



Otago
Regional
Council

Draft **Annual Plan** 2025-2026 **Hearings**

Annual Plan Hearings Schedule

Tuesday, 27 May 2025

Time	Submitter Name and Organisation	Page (Hearings booklet)	Location/Format
11.00	Dr. Barbara Anderson	1-2	In person
11.10	Harriet Jopp – Federated Farmers Otago	3-9	Zoom
11.20	Andrew Simms – Mosgiel Taieri Community Board	10-12	In person
11.30	Rhys Millar – Predator Free Dunedin	13-23	Zoom
11.40	Kim Hayward	24-25	In person
11.50	Robin Thomas/Barry Williams – Strath Taieri Community Board	26-29	In person
12.00	Grant Hensman - Whakatipu Wilding Control Group	30-34	Zoom
12.10	Emily Cooper – Coastal Communities Cycle Connection	35-37	In person
12.20	Ange McErlane – West Harbour Community Board	38-39	Zoom
12.30	Glyn Lewers – Queenstown Lakes District Council	40-45	Zoom
12.30 - 1.30	Lunch break		
1.30	Brett Butland – Predator Free 2050	46-49	TBC
1.40	Rachel Elder – Dunedin Tracks Network Trust	50-53	In person

Wednesday, April 16, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID

AP25-0058

Name

Dr. Barbara Anderson

Do you live in Otago?

Yes

Which part of Otago do you live in?

There is an opportunity to share your feedback with Councillors in person or via video link in May. Do you want to speak to your feedback?

Yes

Hearings can be in person or online. We will contact you to arrange a time to speak. Hearings will be livestreamed.

Do you have feedback on Otago Regional Council's Annual Plan?

Thank you for the opportunity to make this submission to the 2025 Annual Plan Review.

I would appreciate the opportunity to speak to this submission.

I appreciate the impact that changes in the central government funding for public transport have on the ability of the ORC to reconcile the 2025 Annual Plan with the ORC Long Term Plan. However, I was particularly disappointed to see that "...planned public transport service improvements for Dunedin and Queenstown ferry service improvements were left out." The disproportionate impact that tourism, particularly Cruise Ship passengers disembarking in Port Chalmers and wishing to travel to Dunedin, have on the effectiveness of public transport is regrettable. I would encourage the ORC to seek economic incentives to ensure that one-off non-resident users of the public transport system pay ticket costs that more closely reflect the real costs of running the public transport system. This is common practice in other countries and easily accomplished without detrimentally affecting community members who rely on public transport for regular commuting and going about their regular living. As Shareholders in Port Otago Ltd it would be great to see the ORC take this matter to the Board of Directors at the next shareholders meeting. As the major beneficiaries of the Cruise Ship Industry, it would be proper for Port Otago Ltd to take more ownership of this ongoing issue as part of their commitment to the local community.

I would implore the Otago Regional Council to direct the Port Otago Ltd Board of Directors at the next shareholders meeting to appoint a standing position on the Board of Directors for a representative from Mana Whenua. Given the historical background of Port Otago. I believe a standing position on the Board of Directors should be provided as a matter of urgency.

In addition, it is my understanding that Port Otago levies a small amount of money from each visitor through the Port for a "Community Trust Fund". I would like the ORC as Shareholders to petition the Board

of Directors to place these funds in a separate trust account and place the governance of this fund under the control of a committee made up of elected Community members, including but not limited to Peninsular and West Harbour Community Boards, Mana Whenua, DCC and ORC. This would allow the Community Fund to be accessed independently of the Port Otago Ltd operational team.

I am saddened to see the ORC reducing “river management plans” our freshwater systems across Otago are precious. They are in dire need of ambitious and immediate action. Any reduction in this from the ORC is a backwards step.

Regards,

Dr Barbara Anderson

Tuesday, April 15, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID	AP25-0045
Name	Federated Farmers Otago
Do you live in Otago?	<input type="button" value="Yes"/>
Which part of Otago do you live in?	<input type="text"/>
There is an opportunity to share your feedback with Councillors in person or via video link in May. Do you want to speak to your feedback?	<input type="button" value="Yes"/>

Hearings can be in person or online. We will contact you to arrange a time to speak. Hearings will be livestreamed.

Do you have feedback on Otago Regional Council's Annual Plan?

Please see document attached.

Do you have feedback about the fees and charges proposed from 1 July 2025?

As mentioned in our written feedback on the annual plan, Federated Farmers is concerned that failing to include examples of the cumulative increases in rates, fees and charges in relation to rural properties may be misleading, as the total amount paid to ORC by rural ratepayers is significantly higher than what the consultation documents indicate.

SUBMISSION

TELEPHONE 0800 327 646 | WEBSITE WWW.FEDFARM.ORG.NZ



To: Otago Regional Council
Via email: annualplan@orc.govt.nz

Address for service: **HARRIET JOPP**
SENIOR RESOURCE MANAGEMENT SOLICITOR (REGIONAL)
Federated Farmers of New Zealand

SUMMARY OF RELIEF SOUGHT

- ORC should consider including rural property total rates changes for rural rate payers for all territorial authorities in its consultation documents moving forward, so rural rate payers can understand proposed changes and costs.
- ORC to undertake a rating, fees and charges sensitivity analysis to understand the total increase in ORC rates, fees and charges for rural properties. We consider that there is an unreported creep of rates through increasing the fees and charges for activities undertaken by rural ratepayers that is absent from the sensitivity analysis undertaken by ORC.
- ORC to consider and report back to FFNZ as to whether the rating proposals in relation to the Taieri and Clutha Flood plains accurately captures the capital funds that are being invested by the Central Government.
- ORC to review the work programme to identify further work that could be delayed, including in relation to the Land and Water Plan and Biodiversity work.

1. INTRODUCTION

- 1.1 Otago Federated Farmers (Federated Farmers, or **FFNZ**) appreciates this opportunity to submit on Otago Regional Council's (**ORC** or **Council**) 2025-2026 Annual Plan (**AP**). Federated Farmers has over 800 active members located in the ORC area, who are also your rural ratepayers.
- 1.2 Federated Farmers acknowledges any submissions from individual members of our organisation.
- 1.3 Federated Farmers would like the opportunity to speak to Council about this submission.

- 1.4 Federated Farmers is focused on the transparency of rate setting, rates equity and both the overall and relative cost of local government on rural ratepayers.
- 1.5 Federated Farmers submits on APs and Long-Term Plans throughout New Zealand and makes constructive proposals whenever the opportunity is provided.
- 1.6 FFNZ also submits on central government policies that affect local government revenue and spending, with the aim of ensuring that local government has the appropriate tools to carry out its functions.
- 1.7 FFNZ bases its arguments on the considerable cost of rates to farm businesses, in terms of the value and relative accessibility of farmers to ratepayer funded services, and the rates levels on farms compared to other rate payers.

2. GENERAL COMMENTS

- 2.1 FFNZ is generally supportive of the proposed AP and the key activities outlined. We are particularly supportive of:
 - a. The reduction in the average rates increase to 7.8%, down from 13.8% proposed in the 2024-2034 LTP.
 - b. The decision to bring forward the review of the Regional Pest Management Plan.
 - c. The delay to most of the work programme relating to the Land and Water plan, although further consideration is warranted as to whether more of this work could also be deferred.
- 2.2 FFNZ has some concerns that the consultation material is relatively silent on rates impacts for rural properties. Section 95A(1) of the Local Government Act (2002) (**LGA**)¹ states (with underline added for emphasis) that:

“The purpose of the consultation document under [section 82A\(3\)](#) is to provide a basis for effective public participation in decision-making processes relating to the activities to be undertaken by the local authority in the coming year, and the effects of those activities on costs and funding....”
- 2.3 It is difficult for rural rate payers to fully participate in the ORC consultation as there is a lack of information about the impacts on rural rates. For example, the consultation document provides no rating examples. The rates examples on the AP webpage only include residential properties. Further, it appears that the word ‘rural’ only appears once in the AP document.
- 2.4 FFNZ further notes that the farm CV examples do not accurately reflect the capital value of farming businesses, for example:
 - 2.4.1 The highest CV in the Dunedin City Council rural / lifestyle category (outside of farms in Taieri flood plain) is \$1,470,000;

¹ [Local Government Act 2002 No 84 \(as at 01 October 2024\), Public Act 95A Purpose and content of consultation document for annual plan – New Zealand Legislation](#)

- 2.4.2 The highest CV in the Clutha District Council rural/ lifestyle category is \$2,700,000
- 2.4.3 There are no rural or farm values included within Queenstown Lakes District Council's rating examples
- 2.4.4 There are no rural or farm values included within Waitaki District Council's rating examples.
- 2.5 FFNZ would appreciate if in future consultations rural property examples were included to enable rural rate payers from all districts to gain an understanding of their potential rates bills in comparison with the proposed rates for non-rural rate payers.

Action requested:

- ORC should include total rates changes for rural properties across all territorial authorities in its consultation documents, enabling rural ratepayers to understand proposed changes and costs.

3. SENSITIVITY ANALYSIS TO RURAL RATE PAYERS FROM CUMULATIVE INCREASES IN RATING, FEES AND CHARGES

- 3.1 FFNZ is concerned by the absence of information on the total amount paid by rural ratepayers in rates, annual fees and charges. It is not uncommon to hear that the amount charged by ORC for activities that every rural ratepayer must do, such as water metering or water storage, often exceeds the amount charged as annual rates. Including only rate increases, without accounting for associated increases in fees and charges, may be misleading, as the total amount paid to ORC by rural ratepayers is significantly higher than what the consultation documents indicate.
- 3.2 We ask that ORC conduct a sensitivity analysis for farming properties that includes both rates but also annual fees and charges. If there is a shift towards a 'user pays' model—reflected in increased rates and charges—this principle should be applied consistently, including consideration of increasing the UAGC to 30%. After reviewing the cumulative costs associated with rates, fees and charges, we ask that the ORC review and advise FFNZ on whether the UAGC is appropriate or it should increase to 30%.
- 3.3 Our members have also raised concerns about the rising costs of water metering. The costs are increasing substantially this year for farmers with the decommissioning of the 3G network. We understand that Southland Regional Council's requirements are substantially less and therefore cheaper, as they only require manual records to be submitted on an annual basis, rather than telemetry records to be submitted every 15 minutes. We also question what ORC does with these records. We are regularly informed about the telemetry being set up incorrectly or failing over multiple years, with landowners receiving no contact from the ORC to inform them of this error.

Action requested:

- ORC undertakes a review of the rates, charges and fees that rural rate payers pay
- ORC reports back to FFNZ as to whether the total charged to rural rate payers reflects the benefit that they receive from ORC.
- ORC consider increasing the UAGC to 30%.

4. TAIERI AND CLUTHA FLOOD SCHEMES

- 4.1 As highlighted in our submission on the 2024–2034 Long-Term Plan (LTP), FFNZ remains concerned about the rating burden on landowners within the Taieri and Clutha Flood schemes. Last year, we requested that ORC seek funding from Central Government, and we are pleased that ORC has pursued financial assistance to help reduce this burden.
- 4.2 However, it remains unclear how the Government's financial assistance has affected the rating burden for landowners in these areas. After reviewing the examples provided by Council, we note that the rates burden associated with the flood schemes continues to increase, despite ORC receiving millions of dollars in additional Government funding.

Action required:

- ORC to review the rates charged to landowners who live within the Taieri and Clutha Flood schemes in light of additional Government funding.

5. SHIFTING PRIORITIES – LAND AND WATER PLAN, PEST MANAGEMENT PLAN AND BIODIVERSITY

- 5.1 FFNZ supports the review of the work plan in light of recent legislative change, particularly in relation to freshwater planning instruments. We also support bringing forward the review of the Pest Management plan.
- 5.2 This year's work programme includes under Land and Water (science): Annual and 'State of Environment' (SoE) reporting; Water allocation Reviews; Highly Allocated Catchment Assessments; Scientific advice and support for catchment management planning and environmental projects (ongoing). We note that the Government is in the process of completing a regulatory overhaul that would provide for freshwater farm plans to replace rules in regional plans. We therefore request ORC review whether this work should be completed (in full or in part), deferred or removed from the work programme.

- 5.3 In relation to biodiversity, the AP sets a target to develop a non-regulatory regional biodiversity strategy by 30 June 2026 and there is funding of \$12,024,000 allocated for biodiversity and biosecurity in 2025/2026. We are not sure whether a portion of this relates to the increase to the EcoFund. Even with the increased funding for the EcoFund, this is a substantial amount of money for a discretionary target, particularly if that spending may become sunk due to the amendments to the Resource Management Act 1991.
- 5.4 Federated Farmers supports the following actions in relation to biodiversity:
- The use of non-regulatory tools to maintain and enhance biodiversity. However, we believe this responsibility lies squarely with District Councils. We are calling for each District Council to develop a plan that outlines how it will resource tangible actions to address biodiversity risks, including a dedicated budget for specific pest management and weed control measures.
 - Integrating pest and weed management with biodiversity outcomes and broader environmental goals, such as achieving New Zealand's climate emissions and water quality targets.
 - Central Government and District Councils providing adequate financial incentives, as well as practical and logistical support, to assist farmers in protecting existing biodiversity—and, where necessary, planting new areas of native vegetation.
 - Promoting the benefits that can be achieved through catchment groups, farm plans, and voluntary initiatives such as the QEII covenant system.
- 5.5 There is currently a misalignment between the work being undertaken by the Otago Regional Council (ORC) on biodiversity and the actions needed to maintain or improve biodiversity across Otago. At the heart of this misalignment is a failure to acknowledge that biodiversity gains depend on stewardship—specifically, the efforts of landowners in controlling pests and weeds. Although this work imposes significant costs on landowners, it yields multiple benefits, including reduced soil erosion, enhanced biodiversity, lower methane emissions, and more effective pest control.
- 5.6 We have reviewed the report titled *"Land Use Change in Otago's Hill and High Country and Implications for Indigenous Biodiversity"*, commissioned by ORC and authored by Ann Brower and Jack Rose. Notably, the report fails to mention the ethic of stewardship or the role of landowners—despite the fact that, under the National Policy Statement for Indigenous Biodiversity, stewardship (by people or communities) carries the same weight as *kaitiakitanga*. We therefore question the reliability of this report as a foundation for developing a non-regulatory biodiversity strategy in Otago.

Action required:

- ORC should meet with FFNZ to outline its strategic work on biodiversity and ensure that this work appropriately recognises and supports the role of landowners as stewards of the land.

Federated Farmers thanks Otago Regional Council for considering this submission.

About Federated Farmers

Federated Farmers is a not-for-profit primary sector policy and advocacy organisation that represents the majority of farming businesses in New Zealand. Federated Farmers has a long and proud history of representing the interests of New Zealand's farmers.

The Federation aims to add value to its members' farming businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their business in a fair and flexible commercial environment;
- Our members' families and their staff have access to services essential to the needs of the rural community; and
- Our members adopt responsible management and environmental practices.

This submission is representative of member views and reflect the fact that local government rating and spending policies impact on our member's daily lives as farmers and members of local communities.



Tuesday, April 15, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID	AP25-0054
Name	Andrew Simms - Mosgiel Taieri Community Board
Do you live in Otago?	<input type="button" value="Yes"/>
Which part of Otago do you live in?	<input type="text"/>
There is an opportunity to share your feedback with Councillors in person or via video link in May. Do you want to speak to your feedback?	<input type="button" value="Yes"/>

Hearings can be in person or online. We will contact you to arrange a time to speak. Hearings will be livestreamed.

Do you have feedback on Otago Regional Council's Annual Plan?

As attached

Otago Regional Council Annual Plan Submission 2025 - 26

Submission from the Mosgiel Taieri Community Board

April 2025

Kia ora koutou katoa

Thank you for this opportunity to contribute to the ORC Annual Plan 2025 - 26

We wish to speak to this submission.

Following engagement with our community, the Mosgiel Taieri Community Board (MTCB) offers the following feedback to the councillors and staff of the ORC ahead of long term decisions being made.

Flood Protection on the Taieri

The protection of life and property on the Taieri remains and is likely to remain a key concern for the Mosgiel Taieri community now and in the future. The MTCB welcomes the commencement of works to restore the capacity of the Silverstream between Gordon Road and the confluence with the Taieri River. We continue to request that all flood protection and drainage assets that form the East Taieri Drainage scheme, the West Taieri Drainage scheme and the Lower Taieri Flood Protection scheme be maintained to their design standard or better. The Board is concerned about the aggradation of the Taieri River between Outram and Henley and asks that this issue be discussed during this annual plan year.

The Board asks that the capacity of the H5 and H6 culverts on the Gordon Road Spillway remain a priority to be upgraded in the near term.

The Taieri was extremely fortunate during the October 24 heavy rain event in that the expected rainfall in the Silverstream catchment did not eventuate, but this is no cause for complacency. Had the Silverstream catchment received the rain that Musselburgh recorded during that event the outcome for the Taieri would have been much different.

The MTCB welcomes the formation of the Lower Taieri Liaison Group as an excellent initiative to both gather and disseminate information and advice between the ORC and the landowners who rely on the Lower Taieri schemes. We thank you for your invitation to participate in the group.

We urge the ORC to continue with the upgrades to the flood banks that protect Outram and the Airport, along with maintenance and upgrades on the Waipori River and Contour Channel.

The Taieri continues to grow with residential and industrial developments, new retirement villages and aged-care facilities. The Taieri plays an important role in the growth of Dunedin City and the whole Otago region which looks set to gather pace. This should not be constrained by inadequate drainage capacity or poor planning.

Shared Path across the Taieri

The MTCB remains fully committed to the development of shared paths onto and across the Taieri as a commuting option, recreational option and tourism asset for the community. These projects, in particular the Tunnel Trail onto the Taieri, and the Taieri Trail across the Taieri are of strong interest to the Taieri community.

Very soon you will be able to walk or cycle from Queenstown to Waihola, without going on the road. But at the point you reach the Dunedin City boundary the trail will end. We have flood banks and even the tunnels needed to complete the trail through to Dunedin, even if some of us appear to have run out of the political will to do so.

The MTCB thanks the ORC for its willingness to grant ongoing access to the flood banks which can be used to advance this trail across the Taieri and onwards towards Dunedin. It means a great deal to have your support for the Taieri Trail.

Public Transport

The MTCB welcomes news of increased capacity and frequency of buses to and from Mosgiel including the introduction of larger electric buses on the route. We also welcome the introduction of an on-demand local bus service around Mosgiel and look forward to working with the ORC to promote the introduction of this service.

There remains strong public interest in an airport bus service via Mosgiel to Dunedin.

The proposed Mosgiel Park and Ride hub is likely to encourage greater use for public transport from Mosgiel residents and from outlying townships including Outram and Allanton. The MTCB urges the ORC to anticipate increased usage once the park and ride opens.

The MTCB acknowledges the effort made by several key staff at the ORC to develop and foster a productive relationship with the Mosgiel Taieri Community Board. This has allowed the MTCB to serve our community much more effectively.

Thank you.

Andrew Simms
Chair
For the Mosgiel Taieri Community Board

Wednesday, April 16, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID	AP25-0057
Name	Rhys Millar - PredatorFree Dunedin
Do you live in Otago?	<input type="button" value="Yes"/>
Which part of Otago do you live in?	<input type="text"/>
There is an opportunity to share your feedback with Councillors in person or via video link in May. Do you want to speak to your feedback?	<input type="button" value="Yes"/>

Hearings can be in person or online. We will contact you to arrange a time to speak. Hearings will be livestreamed.



Predator Free Dunedin Trust
PO Box 1320, Dunedin Central, Dunedin 9054
info@predatorfreedunedin.org
predatorfreedunedin.org

Otago Regional Council
70 Stafford Street, Dunedin.

AnnualPlan@orc.govt.nz

15 April 2025

Submission on Otago Regional Council's 2025 – 2026 Annual Plan

Introduction

Thank you for the opportunity to submit on Otago Regional Council's 2025 - 2026 Annual Plan Draft Document.

Acknowledgement

Predator Free Dunedin would like to acknowledge the financial support received to date from Otago Regional Council towards the national vision to remove stoats, possums and rats from across New Zealand by 2050.

We acknowledge that the Regional Pest Management Plan sets a strong foundation for pest control in the Otago region, and we appreciate the foundation which it provides.

Background

The Predator Free Dunedin Trust (PFD) is a conservation collective of 22 organisations working collaboratively to protect native biodiversity and strengthen communities. Together, our members

share a long-term vision to get rid of possums, rats and stoats from Dunedin's urban and rural landscapes by 2050.

The vision for a Predator Free New Zealand by 2050 was launched in 2018 by the New Zealand Government. It aims to eradicate mustelids (stoats, ferrets, and weasels), rats and possums from New Zealand by 2050. Dunedin has an important role to play in this movement. As the wildlife capital of New Zealand, we are well-placed to see immediate gains for a diverse range of native species through large-scale predator control.

Project Progress

Predator Free Dunedin has made remarkable progress over the past year, advancing its mission to protect native biodiversity and strengthen communities across Dunedin by eliminating introduced predators.

1. Possum-Free Peninsula

We are now in the final stages of achieving a Possum Free Peninsula. Collaborative efforts between the Otago Peninsula Biodiversity Group (OPBG), City Sanctuary, and the Halo Project have brought possum numbers down to single digits, with final eradication expected by mid-2025. Advanced tools such as thermal drone detection, scat detection dogs, and AI-enabled trapping systems have been instrumental in achieving this milestone. The community continues to play a vital role by reporting sightings, ensuring rapid response to any remaining possums.

2. City Sanctuary

City Sanctuary has made significant strides in urban predator control, removing over 21,000 predators to date, including 5,000 possums and rats in 2024 alone. These efforts have led to measurable biodiversity recovery, evidenced by declining possum detections and increased bird activity in areas like Ross Creek Reserve. Volunteer engagement remains central to this success, with 3370 traps being serviced by several hundred volunteers. Additionally, the project saw a 24.8% increase in hours contributed in 2024 compared to 2023. City Sanctuary continues to support community trapping groups across Dunedin while expanding biodiversity monitoring programs.

3. Halo Project

The Halo Project continues to focus on reducing possum and mustelid populations in the biodiverse rural landscape between Heywards Point and the Silverpeaks.. Intensive trapping networks in this area alone have removed over 4,230 possums since installation, creating safer habitats for native wildlife and reducing risks like bovine tuberculosis transmission. Mustelid control around Orokonui Ecosanctuary remains critical, with over 1,400 stoats, weasels, and ferrets removed since 2021. Volunteers have played a pivotal role in maintaining these networks and protecting species such as tīeke/South Island saddleback.

4. Te Nukuroa o Matamata

This initiative, led by the hapū of Ōtākou, focuses on restoring the lower Taiari Catchment's cultural and ecological values through riparian habitat restoration and biodiversity enhancement. Originally funded by Jobs for Nature, Te Nukuroa o Matamata transitioned into a contracting organisation in October 2024. Its first major contract involves mustelid control for Predator Free Dunedin, operating in the Silverstream and Mt Allan areas.

Collaboration with funders, delivery partners, mana whenua, volunteers, and local communities continues to be essential for achieving long-term biodiversity goals. Predator Free Dunedin is proud of its progress but recognises that continued support from regional stakeholders is crucial for sustaining momentum and community engagement.

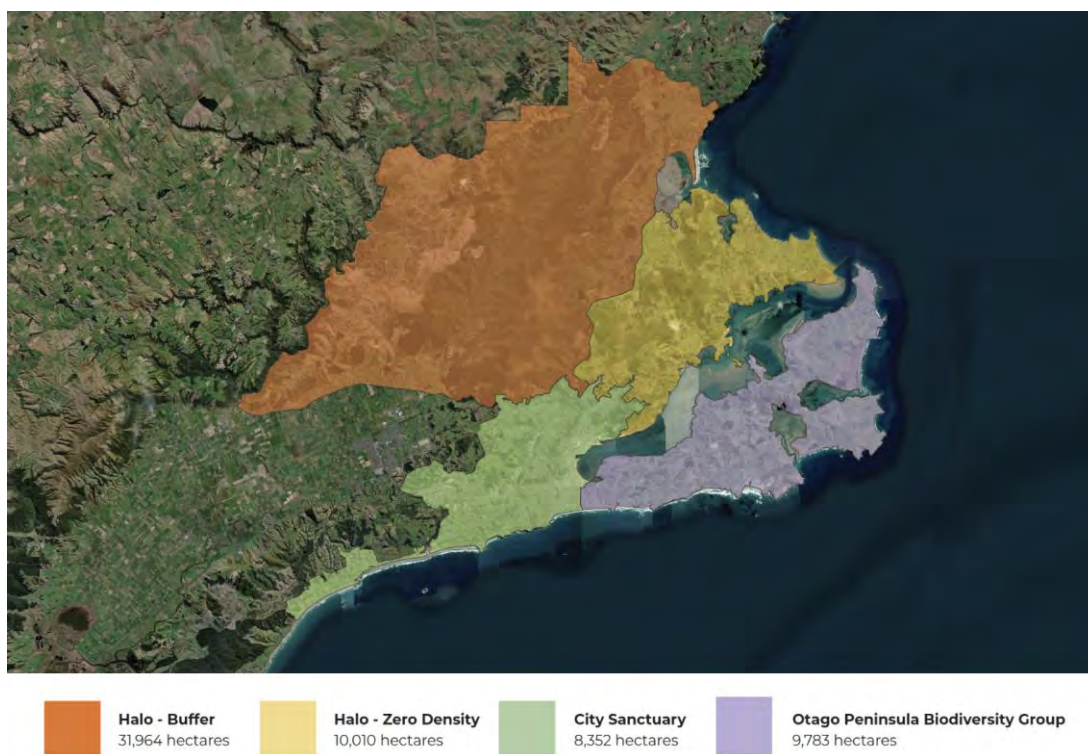


Figure 1. Map of Predator Free Dunedin operational area.

Recommendations and submission points

Otago Regional Council's Development of a Regional Biodiversity Strategy

Predator Free Dunedin (PFD) supports the development of a Regional Biodiversity Strategy. We strongly advocate for the integral role of community groups in developing this strategy, recognising their crucial involvement in its delivery, adoption, and long-term success.

PFD, an ORC delivery partner strongly aligned with ORC's biodiversity objectives, utilises a strong community network including rūnaka, volunteers, community groups and landowner relationships that allow the organisation to operate effectively and efficiently:

1. **City Sanctuary:** City Sanctuary relies heavily on volunteers and backyard trappers to achieve its goals. Nearly 21,000 predators have been removed thanks to their dedication. Regular staff check-ins are used to strengthen engagement and saw a 24.8% increase in volunteer hours since 2023. Community conservation and trapping groups are vital to the Predator Free Dunedin vision, and City Sanctuary actively supports their efforts in urban areas.
2. **The Halo Project:** The Halo Project fosters collaboration with the community, landowners, rūnaka, and volunteers to protect key biodiversity areas. With volunteer trappers providing the backbone, the project has removed over 78,000 predators since 2018. Residents are encouraged to report possum sightings, making them active participants in achieving zero density. Volunteers predominantly manage the mustelid trap network surrounding Orokonui Ecosanctuary, contributing over 4,830 hours in the past year alone.
3. **Possum Free Peninsula:** The community continues to be our "eyes and ears on the ground," with the public encouraged to report any possum sightings, with all reported findings being acted upon by PFD.

Otago Regional Council's Biodiversity and Biosecurity Work

Predator Free Dunedin values its collaborative relationship with the Otago Regional Council in pursuing shared biodiversity and biosecurity objectives, recognising the ORC's critical role in this ongoing work.

Delivering Otago Regional Council's Biosecurity Operational Plan

Predator Free Dunedin (PFD) is delivering a small part of the ORC Biosecurity Operational Plan. This initiative serves as a succession plan following OSPRI's TBFree operations in the region, potentially piloting similar transitions region wide.

PFD commends the Otago Regional Council for proactively advancing this work. Prioritising biosecurity and predator management ensures native biodiversity protection and protects rural livelihoods from costly disease and loss to livestock earnings, setting a regional leadership example. ORC's foresight has enabled PFD to leverage expertise and community networks, building on OSPRI's achievements.

PFD also acknowledges its teams, volunteers, and partners for their tireless mahi. Their commitment underscores the collaborative spirit needed for meaningful ecological outcomes.

A Model for Succession Planning

The transition from OSPRI's TBFree program to community-led management reflects a strategic approach to maintaining pest control momentum while adapting operations to local needs. This partnership demonstrates how regional councils can partner with community-led organizations for long-term biosecurity solutions. Its success could serve as a blueprint for similar transitions, illustrating maintained continuity through innovative collaboration.

Through PFD's experience with the OSPRI transition work in the Karitāne-Kirimoko/Kilmog area significant potential risks of inadequate transition planning were identified:

5. Additional operations and cost to knock down the possum population to an appropriate level.
6. Increasing damage to crops and loss of livestock feed, resulting in economic loss.
7. Increasing damage to indigenous vegetation, negatively impacting on biodiversity.
8. Increased risk of TB and economic impact to farming operations.

Failure by to commit to strong OSPRI succession plan could risk additional operational costs, damage to crops and loss of livestock feed from rebounding possum populations, negative impact on biodiversity, and an increased risk of TB - and therefore economic impact to farming operations

Achievements and Insights

Since the Karitane-Kilmog contract commenced, PFD has focused on engaging landowners and aligning predator control strategies with community priorities. A major highlight was the comprehensive landowner survey. Results revealed strong community support for predator management, informing PFD's operational strategies.

- **High Approval & Effectiveness:** Landowners showed a highly favourable response to the program's effectiveness, both on their properties and across the landscape. The overall approval rating for the project was very high at 96%.

- **Enhanced Community Connection:** 70% of respondents connected or collaborated with neighbours during the project, indicating a positive impact on social cohesion and community connection.
- **Willingness to Contribute:** Landowners expressed willingness to contribute to future possum control, primarily through in-kind labour by managing devices on their properties, but also through purchasing devices and financial contributions.

Early results show promise, with possum detections in the Karitāne-Kirimoko/Kilmog area declining by 50% since December 2023.

Looking Ahead

As PFD continues this work, the focus remains on measurable outcomes that benefit both biodiversity and local communities. Leveraging cutting-edge technology, community engagement strategies, and landowner partnerships, PFD aims to further reduce predator populations – benefiting local biodiversity and communities.

This collaboration exemplifies how regional councils and community-led organisations can tackle complex biosecurity challenges. Predator Free Dunedin looks forward to continuing this vital work alongside Otago Regional Council and stakeholders.

Supporting ORC's Large Scale Environmental Funding

Predator Free Dunedin (PFD) commends the Otago Regional Council (ORC) on the establishment of its Large-Scale Environmental Funding initiative. This is a commendable step toward addressing significant biodiversity and biosecurity challenges across Otago. The fund has the potential to support several successful large-scale environmental projects currently operating in the region, ensuring their continued impact and sustainability.

Advocating for Inclusive Access to Funding

PFD strongly advocates for independent groups to have access to this funding, recognising the vital role community-led initiatives play in delivering large-scale environmental outcomes.

We agree that this funding opportunity should align with ORC strategic priorities. However, we strongly believe that the large-scale environmental fund should not solely be for the preserve of ICM management groups. That is, this fund must be available to well-established, proficient, capable groups that are demonstrably delivering actions which are aligned with ORC strategy. PFD is proficient in environmental enhancement work and are experienced in being accountable to funders. Our sector is used to working with many funding entities with strict deliverables and milestones.

We recognise that catchment groups will need funding to implement practical projects arising from ICM planning processes, and this will represent a fund for doing such. However, implementation of

ICM operations should not be prioritised over other large-scale projects that are aligned with ORC strategies.

Cornerstone Funding Benefits

The establishment of this fund can act as cornerstone funding, enabling co-funding agreements with other sources such as central government. This approach would allow additional resources to flow into the region, amplifying the impact of local projects. For example, PFD's alignment with the Predator Free 2050 program positions it to leverage central government funding, creating employment opportunities while delivering positive biodiversity and biosecurity outcomes.

Ensuring Continuity and Sustainability

Access to this funding is critical for sustaining existing projects and avoiding the risks associated with interruptions or disadvantaged restarts.

The PFD project has achieved massive wins since 2018 – not just in numbers of pests removed, but in systems and processes set up; entities stood up; and enormous community / biodiversity / economic wins – (as per impacts achieved) – to not maintain these wins would be a dramatic step backwards and represent a loss of investment (including ORC investment) and community goodwill.

Without continued support, PFD and similar projects could face operational setbacks, job losses, and negative impacts on biodiversity and agriculture. This could lead to negative economic implications for the Otago region as a whole.

PFD's Role in Delivering ORC Objectives

As an established and mature organisation, PFD works alongside experienced community groups to deliver projects that strongly align with ORC's objectives in pest control, biodiversity restoration, and biosecurity enhancement. With its proven track record in coordinating large-scale initiatives, PFD is well-placed to access this fund and maximise its impact by bringing additional resources into Otago through national programs like Predator Free 2050. PFD is leading the development of innovative tools for predator elimination and sharing its results across the country. Its collaborative model, which integrates cutting-edge technology, skilled practitioners, and community engagement, has set a benchmark for conservation efforts nationwide.

By supporting independent groups through this fund, ORC can strengthen community-led conservation efforts while ensuring alignment with regional priorities. Predator Free Dunedin looks forward to working collaboratively with ORC to deliver meaningful environmental outcomes for Otago's landscapes and communities.

We appreciate you taking the time to read our submission and look forward to being able to provide further detail at the hearing. If you have any further questions or comments, please do not hesitate to get in touch.

A handwritten signature in dark ink, appearing to read 'Rhys Millar', with a long horizontal flourish extending to the right.

Rhys Millar
Project Lead, Predator Free Dunedin

Appendix

Benefits of Predator Control

Protecting native biodiversity.

Introduced predators are a major problem for New Zealand's native plants and animals. Stoats, possums, and rats threaten native species like plants, birds, lizards and invertebrates through predation and competition for food and space. More than 4,000 of New Zealand's native or endemic species are classified by the Department of Conservation as being threatened or at risk of extinction and New Zealand has the unfortunate title of having the highest rate of threatened species in the world.

Predator control will have a major impact for these species and their ecosystems. It will take an all-of-community approach to protect these vulnerable species and their ecosystems from further degradation. Predator Free Dunedin is facilitating these community efforts by strengthening existing projects and supporting new initiatives to carry out strategic and targeted landscape-scale predator control.

Building resilient communities

An often-overlooked benefit to predator control and community conservation is its ability to create more resilient communities by building strong links between people and encouraging them to work with others towards a common goal. These connections are proven to improve a community's response to emergency situations and strengthen social cohesion within a community.

For example, during efforts by the City Sanctuary Project to facilitate backyard trapping in Maori Hill, there were several occasions where neighbours on the same street had not previously met and are now working collaboratively to target predators such as possums. Across all three projects, we have received the support from hundreds of volunteers who are eager to get involved with community-based conservation and meet others with shared interests.

Creating healthier communities

Community conservation also creates healthier communities by improving people's health and wellbeing. Spending time in nature leads to better outcomes for mental and physical health such as a boosted immune system, lower blood pressure, reduced stress levels and improved mood. Internationally, people who live in greener neighbourhoods have improved health — even when income and other advantages are taken into account.

Removing introduced predators reduces the transmission of disease. Rats are known to carry at least seven diseases that are transmissible to humans including giardia and salmonella. Possums are known vectors of Bovine-Tuberculosis which may infect cattle and other livestock.

Predator control also improves mental wellbeing with people feeling less stressed and anxious without the presence of animals such as rats and mice living within their houses or properties.

Protecting housing infrastructure

Predator control also provides benefits to housing infrastructure by reducing damage caused by animals. For example, rats and possums are known to damage electrical wires, building insulation, roofing, and walls.

Working towards our zero carbon goals

Predator Free Dunedin commends the ORC for taking steps to address climate change. Landscape-scale predator control improves the ability of native forest ecosystems to sequester carbon by increasing forest health and canopy coverage.

Taking a more cost-effective approach

Shifting from a model of sustained predator control to eradication reduces the long-term cost of controlling the predators being targeted by Predator Free 2050. This approach requires effective coordination of efforts between agencies such as the Department of Conservation and OSPRI, local government and communities.

Monday, April 14, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID	AP25-0042
Name	Kim Hayward
Do you live in Otago?	<input type="button" value="Yes"/>
Which part of Otago do you live in?	<input type="text"/>
There is an opportunity to share your feedback with Councillors in person or via video link in May. Do you want to speak to your feedback?	<input type="button" value="Yes"/>

Hearings can be in person or online. We will contact you to arrange a time to speak. Hearings will be livestreamed.

Do you have feedback on Otago Regional Council's Annual Plan?

I have read the draft plan information on ORC's transport policy. I'm interested to find out what we're the reasons government co-funding was turned down for the Dunedin Bus improvements. From what I can see the proposed improvements included continuing moving the bus fleet from Diesel to Electric and increasing the number of bus runs to every 15 minutes throughout the day for a number of popular services. I wonder if the fact that ORC contracts out a number of bus runs to private bus companies (Go Bus and Richies) had some bearing on the co-funding decision...

I also wonder if increasing the number of services to run every 15 minutes was a prudent suggestion? Would it not be better to increase only during peak times such as the morning commute? What is the data showing us on this? With most passengers using the Bee Card, there must be very useful data available on when busses are at or near capacity.

I have some ideas on how to increase public transport patronage, I'd be happy to discuss. As a tour operator myself I know how important this is to stay on top of running costs. I'd like to talk about cycling, specifically as a form of commuting.

Reading through the ORC transport policy I found a couple of places which advocated for walking and cycling as alternative forms of low emission transport, however the main emphasis was on the premise that public busses alone were the solution to managing Dunedin's traffic congestion and mitigating emissions. While true, I think it's really important to include the cycling community as a key part of this solution.

The overall goal specified in the draft plan is "healthy and connected communities kia uta kia tai" and here it seems we have cycling - the healthiest and most carbon zero form of transport - barely recognized in the ORC transport policy!

I'm very disappointed to find out the Mosgiel to Caversham Tunnels cycleway has been taken out of the LTP! Just because the current government has pulled funding should not warrant such a backwards move. One of the biggest traffic bottlenecks in Dunedin is the Mosgiel offramp. Having an easy, safe and

enjoyable cycling option for commuters is a no brainer for this city link. Investment will pay off immediately once open, and well into the future with better overall community health and well-being, directly from cycling exercise as well the environmental benefit of less emissions from those that switch from cars to bikes.

On top of this is the opportunity to link Dunedin directly to Queenstown via cycleway, with Queenstown Trails and the Waitaki Alps to Ocean being two of the fastest growing tourism areas in the country. This is an investment that makes sense economically and will future proof our tourism industry should fossil fuel transport fail in the medium term.

It was great to hear Christchurch public busses are now offering cycle racks again and are overcoming the issue of headlight blockage by modifying their affected busses. I'm hopeful that Dunedin busses will do the same. For cycle commuters, if the weather changes it's great to have that option of cycling to work in the morning and catching the bus home in the evening

Do you have feedback about the fees and charges proposed from 1 July 2025?

There's not much information in your introduction to this question. It would be handy to outline what parts of resource consent process will be seeing the increase, since the fee changes appear to be few and very minimal, this should be easy enough to do. The link provided takes you to a menu page which is fairly intimidating with a lot of information. A prompt to scroll down to see the proposed fee changes would help.

Also it's not clear what is the financial impact of replacing the targeted rate with a one off Single Unit Dairy Farm fee? As this looks to be a \$500 fee per farm, will this result in the ORC receiving a significant reduction in revenue?

Tuesday, April 15, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID

AP25-0047

Name

Barry Williams - Strath Taieri Community Board

Do you live in Otago?

Yes

Which part of Otago do you live in?

There is an opportunity to share your feedback with Councillors in person or via video link in May. Do you want to speak to your feedback?

Yes

Hearings can be in person or online. We will contact you to arrange a time to speak. Hearings will be livestreamed.

15 April 2025

The Chief Executive Officer
Otago Regional Council
Private Bag 1954
Dunedin 9054

Strath Taieri Community Board - Community Plan Submission to Otago Regional Council April 2025

Our Board notes with appreciation recent engagement by your staff in beginning to address the longstanding concern we have with regard flooding within our community. For that we, and this community, are grateful. We now look forward to seeing that turned into action on the ground.

However, unfortunately as we have received no formal responses to the wider range of issues our Board has previously raised with you over the past number of years, we are left unsure of your Councils position with regard them. Have they been considered, rejected or just left quietly unaddressed? In that regard it would be very useful to at least get some indication of your Councils position on the issues we raise. Considerable effort goes into making formal submissions and to receive no feedback leaves us wondering as to how interested Council actually is in hearing community concerns.

So, accordingly, at the risk of re-iterating a number of previously raised points:

Priorities for our Community:

1. Security and integrity of infrastructure from flooding.

As previously highlighted there is an ongoing absolute need to see some concrete action to resolve – as a matter of urgency – issues within and adjacent to the Middlemarch township with regard to flooding.

As previously stated we appreciate the cooperative approach that has been adopted between the Otago Regional Council and Dunedin City Council in respect of consulting on this matter HOWEVER we feel obligated to point out that it has now been 4 ½ years since the last major event and no significant remedial works have yet been undertaken. We acknowledge that while some minor works have been completed we are strongly of the view that should another event of any magnitude occur then the community is once again going to be severely impacted by floodwaters.

To knowingly allow this situation to continue is quite simply unacceptable.

The Board strongly urge the ORC to advance progress on resolving this matter and undertake the necessary work programme to ensure, as far as practicable, the safety of our community from ongoing flooding issues without further delay.

Active engagement at the most senior level in ORC is urged to address and resolve this issue.

2. Carbon Zero.

The Strath Taieri is largely a rural farming hub and contains the largest area of rural land of any Community Board area in the Dunedin City rohe.

With 46% of the city's emissions being assessed as agriculturally based there is potentially significant impacts on our community in reaching published reduction levels by 2030 especially given the current lack of viable "clean energy" farm vehicle alternatives. That along with proposed biogenic emission reduction targets continues to set a very high hurdle for our community.

While we support some farm forestry mitigation approaches we caution against wholesale farm conversion to achieve those reductions. Impacts from that approach not only hit food production potential but also have huge social and environmental consequences with loss of families and infrastructure from our communities. Conversion of good productive agricultural land for forest is not in itself an acceptable answer in our view to the Carbon issue.

The Board would also encourage further work being done in the area of carbon sequestration through acceptance that both large scale riparian and other planting of long-lived native plant species as is being undertaken locally by the likes of the Mid Taieri Wai group and various private landowners is a viable and effective tool to reduce carbon.

3. Public Transport.

There are no public transport options available to residents of the Strath Taieri.

Any local resident who for a wide variety of reasons is no longer able to drive is totally dependent on others for transport to/from town for health or other business. This has the effect of isolating many from services readily available to others in Otago or force those people to leave their homes, family and friends to move into the city where public transport is provided as a matter of course.

We totally accept that a full public transport service is unrealistic given our small rural population. However we are firmly of the view that as a minimum service to ratepayers, a twice weekly return service should be available on a prescribed timetable so as they can make firm commitments to attend appointments and be assured that transport will be available to achieve that.

It is further recommended that service be contracted locally in the Strath Taieri to minimise unnecessary travel and costs. An appropriately sized vehicle could leave Middlemarch at a specified time, collect residents enroute and return later that day.

4. Water Quality.

As a Community Board our long term aspirational objective is to ensure that the quality of water leaving our area is of a higher standard than when it enters.

Accordingly we urge Council to instigate regular water quality measurements at key points along the length of the Taieri River with an initial minimum of four sampling points spaced at strategic sites within the Strath Taieri area.

As a Board we hear anecdotal reports of various negative influences on water quality but it is often impossible to track that to a source or even a general location. We believe to enable us all to be accountable for our impacts it is essential to have a clear picture on the quality of water at key points along its length. That would enable possible sources of contamination to be identified and appropriate mitigation measures be undertaken as required.

Additionally we seek opportunities to be better briefed by Council staff on the wider range of issues associated with the Taieri river and catchment within the Strath Taieri area so as a Board we can be better informed on matters that are of local interest and concern.

Thank you for the opportunity to make this submission to this annual plan.

A handwritten signature in black ink, appearing to read 'Barry Williams', with a stylized flourish at the end.

Barry Williams
Chairperson
Strath Taieri Community Board

Monday, April 14, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID	AP25-0039
Name	Grant Hensman - Whakatipu Wilding Control Group
Do you live in Otago?	<input type="button" value="Yes"/>
Which part of Otago do you live in?	<input type="text"/>
There is an opportunity to share your feedback with Councillors in person or via video link in May. Do you want to speak to your feedback?	<input type="button" value="Yes"/>

Hearings can be in person or online. We will contact you to arrange a time to speak. Hearings will be livestreamed.



ORC Draft Annual Plan 2025-2026

Submission from Whakatipu Wilding Control Group (WCG)

14 April 2025

Background

1. WCG was formed in 2009 as a community-led group
2. WCG has 469,512 hectares under surveillance in six management units, of which 241,699 hectares of wilding infestations require persistent management in the form of either initial control to remove seed sources or maintenance to contain and reduce the spread.
3. To date, over \$27 million has been invested in Whakatipu Wilding Control with a number of successful landscape scale stories e.g. [Shotover Management Unit](#)

The damage from wilding conifer spread is now well-documented

1. The Parliamentary Commissioner for the Environment Report [“Space Invaders”](#)
“Farmers are losing grazing land to wilding conifers, homeowners are losing houses (following conifer-fuelled wildfires), conservators are losing habitat, and water yield in some catchments is being reduced”
2. **Cost Benefit Analysis Reports:**

www.whakatipuwilding.co.nz Find us on [Facebook](#) or [Instagram](#)



The [National](#) benefit-to-cost ratio is 34-1 (prepared in 2022 for Ministry of Primary Industries – Biosecurity NZ, on behalf of the National Wilding Conifer Control Programme).

The [Otago](#) benefit-to-cost ratio shows a massive 96-1 for the “minimum – protect the investment” scenario, leaving no room for doubt about the seriousness of the wilding issue. (Prepared in 2023 for the Otago Regional Council ORC).

3. Queenstown Lakes District Council (QLDC) is nationally unique in that it recognises the impacts and has had [rules](#) in place since 2006, prohibiting the planting of wilding species, (unless the NES-CF prevails), due to the negative effects on the environment.

\$2 million annual environmental fund

WCG appreciate having the opportunity to contribute feedback in regard to this fund, through Frequency Consultants, and aim to prove they can reach even further meaningful environmental outcomes and benefits if WCG applications to this fund are successful. We look forward to seeing how the criteria for this fund evolves.

Upper Lakes Catchment Action Management Group

WCG have appreciated being involved in this group contributing as a community-led group. The ORC staff involved are doing impressive, inspiring work co-ordinating, collating and integrating the group’s experience and ideas into the long term Upper Lakes catchment plan.



Targeted rate funding

1. WCG wish to thank the ORC Councillors for their recognition of increased costs due to inflation by increasing the grant in the Annual Plan 2024-25 from \$100k to \$110k. However, WCG urge Councillors to consider adjusting for inflation on an annual basis.
2. The current wilding targeted rate is negligible at approx \$2.42 per rate unit (which equates to less than half a cup of coffee). WCG believe this amount should be substantially increased to match the contribution amount from the District Council QLDC, which has been \$500,000 plus GST.

The 2023 Cost Benefit Analysis – [Sapere Report](#) commissioned by ORC supports the argument that ratepayers are willing to pay more, outlined on page 40 of the Report as follows:

“The average household is willing to pay \$105 a year for five years to reduce the area infested with wilding conifers by 1,000 km² (Polyakov et al., 2021). This value diminishes the greater the areas controlled, the further away the household is from the control area and for low-income groups or those financially impacted by Covid-19. High income groups and rural households are willing to pay slightly more.”

The Whakatipu wilding programme has a long list of deferred maintenance which puts prior investment at risk. The National Programme is simply not delivering enough funds to cover this due maintenance, meaning that in time, the massive 96-1 benefit will cost the community in all aspects dearly.



WCG challenge councillors to find a higher benefit/cost ratio study or report anywhere in the market!

It is imperative that ORC begin a discussion about addressing the shortfall in a meaningful way now so that ratepayers save in the long run.



Whakaahua 1 Wildings popping up in native bush along Glenorchy Road



Whakaahua 2 Wilding infestation spread on Ben Lomond

www.whakatipuwilding.co.nz Find us on [Facebook](#) or [Instagram](#)

Tuesday, April 15, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID	AP25-0044
Name	Emily Cooper- Coastal Communities Cycle Connection
Do you live in Otago?	<input type="button" value="Yes"/>
Which part of Otago do you live in?	<input type="text"/>
There is an opportunity to share your feedback with Councillors in person or via video link in May. Do you want to speak to your feedback?	<input type="button" value="Yes"/>

Hearings can be in person or online. We will contact you to arrange a time to speak. Hearings will be livestreamed.

Do you have feedback on Otago Regional Council's Annual Plan?

Coastal Connection submission to ORC Annual Plan 2025-26

In the community consultation leading up to the ORC LTP 2024-34, a key decision was made:

"Following a submission for funding, Council agreed to contribute \$50,000 to the Dunedin Trails Network Trust for pre-build design and consenting work for parts of the Coastal Communities Cycle Connection."

I note that this funding does not appear in the draft budget for the Annual Plan 2025-26. I request that council amend the budget to include the funding previously allocated to this project. It would have a significant positive impact on our progress because it is not easy to find funding for such pre-construction costs. Most charitable trusts require a resource consent to have been granted before they will consider an application. So funding that helps us get to that point is hugely beneficial.

The \$50,000 will be used for Section 1 (Waikouaiti to Karitane) and will complement the consent fees support, which is already approved by ORC's Regulatory General Manager.

We have now been assigned a KiwiRail project manager. This is an exciting step because it is their job to work with us to facilitate this trail. Once we have KiwiRail sign off on our detailed plans, we can complete the resource consent for this section and then apply for construction funding from charitable trusts.

Of course we have to pay for their time. The first step is detailed in a Letter of Offer for Feasibility investigation work for the Coastal Connection (cost of \$5000 ex gst). Once this is funded, the next step will be meeting with the KR engineering teams on Bridge 202 proposal (Waikouaiti river bridge) and then one for the more complex areas of the trail as a whole. This will all cost thousands of dollars.

The Coastal Communities Cycle Connection (Coastal Connection) will link Greater Dunedin's north coast communities of Waikouaiti, Karitāne, Warrington, and Waitati to each other and to the city using off-road shared-use pathways. The Coastal Connection is split into five sections of trail that sit between each of the communities. Each section of trail is at a different stage of development. Section 1 still needs design and consenting costs, however Section 5a is already consented and under construction and will open in late 2025, pending our successful application to DIA for the remainder of funds required. Section 5a is the first part of a link between Waitati and Port Chalmers, which covers a trail from Waitati to Mopanui Rd and involves the completion of 4455m of new trail. Good progress has also been made on Section 5b to Port Chalmers. This will link to Te Ara Moana shared pathway and Dunedin City.

I write in support of the Dunedin Tracks Network Trust's request for \$50,000 for the Coastal Connection. We are grateful for the continued support of the ORC for this important community asset.

Kā mihi nui

Emily Cooper, Project Coordinator Coastal Communities Cycle Connection (Coastal Connection)
Coastal Connection Facebook Group
www.dunedintracksandtrails.nz

Coastal Connection submission to ORC Annual Plan 2025-26

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Kā mihi nui

Emily Cooper, Project Coordinator
Coastal Communities Cycle Connection (Coastal Connection)
Coastal Connection Facebook Group
www.dunedintracksandtrails.nz

Tuesday, April 15, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID	AP25-0049
Name	Ange McErlane - West Harbour Community Board
Do you live in Otago?	<input type="button" value="Yes"/>
Which part of Otago do you live in?	<input type="text"/>
There is an opportunity to share your feedback with Councillors in person or via video link in May. Do you want to speak to your feedback?	<input type="button" value="Yes"/>

Hearings can be in person or online. We will contact you to arrange a time to speak. Hearings will be livestreamed.

Do you have feedback on Otago Regional Council's Annual Plan?

Please see attached

West Harbour Community Board (WHCB)
Submission to the Otago Regional Council Draft 2025 – 2026 Annual Plan

The Board agrees with the proposed operation of the Council's draft 2025 – 2026 Plan. We wish to make a few specific points:

Number 14 Bus

We hope that the Transport issues identified due to a lack of co-funding between the Otago Regional Council and Central Government does not impact on the provision of the number 14 bus which services the West Harbour, including the provision of additional services during cruise season. Pressure on the Number 14 bus during cruise season has improved greatly these past two seasons, we appreciate all the work that has gone into this.

Due to the distance between Port Chalmers and the central city we would encourage the Regional Council to use electric buses on this route, to reduce emissions and improve the air quality for communities along Otago Harbour.

Otago Harbour

The health of the Otago Harbour is a priority issue for the Board, we seek:

- Improved stormwater discharge management into our harbour.
- Appropriate and effective maintenance of the Aramoana Mole including maintenance of the Long Mac Groyne.

Biodiversity

The Board is still concerned about weed trees such as sycamore, and encourage the Otago Regional Council to eradicate them in West Harbour, removing them from public spaces and encouraging landowners to do the same.

Keep Dunedin Beautiful has done a fantastic job of planting native trees alongside Te Ara Moana from the Magnet Street end, and we would like to see more planting to be encouraged and managed by the Regional Council along the shared path.

We support the ongoing predator free work being carried out around West Harbour.

Tuesday, April 15, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID	AP25-0052
Name	Glyn Lewers (Mayor) - Queenstown Lakes District Council
Do you live in Otago?	<input type="button" value="Yes"/>
Which part of Otago do you live in?	<input type="text"/>
There is an opportunity to share your feedback with Councillors in person or via video link in May. Do you want to speak to your feedback?	<input type="button" value="Yes"/>

Hearings can be in person or online. We will contact you to arrange a time to speak. Hearings will be livestreamed.

15 April 2025

Via email: AnnualPlan@orc.govt.nz

SUBMISSION ON THE OTAGO REGIONAL COUNCIL DRAFT ANNUAL PLAN 2025-2026

Thank you for the opportunity to present Queenstown Lakes District Council's (QLDC) submission to the Otago Regional Council (ORC) Annual Plan 2025-2026.

ORC is the regulatory authority supporting the sustainable management of land and water in the region. QLDC acknowledges the constructive way it has approached its responsibilities in relation to the Shotover wastewater treatment plant. Across the board, QLDC welcomes every opportunity to partner with ORC by building on existing processes for the sharing of information, use of common data and evidence and joint engagement with stakeholders.

QLDC recognises that the annual plan process is aimed at key changes affecting service delivery from what is set out in a Long Term Plan (LTP). This submission therefore focuses on changes proposed in the draft ORC Annual Plan 2025-26 as compared to the ORC LTP 2024-2034 in relation to transport and makes the following key points:

- As Spatial Plan and Regional Deal application partners, collaboration between ORC and QLDC is essential to a transport system that meets the wellbeing of the region.
- QLDC and the Wānaka Upper Clutha Community Board strongly urge ORC to reconsider the proposed removal of the business case for public transport in the Upper Clutha.
- The scaling back of public transport investment for ferry services on Lake Whakatipu is not supported.

A significant transformation in public transport is necessary to achieve the required mode shift in the district, and this cutback represents a backwards step for the region. QLDC will also be submitting on the draft Regional Public Transport Plan 2025-35 and is concerned that recent gains in public transport patronage in the Queenstown Lakes District (QLD) will be lost and that the service is losing credibility. Levels of service and investment need to be retained and enhanced in order to make meaningful steps towards the provision of a high-quality public transport experience. This involves moving beyond the paradigm of a demand-led public transport provision, to an approach that drives behaviour change through the provision of effective, customer-centric public transport solutions that align with the needs of QLD communities. A crucial example of this is the need to pro-actively invest in the key public transport routes and destinations to and from the Queenstown town centre in order to stay ahead of demand and encourage a modal shift due to the finite capacity of the roading network.

QLDC would like to be heard on its submission. It should be noted that due to the timeline of the process, this submission will be ratified by Council retrospectively at its next meeting.

Yours sincerely,



Glyn Lewers
Mayor



Mike Theelen
Chief Executive

SUBMISSION ON THE OTAGO REGIONAL COUNCIL DRAFT ANNUAL PLAN 2025-2026

1.0 The QLDC context

- 1.1 Queenstown-Lakes District (QLD) is a district with an average daily population of 70,205 (visitors and residents) and a peak daily population of 99,220. By 2053 this is forecast to increase to 150,082 and 217,462 respectively¹. Over the last five years, the district has grown 4.4% per annum, and over the last 10 years 5.9% per annum. This compares to 0.9% per annum and 1.2% per annum for the rest of Otago.
- 1.2 Alongside this unprecedented growth, the QLD is one of Aotearoa New Zealand's premier visitor destinations, drawing people from all over the world. The QLD plays a paramount role in NZ's international reputation and sees a larger proportion of international guest nights compared to other centres. The Queenstown Regional Tourism Operator (RTO) area accounted for 17% of all international guest nights with only 0.7% of New Zealand's resident population².
- 1.3 The dominant role of tourism in the QLD is inextricably linked to ensuring that its environment and landscape are protected and enhanced, that the transport network is fit for purpose and that the district has appropriate emergency preparedness and natural hazard resilience. Tourism is a crucial part of the central governments focus on economic growth. It is essential that forward progress is made on a public transport system that can accommodate both residents and visitors in the region. Now is not the time to be scaling back.
- 1.4 Growth in the QLD has outpaced the ability of the transport network to cope. The consequences of this are being experienced throughout the district, and in particular on State Highway 6/6A, with significant congestion and delays to journey times affecting the economy as well as the visitor experience and quality of life for residents³. Overall, congestion, increases in travel time, and decreases in reliability and resilience of the QLD transport network will adversely impact the economic growth, community wellbeing, visitor experience, emissions reduction aspirations and productivity of the QLD, the wider region, and the nation. There is a strong case for supporting investment in public and active transport modes in the QLD.
- 1.5 Transport is the highest source of greenhouse gas emissions in the district, with all modes of transport accounting for 45% of gross emissions⁴. ORC plays a key role in the development of a strategic programme to counter this and help target net zero carbon emissions by 2050 as per the Climate Change Response (Zero Carbon) Amendment Act. Ambitious district-level emissions reduction targets have also been adopted within the Climate and Biodiversity Plan (44% reduction in carbon emissions across the district by 2030) and the Regenerative Tourism Plan (decarbonisation of the local visitor economy by 2030). The roadmap to achieving these targets is contingent on transformative investment in both public transport and active travel networks.
- 1.6 QLDCs Climate and Biodiversity Plan⁵ strives to reduce emissions, prepare for climate adaptation and promote biodiversity restoration. The plan pursues a low-emission transport network and a collaborative approach to travel behaviour change.

¹ <https://www.qldc.govt.nz/community/population-and-demand>

² MBIE accommodation programme and Statistics NZ.

³ Queenstown-Lakes District Travel Demand Management Single Stage Business Case, 21 December 2023.

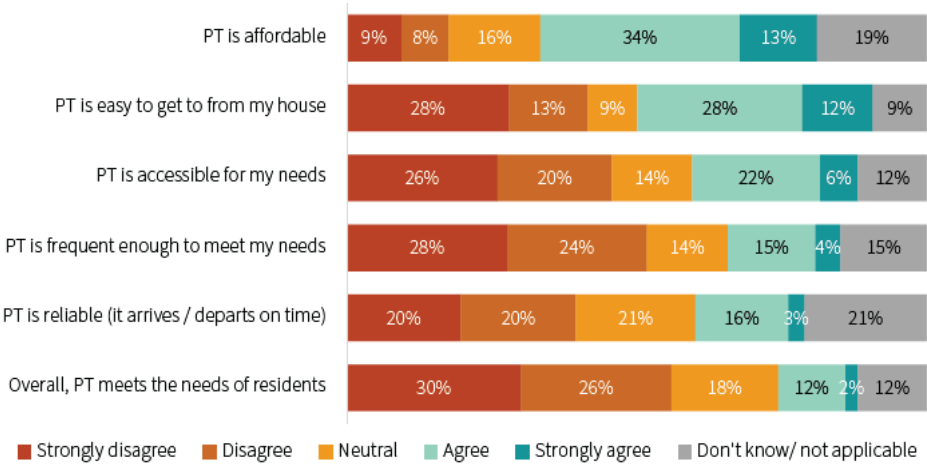
⁴ otago-region-ghg-profile-report_v4.pdf (orc.govt.nz).

⁵ <https://www.qldc.govt.nz/your-council/climate-change-and-biodiversity/>

2.0 As Spatial Plan and Regional Deal application partners, collaboration between ORC and QLDC is essential to a transport system that meets the wellbeing of the region

- 2.1 The QLDC Spatial Plan⁶ was developed through the Grow Well Whaiora partnership. This partnership between central government, Kāi Tahu, QLDC and ORC provides a proven framework to deliver infrastructure to enable the district to grow well. As an urban growth partnership, it is primed to work together for the common good of Otago and QLD communities. The forthcoming Future Development Strategy (as required by the NPS Urban Development) will solidify this further.
- 2.2 Through the Grow Well Whaiora partnership, QLDC and ORC along with its other partners, have committed to public transport, walking and cycling being the preferred option for daily travel. An integral part of this mode shift is delivering efficient, reliable and accessible public transport. Public transport needs to drive behaviour change by providing effective, customer-centric public transport solutions that align with the needs of communities. The QLD’s annual Quality of Life survey found that only 14% of respondents in the district agreed that public transport met their needs in 2024.⁷ Table 1 below shows results for other public transport survey questions that show that public transport is not currently meeting the needs of the district, nor encouraging behaviour change away from personal vehicle use. A specific example is the Te Putahi Ladies Mile development that is constrained by the need to plan for and deliver modal alternatives that include a fit for purpose public transport network. Robust, considered business planning for public transport is an urgent priority.

Table 1: Perceptions of public transport (PT) across the QLD



- 2.3 ORC, QLDC and Central Otago District Council have also partnered to apply to central government for a Regional Deal. Transforming transport is one of the five priority packages. The application proposes mass rapid transit as part of achieving efficient and resilient transport for the region in the long term⁸. Additionally, a sub-regional public, on demand transport service connecting Alexandra, Cromwell, Wānaka and Queenstown that provides options for residents and visitors is identified. The basis for this service is set out in ORC’s Otago Regional Public Transport Plan, the Queenstown Public Transport Business Case and the QLDC Spatial Plan. The change in central government co-funding has resulted in the downgrading of public

⁶ <https://www.qldc.govt.nz/your-council/council-documents/queenstown-lakes-spatial-plan/>

⁷ <https://www.qldc.govt.nz/community/community-research/>

⁸ [1a-proposal-final-for-review.pdf](#) at page 27.

transport trials for commuters from Alexandra and Cromwell to Queenstown to an investigation in the draft ORC Annual Plan, and this initiative's subsequent inclusion in the regional deal application.

3.0 QLDC and the Wānaka Upper Clutha Community Board strongly urge ORC to reconsider the proposed removal of the business case for public transport in the Upper Clutha

- 3.1 QLDC commends ORC for responding to submissions received to its draft LTP 2024-34 and agreeing to a business case for Upper Clutha public transport in its final LTP rather than further trials. A business case would build on the information and data collected in previous trials and move a step closer to putting services in place. The proposal in the draft Annual Plan to now remove the business case is strongly opposed by Council and the Wānaka Upper Clutha Community Board (WUCCB).
- 3.2 As has been evident for many years, there is a strong case for the provision of public transport in the Upper Clutha due to its rapid and prolonged growth. The Wanaka-Upper Clutha ward has been the fastest growing ward in Otago since 2018, and this theme is projected to continue. The table below shows the growth of this ward in relation to the rest of the Otago region.

Table 2: Growth per annum 2018-2024 for wards in the Otago region⁹.

Ward	Growth per annum 2018-2024
Wānaka-Upper Clutha	5.0%
Queenstown-Whakatipu	3.3%
Arrowtown-Kawarau	2.3%
Cromwell	4.5%
Vincent	2.2%
Maniototo	1.5%
Teviot Valley	0.7%
West Otago	0.8%
Clinton	1.4%
Lawrence-Tuapeka	1.0%
Balclutha	0.8%
Catlins	1.3%
Bruce	1.4%
Kaitanga-Matau	1.2%
Clutha Valley	1.6%
Dunedin City	0.6%

- 3.3 QLDCs Spatial Plan enables growth in Upper Clutha to occur in a way that supports a public transport network, and recognises the need for sub-regional public transport or on demand services. The lack of co-funding by central government for a business case is acknowledged. However, QLDC reiterates that the current demand-led public transport provision must be replaced with a customer-centric approach that drives behaviour change. This will be delayed further if public transport initiatives in the areas of the region with the fastest rates of growth are scaled back.
- 3.4 The costs to the community of delaying this work outweigh the funding shortfall. It remains the recommendation from QLDC and the WUCCB that ORC work with QLDC towards the commencement of Upper Clutha public transport services in year four of the LTP, and that the service initially focuses on transport between Hāwea, Wānaka and Luggate. On demand service in the Wānaka urban area should be

⁹ Statistics New Zealand estimated resident populations.

considered and is consistent with the findings of trials. Failure to proceed with a business case in 2025-26 will further jeopardise the ability of the Upper Clutha to grow well.

4.0 The scaling back of public transport investment for ferry services on Lake Whakatipu is not supported

- 4.1 The removal of planned ferry service improvements from the ORC Long Term Plan is not supported. QLDC considers this a missed opportunity to extend ferry services to address Queenstown's congestion challenges in growth locations, such as to and from Jacks Point/Hanley's Farm (Southern Corridor) to the Queenstown town centre. The need for a better ferry service was a common theme in the written responses to the QLDC Quality of Life Survey in relation to transport¹⁰.
- 4.2 QLDC emphasises the significant urban growth pressures that the district is accommodating by way of its Spatial Plan and ongoing Proposed District Plan development. Priority development of future urban areas along the Southern Corridor and Ladies Mile in the Whakatipu Ward provide a strong basis for tailoring investment in public transport to meet the rapidly changing nature of transport needs in the QLD. In the absence of such proactive investment, recent positive gains may be lost and very difficult to regain.
- 4.3 Given the four-year span of work to improve the efficient and effective movement of traffic around the BP roundabout at Frankton (and to provide improved public transport interchange facilities), improving ferry services is an opportunity to ameliorate traffic delays due to this work programme.
- 4.4 QLDC considers that it is a priority for the ORC Annual Plan to address how public transport reliability through this area will be maintained throughout the period of work at the BP roundabout. It is critical that people and goods can continue to move through this area without significant additional congestion.

Recommendations:

R.1. QLDC urges ORC to reconsider the proposed removal of a business case for Upper Clutha public transport.

R.2. QLDC urges ORC to reconsider the proposed removal of planned ferry service improvements for the Whakatipu.

¹⁰ [Community Research - QLDC](#), There were 17 comments about the need for a better ferry service and 88 about the lack of public transport in the Upper Clutha.

Tuesday, April 15, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID	AP25-0043
Name	Brett Butland- PredatorFree 2050
Do you live in Otago?	<input type="button" value="Yes"/>
Which part of Otago do you live in?	<input type="text"/>
There is an opportunity to share your feedback with Councillors in person or via video link in May. Do you want to speak to your feedback?	<input type="button" value="Yes"/>

Hearings can be in person or online. We will contact you to arrange a time to speak. Hearings will be livestreamed.



Level 17, Spaces, 11 – 19 Customs St West, Auckland 1010
PO Box 106040, Auckland 1143
| www.pf2050.co.nz |

11 April 2025

Otago Regional Council
Private Bag 1954
Dunedin 9054

c/- email: AnnualPlan@orc.govt.nz

Tēnā koe

Submission on Annual Plan 2025/26, Large-Scale Environmental Fund

Introduction

In 2016, the New Zealand Government adopted a goal to eradicate possums, rats and mustelids from New Zealand by 2050. This work is strategically directed by the Department of Conservation and led to the establishment of Predator Free 2050 Limited in 2016 under Schedule 4A of the Public Finance Act 1989.

Predator Free 2050 Limited (PF2050 Ltd) is a small, Crown-owned, charitable company established for the purpose of contributing to the eradication of possums, rats and mustelids from New Zealand by 2050. We work in partnership with the Department of Conservation, large-scale predator elimination projects, researchers and innovators to focus on advancements to accelerate the elimination of possums, rats and mustelids outside the main conservation estate. These are food and fibre producing areas, backcountry, and urban land, where people live and work. We work with partners to focus priorities and make investments into breakthrough science, tool development and new tool adoption needed for success.

We are writing to express our **endorsement** for the Otago Regional Council's (ORC) proposed Large-Scale Environmental Fund initiative.

Background

PF2050 Ltd is a key part of the national team focused on removing all possums, rats and mustelids from New Zealand mainland by 2050.

Our role has five components. They are:

- support and fund large-scale predator elimination projects on urban and rural landscapes (many of these projects have R&D embedded within them)
- facilitate the development and testing of new tools which are scalable in rural and urban environments
- lead the investment in the breakthrough science most critically needed for the achievement of the PF2050 Goal
- leverage non-government funding into PF2050 Limited and the projects that the Company supports

- encourage Māori involvement in large-scale predator elimination projects.

PF2050 Ltd contracts and supports large-scale predator elimination projects across the country that collectively contribute towards the goal by unlocking cost-effective and scalable predator elimination techniques. Projects are selected for their ambition, uniqueness and value in contributing to the strategic direction of the PF2050 programme.

Discussion

Predator Free Dunedin (PFD) is one of the 18 large-scale landscape projects that we have co-funded since the projects' inception, and we have recently provided further funding to PFD for embedded R&D and field trialling a novel tool for mustelid elimination, reflecting PFD's key position at a national level.

Our national perspective allows us to see the broader implications and benefits of such a funding mechanism, especially within a region as crucial to New Zealand's biodiversity goals as Otago.

Supporting PFD's Success and Innovation

Otago is a critical region for biodiversity in New Zealand. We recognise PFD's significant achievements in developing and testing innovative techniques and strategies for predator elimination in the region. These innovations not only benefit Otago but are intentionally designed for sharing and adaptation across other projects nationwide. Their success on the Otago Peninsula, including near-elimination of possums, demonstrates their ability to deliver significant, measurable outcomes that contribute to New Zealand's Predator Free 2050 vision.

Cornerstone Funding Benefits

The ORC's Large-Scale Environmental Fund can act as cornerstone funding, which in turn can unlock additional funding from other sources, such as central government and private philanthropists. From our observations, we believe the Large Scale Environmental Fund can also maintain biodiversity, primary productivity, community and cultural gains, and enable needed eradication work to protect and sustain wildlife. This cornerstone funding would strongly assist with reaching biodiversity goals.

Since 2018 funding from PF2050 Ltd has required co-funding from projects such as PFD, and we anticipate this requirement continuing into the future. Future funding from PF2050 Ltd to projects such as PFD – and thus the project's continuation - are reliant on access to regional funding such as the Large-Scale Environmental Fund.

Advocating for Inclusive Access to Funding

We suggest that this fund be accessible to a wide range of organizations, including independent community-led initiatives. Projects such as PFD's predator free operations in Dunedin are established, stable and successful – access to this funding is critical to ensure project investments are not lost, and that the significant biodiversity, community and economic wins are retained and built on.

Submission

Our submission is that:

- Predator Free 2050 Limited **supports** the Otago Regional Council's proposed Large-Scale Environmental Fund initiative.

- The Large-Scale Environmental Fund should align with ORC's strategic priorities to maximize its impact, be agile, encourage other co-funding and foster innovation.
- That this fund operates independently of existing ORC workstreams, allowing for diverse approaches and community-led initiatives to flourish.
- We seek the opportunity to be heard when submissions are processed.

We acknowledge Otago Regional Council's leadership position in environmental stewardship, and the establishment of the Large-Scale Environmental Fund will be essential to achieving Otago's conservation goals. Strategic and sustained investment in large-scale environmental initiatives is vital to create lasting change and transformative action at place to ensure long-term health of ecosystems, including the elimination of introduced predators.

Ngā mihi,

A handwritten signature in blue ink, consisting of a series of loops and a long horizontal stroke extending to the right.

Rob Forlong
Chief Executive Officer

Monday, April 14, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID

AP25-0041

Name

Rachel Elder - Dunedin Tracks Network Trust

Do you live in Otago?

Yes

Which part of Otago do you live in?

There is an opportunity to share your feedback with Councillors in person or via video link in May. Do you want to speak to your feedback?

Yes

Hearings can be in person or online. We will contact you to arrange a time to speak. Hearings will be livestreamed.

Do you have feedback on Otago Regional Council's Annual Plan?

See Attached submission

Do you have feedback about the fees and charges proposed from 1 July 2025?

See Attached submission

Dunedin Tracks Network Trust (operating as Dunedin Track and Trails) Submission to the ORC's Annual Plan

We note that the funding for Dunedin Tracks and Trails \$50k does not appear in the budget for 2025/26. We request the council amends the budget to include the funding allocated to this project in the long-term plan, year two. Funding for preconstruction cost is the most difficult to obtain. The already allocated funds would allow the trust and our partners to work towards landowner easement, design and consents so we are "shovel ready" for further funding and build.

We are also seeking clarification of the use of these funds. Your letter 30 July 2024 states the funds were "for prebuild design and consenting work for parts of the Coastal Communities Cycle Connection." Is this the only trail they can be spent on? The ORC has agreed to use of the stop banks for shared use pathways, planning is well underway for Mosgiel to Outram, a trail that will also need resource consent.

Dunedin Tracks and Trails

As trails trust our vision is for Otepoti Dunedin: the Hub of Otago's Trail network.

We are supporting the Taieri Trail and the Coastal Communities Cycleway Connection to achieve trails from Mosgiel to Waiholā and Dunedin to Waikouaiti.

Both trails are supported by their Community Boards and considerable volunteer hours, trail planning and fundraising has enabled much progress to be made.

We thank the Otago Regional Council, in anticipation of ongoing support, for their support so far – especially enabling the use of stop banks for walking and cycling trails.

To progress these trails to "shovel ready" we need support in the form of some base funding. This will enable us to get our trails "Shovel Ready" and also attract co-funding from other organisations, trusts and charities.

We submit:

- . that the ORC investigates supporting an Otago Walking/Cycling Strategy/Plan/Business Case
- . that they support the Tunnels Trail to be completed
- . that they support the gaps in the Otago trails network being filled
- . That they contribute \$50,000 per annum to the Dunedin Tracks Network Trust to enable them to fill the gaps between Waiholā and Mosgiel and Port Chalmers to Waikouaiti

From your plan.

"Our environments and communities are healthy and connected."

Otago and Southland's Toanga/Treasure are its outstanding landscapes from our majestic mountains to our mighty rivers flowing down through intriguing and varied landscapes and lowlands to our wonderful coastal areas with harbours, inlets and wonderful beaches.

Transport

Otago has an integrated transport system that contributes to the accessibility and connectivity of our community, reduces congestion and supports community wellbeing aspirations.

Otago's Great rides constitutes the largest network of off-road shared trails of any region and an active transport route across the Otago.

Otago and Southland are home to the Alps to Ocean, Lake Dunstan, Otago Central Rail Trail, Roxburgh Gorge Trail, Gold Trail, Queenstown Trail and Around the Mountains Trails. Thanks to the vision of many Otago is home to 7 of New Zealand's 23 great rides. Dunedin is also home to Te Aka Otakau – a top New Zealand urban and harbourside ride.

With the Kawerau Gorge and the Roxburgh Gorge gaps in the trail network well under way there will be a fully connected off-road trail all the way from Queenstown to Waihola.

Otago is in the unique position of having the potential to have a fully connected off-road trails network that connects the whole region should the gaps in the trails be completed.

A fully connected trail network would strengthen the regions reputation as a top walking and cycling destination in the world and create a regional spread of tourism as well as creating active transport, health and well-being, fun and adventure for the communities they pass through. It will also contribute to the regions carbon zero goals.

The Otago/Southland Regional Land Transport Plan supports Active Transport and filling the Gaps in the Network of The Great Rides



A top Otago Regional priority is for a well-connected region.

30 July 2024
Dunedin Tracks and Trails



Dear Sarah Davie-Nitis

Thank you for your submission on the Otago Regional Council's draft Long-Term Plan 2024-34 (LTP). We value the community feedback on the draft plan.

Around 400 submissions were made on the draft plan, with feedback and ideas helping Councillors to identify what the community wants to inform decision-making.

Reflecting on feedback, Councillors made changes to some proposals while others will proceed as planned.

Submissions were considered by Councillors on 29-30 May, followed by adoption of the LTP at the 26 June Council meeting. The plan came into effect on 1 July 2024.

We acknowledge the consultation document topics that you provided feedback on and respond as follows:

ORC's must-do work

Transport

The Consultation Document included the topic of 'active transport' (e.g. cycling, walking), and exploring new services by: investigating and trialling public transport in Ōamaru; Alexandra, Clyde, Cromwell to Queenstown; Balclutha to Dunedin (including airport); and Wānaka.

Feedback provided mixed support including: requests for new services at both local, across Otago and beyond; and concerns about the affordability and timing of expanding public transport networks.

After consideration of feedback, Council decided to add the following to the planned programme of work:

- **Upper Clutha business case instead of the proposed Wānaka trial. The costs of the business case will be brought forward to year 1 and funded by an Otago wide rate.**
- **Investigate the feasibility of incorporating an Ōamaru-Dunedin trial service within the planned (year 2 and 3) and Ōamaru on-demand service trial.**
- **Contribute \$50,000 to Dunedin Trails Network Trust for pre-build design and consenting work for parts of the Coastal Communities Cycle Connection.**

Once again, thank you for participating in this process. We look forward to delivering on the LTP.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "Nick Donnelly".

Nick Donnelly
General Manager Finance