified
10.2.1	***Brighton***			
	1.2141 ha Section 61, Block I, Otokia Survey District CFR 372375	Vested under Section 26A of the Reserves Act 1977	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by GN 8350969.1
	5.6656 ha Section 47 and part Section 1318R, Block I, Otokia Survey District CFR 373311			
	0.0911 ha Section 62, Block I, Otokia Survey District CFR 372760			
	1.2374 ha Section 60 and 63, part Section 1318R, Block I, Otokia Survey District and Allotment 1, DP 2130 CFR 373795			
	0.0392 ha Part Lot 2, DP 2130 CFR OT 276/14			
	0.0080 ha Lot 3, DP 2130 CFR OT7D/744	Vested by T 5159260.1	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by GN 8350969.1
	0.0245 ha Part Allotment 2 and Allotment 4, DP 2130 CFR OT160/69	n/a	Fee Simple	n/a
10.2.2	***Island Park***			
	162.2300 ha Sections 8 and 9, Block XIV, Dunedin and East Taieri Survey District CFR OT97/7 Subject to Mining Permit 5254750.1 and Access Agreement	Vested by all GN 556117/3	Subject to the Reserves Act 1977 Named Island Park Recreation Reserve by GN 556117/2	Local Purpose (Coastal Protection) by GN 8350965.1
10.2.3	***Karitane (Coast Road)***			
	0.1193 ha Lot 10, DP 405722 CFR 420604	Vested on deposit of DP 405722	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by DoC 8319224.1
10.2.3	***Karitane (Rawhiti Street)***			
	0.2056 ha Lot 36, DP 3734 CFR 271238	Vested under Section 44(1) of the Counties Amendment Act 1961	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by all DoC 7036371.1

Map No.	Legal Description	Controlled & Managed/ Vested in the DCC	Status and Name	Classified
10.2.9	***Karitane Spit***			
	7.6890 ha Section 24 Block VI Hawksbury Survey District CFR 255215	Vested under Section 26A of the Reserves Act 1977	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by all GN 7076540.1
	28.4138 Section 1, SO 410310 Part CFR OT5C/398	Vested underSection 26A of the Reserves Act 1977	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by GN 8425740.1
10.2.4	***Kuri Bush***			
	0.2089 ha Lot 5, DP 9712 CFR 250768	Vested under Section 44(1) of the Counties Amendment Act 1961	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by PT GN 8350959.1
	0.2504 ha Lot 19, DP 10340 CFR OT1C/1074	Vested on deposit of DP10340	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by PT GN 8350959.1
10.2.5	***Long Beach***			
	4.6033 ha Section 53, Block IV, North Harbour and Blueskin Survey District CFR 336015	Vested by all GN 7164836.1	Subject to the Reserves Act 1977 Named Long Beach Domain by part Order in Council 6356	Local Purpose (Coastal Protection) by GN 8350973.1
10.2.6	***Ocean Grove***			
	0.7127 ha Lot 1, DP 15460 CFR OT6C/168			
	25.0 ha Section 49, Block VII, Otago Peninsula Survey District CFR 482679	Vested by part GN 8192274.1	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by GN 835977.1
	1.9 ha Section 52, Block VII, Otago Peninsula Survey District CFR 456176			
	0.7054 ha Part Section 39, Block VII, Otago Peninsula Survey District All CFR 370463	Vested by all GN 1966 p418 and GN 7634548.1	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by GN 8351004.1
	0.0607 ha Allotment 33, DP 2861 All CFR OT191/9	n/a	Fee Simple	n/a

Map No.	Legal Description	Controlled & Managed/ Vested in the DCC	Status and Name	Classified
	0.0100 ha Lot 65, DP 2861 All CFR OT313/244	n/a	Fee Simple	n/a
	0.6717 ha Parts Section 3 and part Section 853R, Block VII, Otago Peninsula Survey District All CFR OT1C/831	n/a	Fee Simple	n/a
	0.1118 ha Section 46, Block VII, Otago Peninsula Survey District All CFR OT3A/473	n/a	Fee Simple	n/a
10.2.7	***Ocean View***			
	13.2575 ha Part Section 82, Block VIII, Dunedin and East Taieri Survey District CFR 393724	Vested by part GN 591213	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by PT GN 8350996.1
	1.8084 ha Section 107, Block VIII, Dunedin and East Taieri Survey District CFR 392428			
	0.0653 ha Section 130, Block VIII, Dunedin and East Taieri Survey District CFR 393500			
	0.1113 ha Section 129, Block VIII, Dunedin and East Taieri Survey District CFR 393476			
	0.1265 ha Section 136, Block VIII, Dunedin and East Taieri Survey District CFR 393337			
	0.1113 ha Section 137, Block VIII, Dunedin and East Taieri Survey District CFR 393979			
	0.0562 ha Section 131, Block VIII, Dunedin and East Taieri Survey District CFR 392928	Vested by all GN 7622237.1	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by PT GN 8350968.1

Map No.	Legal Description	Controlled & Managed/ Vested in the DCC	Status and Name	Classified
	0.3101 ha Sections 132, 133 and 135, Block VIII, Dunedin and East Taieri Survey District CFR 411173	Vested by all GN 671311/1	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by PT GN 8350996.1
	0.1214 ha Section 134, Block VIII, Dunedin and East Taieri Survey District CFR 31770	Vested by all GN 5192314.2	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by PT GN 8350968.1
10.2.8	***Te Rauone***			
	4.1885 ha Lot 1, DP 6468. CFR 99423	Vested underSection 26A of the Reserves Act 1977	Subject to the Reserves Act 1977 Named Te Rauone Recreation Reserve by all GN 667351/1	Local Purpose (Coastal Protection) by GN 8350981.1
	0.5050 ha Lot 2, DP 18598 CFR 40236	Vested on deposit of DP 18598	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by GN 8351012.1
	0.0252 ha Lot 2, DP 375006 CFR 307226	Vested on deposit of DP 375006	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by RES 8319221.1
10.2.9	***Waikouaiti***			
	4.1748 ha Section 3, SO 410310 Part CFR 334205			
	0.1613 ha Section 5, SO 410310 Part CFR 334205	Vested underSection 26A of the Reserves Act 1977	Subject to the Reserves Act 1977	Local Purpose (Coastal Protection) by GN (8351000.1
	1.3432 ha Section 6, SO 410310 Part CFR 334205			
	10.4875 ha Section 8, SO 410310 Part CFR 334205			
10.2.10	***Warrington***			
	6.3131 ha Lot 2, DP 10272 All CFR 34682 1 Subject to Right of Way created by Deed of Easement CIR OTA2/1320	Vested underSection 26A of the Reserves Act 1977	Subject to the Reserves Act 1977 Named Warrington Recreation Reserve by part Gazette 606573	Local Purpose (Coastal Protection) by GN 8350993.1
	25.3379 ha Section 67A, Block I, Waikouaiti Survey District All CFR 347775			
	29.8456 ha Section 68A, Block I, Waikouaiti Survey District All CFR 347774			

Appendix 10.4: Occupation Agreements

Reserve	Occupier	Activity / Group	Leased by DCC	Facility/ building on reserve?	Ownership of Facility	Purpose	Type of Agreement	Term (Years)	Expiry Date	Area (ha)	Legal Description of Area
Brighton Domain	Brighton Rugby Football Club	Rugby	Land	Clubrooms	Lessee	Recreation	Lease	14	30-Jun-2013	0.033	Section 47 Block I Otokia SD
Brighton Domain	Brighton Surf Lifesaving Club	Surf Lifesaving	Land	Clubrooms	Lessee	Community	Lease	14	30-Jun-2013	0.020	Lot 1 DP 2130
Island Park	Waldronville Horse Owners Association	Community	Undeveloped land	None	N/A	Grazing	Licence	5	30-Nov-2012	2.850	Pt Sect 8 Blk XIV Dunedin and east Taieri SD
Island Park	Beachlands Speedway	Commercial	Land	Clubrooms & Land	Lessee	Recreation	Lease	21	31-Mar-2028	6.340	Pt Sect 8 Blk XIV Dunedin and east Taieri SD
Island Park	Dunedin Clay Target Club Inc	Shooting	Land	Clubrooms & Land	Lessee	Recreation	Lease	21	31-Mar-2028	10.884	Pt Sect 8 Blk XIV Dunedin and east Taieri SD
Island Park	Otago Pistol Club	Shooting	Land	Clubrooms & Land	Lessee	Recreation	Lease	21	31-Mar-2028	1.282	Pt Sect 8 Blk XIV Dunedin and east Taieri SD
Ocean Grove	Grants Braes Association Football Club	Soccer	Land	Clubrooms	Lessee	Recreation	Lease	Year to Year	30-Jun-2008	0.006	Pt Sec 49 Block VII GN 1986 p 1899

Appendix 10.5: Community Groups with Memorandum of Understanding

1. Tomahawk Smaills Beachcare Trust

Appendix 10.6: Coastal Reserves Where Horses are Permitted

1. Ocean Grove Reserve: Access to Beach – Designated accesses only
2. Waikouaiti Reserve: Access to Beach – Designated accesses only
3 Island Park Reserve: Access to Beach – Designated accesses only
4. Island Park Reserve (Area leased by Waldronville Horse Owners' Association)

Note: Horses are not permitted in the dunes of any coastal reserve.

Appendix 10.7: Statutory Acknowledgement

Ngai Tahu Claims Settlement Act Schedule 103

Statutory Acknowledgement for Te Tai O Arai Te Uru (Otago Coastal Marine Area)

Specific Area

The statutory area to which this statutory acknowledgement applies is Te Tai o Arai Te Uru (the Otago Coastal Marine Area), the Coastal Marine Area of the Moeraki, Dunedin Coastal and Molyneaux constituencies of the Otago region, as shown on SO Plans 24250, 24249, and 24252, Otago Land District and as shown on Allocation Plan NT 505 (SO 19901).

Preamble

Under section 313, the Crown acknowledges Te Rünanga o Ngāi Tahu's statement of Ngāi Tahu's cultural, spiritual, historic, and traditional association to Te Tai o Arai Te Uru as set out below.

Ngai Tahu Association with Te Tai o Arai Te Uru

The formation of the coastline of Te Wai Pounamu relates to the tradition of Te Waka o Aoraki, which foundered on a submerged reef, leaving its occupants, Aoraki and his brothers, to turn to stone. They are manifested now in the highest peaks in the Ka Tiritiri o Te Moana (the Southern Alps). The bays, inlets, estuaries and fiords which stud the coast are all the creations of Tu Te Rakiwhanoa, who took on the job of making the island suitable for human habitation.

The naming of various features along the coastline reflects the succession of explorers and iwi (tribes) who travelled around the coastline at various times. The first of these was Maui, who fished up the North Island, and is said to have circumnavigated Te Wai Pounamu. In some accounts the island is called Te Waka a Maui in recognition of his discovery of the new lands, with Rakiura (Stewart Island) being Te Puka a Maui (Maui's anchor stone). A number of coastal place names are attributed to Maui, particularly on the southern coast.

The great explorer Rakaihautu travelled overland along the coast, identifying the key places and resources. He also left many place names on prominent coastal features. Another explorer, Tamatea, sailed along the Otago coast in the waka Täkitimu. After the waka eventually broke its back off the coast of Murihiku, Tamatea and the survivors made their way overland back to the North Island, arriving at the coast by the place Tamatea named O-amaru (Ōamaru).

Place names along the coast record Ngāi Tahu history and point to the landscape features which were significant to people for a range of reasons. For example, some of the most significant rivers which enter the coastal waters of Otago include: Waitaki, Kakaunui, Waihemo (Shag), Waikouaiti, Käikrae (Käikorai), Tokomairiro, Mata-au (Clutha), Pounawea (Catlins). Estuaries include: Waitete (Waitati), Ōtākou (Otago), Makahoe (Papanui Inlet), Murikauhaka (Mate-au and Koau estuaries), Tahaukupu (Tahakopa estuary), Waipātiki (Wapati Estuary). Islands in the coastal area include Okaihe (St Michaels Island), Moturata (Taieri Island), Paparoa, Matoketoke, Hakinikini, and Aonui (Cooks Head).

Particular stretches of the coastline also have their own traditions. The tradition of the waka (canoe) Arai Te Uru and its sinking at the mouth of the Waihemo (Shag River) has led to the coastal area of Otago being known as Te Tai o Araiteuru (the coast of Arai Te Uru). Accounts of the foundering, the wreckage, and the survivors of this waka are marked by numerous landmarks almost for the length of the Otago coast. The boulders on Moeraki coast (Kai Hinaki) and the Moeraki pebbles are all associated with the cargo of gourds, kumara and taro seed which were spilled when the Arai Te Uru foundered.

For Ngāi Tahu, traditions such as these represent the links between the cosmological world of the gods and present generations. These histories reinforce tribal identity and solidarity, and continuity between generations, and document the events which shaped the environment of Te Wai Pounamu and Ngāi Tahu as an iwi.

Because of its attractiveness as a place to establish permanent settlements, including pā (fortified settlements), the coastal area was visited and occupied by Waitaha, Ngati Mämoe and Ngāi Tahu in succession, who, through conflict and alliance, have merged in the whakapapa (genealogy) of Ngāi Tahu whänui. Battle sites, urupā and landscape features bearing the names of tüpuna (ancestors) record this history. Prominent headlands, in particular, were favoured for their defensive qualities and became the headquarters for a succession of rangatira and their followers. Notable pā on the Otago coast include: Makotukutuku (Öamaru), Te Raka-a-hineatea (Moeraki), Te Pā Katata, Pā a Te Wera, (Huriawa Peninsula), Mapoutahi (Purakaunui), Pukekura (Taiaroa Head), Moturata (Taieri Island). The estuaries from the Waitaki River to the Chaslands also supported various hapu.

Tüpuna such as Waitai, Tukiauau, Whaka-taka-newha, Rakiiamoa, Tarewai, Maru, Te Aparangi, Taoka, Moki II, Kapo, Te Wera, Tu Wiri Roa, Taikawa, Te Hautapanuiotu among the many illustrious ancestors of Ngati Mämoe and Ngāi Tahu lineage whose feats and memories are enshrined in the landscape, bays, tides and whakapapa of Otago.

The results of the struggles, alliances and marriages arising out of these migrations were the eventual emergence of a stable, organised and united series of hapu located at permanent or semi-permanent settlements along the coast, with an intricate network of mahika kai (food gathering) rights and networks that relied to a large extent on coastal resources. Chiefs such as Korako (several), Tahatu, Honekai, Ihutakuru, Karetai, Taiaroa, Potiki, Tuhawaiki, and Pokene being some among a number who had their own villages and fishing grounds. Otago Peninsula (Muaupoko) had many kaunga nohoanga with a multitude of hapu occupying them. At one time up to 12 kainga existed in the lower Otago harbour, some larger and more important than others.

The whole of the coastal area offered a bounty of mahika Käi, including a range of kaimoana (sea food); sea fishing; eeling and harvest of other freshwater fish in lagoons and rivers; marine mammals providing whale meat and seal pups; waterfowl, sea bird egg gathering and forest birds; and a variety of plant resources including harakeke (flax), fern and ti root. In many areas the reliance on these resources increased after the land sales of the 1840s and 1850s, and the associated loss of access to much traditional land-based mahika kai.

Many reefs along the coast are known by name and are customary fishing grounds, many sand banks, channels, currents and depths are also known for their kaimoana. One example is Poatiri (Mt Charles — Cape Saunders) the name of which refers to a fish hook. Poatiri juts out into the Pacific, close to the continental shelf, and is a very rich fishing ground. Another example is Blueskin Bay which was once a kohanga (breeding ground) for the right whale, although it is well over 150 years since it has seen this activity.

Other resources were also important in the coastal area. Paru (black mud used for dying) was obtained from some areas. Some of the permanent coastal settlements, such as those at the mouth of the Mata-au (Clutha River), and at Ōtākou and Purakaunui, were important pounamu manufacturing sites. Trading between these villages to the south and north via sea routes was an important part of the economy.

The Otago coast was also a major highway and trade route, particularly in areas where travel by land was difficult. Pounamu and titi were traded north with kumara, taro, waka, stone resources and carvings

coming south. Travel by sea between settlements and hapu was common, with a variety of different forms of waka, including the southern waka hunua (double-hulled canoe) and, post-contact, whale boats plying the waters continuously. Hence tauranga waka (landing places) occur up and down the coast in their hundreds and wherever a tauranga waka is located there is also likely to be a nohoanga (settlement), fishing ground, kaimoana resource, rimurapa (bull kelp — used to make the poha, in which titi were and still are preserved) with the sea trail linked to a land trail or mahika kai resource. The tüpuna had a huge knowledge of the coastal environment and weather patterns, passed from generation to generation. This knowledge continues to be held by whänau and hapu and is regarded as a taonga. The traditional mobile lifestyle of the people led to their dependence on the resources of the coast.

Numerous urupā are being exposed or eroded at various times along much of coast. Water burial sites on the coast, known as waiwhakaheketupapaku, are also spiritually important and linked with important sites on the land. Places where kaitangata (the eating of those defeated in battle) occurred are also wähi tapu. Urupā are the resting places of Ngāi Tahu tüpuna and, as such, are the focus for whänau traditions. These are places holding the memories, traditions, victories and defeats of Ngāi Tahu tüpuna, and are frequently protected in secret locations.

The mauri of the coastal area represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force, and all forms of life are related. Mauri is a critical element of the spiritual relationship of Ngāi Tahu whänui with the coastal area.

Appendix 10.8: Accidental Discovery Protocol

1. Introduction

This protocol records those procedures that will be followed in the event that koiwi, taoka, wāhi tapu, or archaeological sites, are unearthed or discovered within the Coastal Dune Reserves.

2. Definitions

In this Protocol the following terms are used:

Archaeological Sites – as defined by the Historic Places Act 1993 (as amended).

"Koiwi takata" means human skeletal remains.

"Papatipu Rūnaka" means Kāti Huirapa Rūnanga ki Puketeraki and Te Rūnanga o Ōtākou

"Taoka" means cultural artefacts such as implements, weapons or decorations traditionally and historically utilised by tangata whenua and include parts or the remains thereof.

"Wāhi tapu" means any site of religious, cultural or spiritual significance for takata whenua.

3. Nominated Contacts

The Manager
Community and Recreation Services"
Dunedin City Council
PO Box 5045
Moray Place
Dunedin 9058
(03) 477 4000

Kāti Huirapa Rūnanga ki Puketeraki
C/O Post Office
KARITANE 9064
(03) 465 7300

Te Rūnanga o Ōtākou
Tamatea Rd
RD 2
Ōtākou
DUNEDIN 9077
(03) 478 0352

4. Accidental Discovery Protocol

The following procedure shall be adopted in the event that koiwi takata, taoka or wāhi tapu are unearthed or discovered, or are reasonably suspected to have been unearthed or discovered, within the Coastal Dune Reserves.

a. If koiwi takata (human skeletal remains), taoka or a wāhi tapu site are uncovered all activity in the immediate vicinity of the site shall cease and the Dunedin City Council shall be notified of the discovery.

b. The Dunedin City Council shall take steps immediately to secure the area in a way that ensures that the discovery remains untouched so far as possible in the circumstances.

c. The Dunedin City Council will immediately advise the Papatipu Rūnaka of the occurrence.

d. The Dunedin City Council shall, dependent on the nature of the discovery, notify the New Zealand Police; the Public Health Unit (in the event of a koiwi takata discovery); the New Zealand Historic Places Trust; and the Department of Conservation.

e. The Dunedin City Council will ensure that assistance is made available to guide staff to the site, assisting with any requests that they may make.

f. The Dunedin City Council shall ensure that kaumatua are given the opportunity to undertake karakia and such other religious or cultural ceremonies and activities at the site as may be considered appropriate in accordance with tikanga Māori (Māori custom and protocol).

g. Where the koiwi takata, taoka or wāhi tapu are of Māori origin, any materials discovered will be handled and removed by the kaumatua who are responsible for the tikanga (custom) appropriate to their removal or preservation.

This protocol is effective as from [insert date]

_____

The Manager
Community and Recreation Services
Dunedin City Council

_____

For and on behalf of
Kāti Huirapa Rūnanga ki Puketeraki

_____

For and on behalf of
Te Rūnanga o Ōtākou

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www.biodiversity.govt.nz



DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

Statement of Proposal

Review of Coastal Dune Reserves Management Plan 2010

Introduction

The Dunedin City Council (DCC) is commencing a review of the Coastal Dune Reserves Management Plan 2010 (the Plan).

This Statement of Proposal provides background information on the Plan, explains why it is being reviewed, outlines the proposed review process, and describes how members of the public can provide feedback.

Management plans provide a framework for the management, administration, use, protection, and development of reserve land. They help ensure that decisions about public reserves are consistent with the values of each reserve while balancing conservation, recreation, cultural heritage, and community interests. Management plans are a requirement for all reserves held under the Reserves Act 1977 (the Act).

The Coastal Dune Reserves Management Plan 2010 applies to a number of coastal reserves across the Dunedin district, including reserves at:

- Brighton
- Island Park
- Karitāne
- Kuri Bush
- Long Beach
- Ocean Grove
- Ocean View
- Te Rauone
- Waikouaiti
- Warrington

Maps of applicable reserves are provided in Appendix 10.2 of the Plan.

Background

The Coastal Dune Reserves Management Plan was adopted in 2010 to guide the long-term management of Dunedin's coastal dune reserves. These reserves help protect and stabilise the coastal environment while supporting significant natural, landscape, cultural and recreational values. They also provide important opportunities for conservation, public recreation, and community enjoyment.

Management plans prepared under the Act ensure reserve land is managed in a way that protects its values while providing for appropriate public use and enjoyment.

Since the Plan was adopted, there have been changes in the information, policy context and management approaches relevant to coastal environments. Climate change, coastal hazards, dune restoration, biodiversity and ecological resilience are among the matters that may need to be considered through the review.

The review also provides an opportunity to better recognise and incorporate the history, cultural values, and aspirations of mana whenua. Council acknowledges that the existing

Plan contains limited information on these values and wishes to work alongside mana whenua throughout the review process.

In addition, community expectations and recreational use of coastal reserves continue to evolve. The review will help ensure the Plan continues to reflect how people use and value these reserves, while balancing recreation with the protection of sensitive coastal environments.

What we are proposing

In accordance with section 41 of the Act, Council is giving public notice of its intention to review the Plan and invites submissions from interested individuals, organisations, and stakeholders. As well as advertising in the Otago Daily Times and the Star, we will notify the media and encourage feedback through social media and the DCC's website.

Many of the reserves included in the Plan contain recognised wāhi tūpuna values. Council will work alongside mana whenua throughout the review process and will invite both Te Rūnanga o Ōtākou and Kāti Huirapa Rūnaka ki Puketeraki with interests in the area to partner and provide feedback to help inform the review.

The reserves are located within the jurisdictions of four Community Boards: Saddle Hill, Otago Peninsula, West Harbour, and Waikouaiti Coast. These Community Boards will be invited to participate throughout the review process.

Have your say

We would like to know what you think about the Coastal Dune Reserves Management Plan 2010. In particular, we are interested in your views on how the Plan could better reflect the changes, challenges and opportunities that have emerged since its adoption. We want to hear how you think these coastal dune reserves should be protected, managed, and enjoyed into the future.

Your views will help shape the draft management plan, which will include further public consultation later in 2027.

How to give feedback
Fill in the feedback form here
Or feedback forms can be:

- Emailed to: parksconsulting@dcc.govt.nz
- Posted to:

  Coastal Dune Reserves Management Plan 2010
  Parks and Recreation Services
  Attention: S Hogg
  Dunedin City Council
  PO Box 5045
  Dunedin 9054
- Delivered to a DCC service centre or library.

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

What happens next?

- The submission period is from ***Thursday 29 October 2026 until Friday 27 November 2026 at 5 pm***.
- Parks and Recreation staff will review feedback and prepare a draft Coastal Dune Reserves Management Plan
- Later in 2027, the draft Plan will be notified for public consultation, with details about how to make submissions.

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

Late submissions may not be accepted.

Thank you for your submission.

Submission Form

We're asking for your feedback on our review of the **Coastal Dune Reserves Management Plan 2010** We'd like to hear your thoughts on the management of our coastal reserves, including which management actions are working well, and which require improvement. The submission period is from ***Thursday 29 October 2026 until Friday 27 November 2026 at 5 pm***.

What do you think is currently working well in the management of DCC's coastal reserves? (1000 words max)

What changes or improvements would you like to see in the management of these reserves in the future? (1000 words max)

Do you have any further comments? (500 words max)

Do you want us to update you on the next stages of this project *(required)

Yes/No

Your details
If you would like to be contacted for further follow up, or to be updated on this work, please ensure you provide your contact details below:
Name:

Organisation *(if applicable):*

Email *(please type in a valid email address eg name@name.co.nz etc):*

Contact phone number:

Thank you for your submission