

Finance Committee Agenda - 27 May 2025

Meeting conducted in the Council Chamber at Lvl 2, Philip Laing House
144 Rattray St, Dunedin Live streamed at on the [ORC YouTube Channel](#)



- Members:
- Cr Kevin Malcolm (Co-Chair)
 - Cr Tim Mepham (Co-Chair)
 - Cr Alexa Forbes
 - Cr Gary Kelliher
 - Cr Michael Laws
 - Cr Lloyd McCall
 - Cr Andrew Noone
 - Cr Gretchen Robertson
 - Cr Alan Somerville
 - Cr Elliot Weir
 - Cr Kate Wilson

Senior Officer: Richard Saunders Chief Executive

Meeting Support: Kylie Darragh, Governance Support Officer

27 May 2025 10:00 AM

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1. WELCOME	
2. APOLOGIES	
There were no apologies received at the time of the agenda publication.	
3. CONFIRMATION OF AGENDA	
Note: Any additions must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.	
4. DECLARATIONS OF INTEREST	
Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have. Councillor Register of Interests is published to the ORC website.	
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6. CLOSURE

5.1. Annual Plan 2025-26 Deliberations and Recommendations

Prepared for: Council

Report No. GOV2557

Activity: Governance Report

Author: Jasmin Lamorie, Senior Corporate Planner

Endorsed by: Amanda Vercoe, General Manager Strategy and Customer
Nick Donnelly, General Manager Finance

Date: 27 May 2025

PURPOSE

- [1] The purpose of this report is to support deliberation on public feedback to the Otago Regional Council's draft Annual Plan 2025-26. This report enables the Council to consider and direct on final adjustments to the draft financial forecasts and work programme. Staff will then complete the Annual Plan for Council adoption at its 25 June 2025 meeting.

EXECUTIVE SUMMARY

- [2] On 19 February 2025 Council agreed a position on the draft financial estimates and associated work programme for the purpose of engaging with the community, and as a critical step towards finalising the Annual Plan 2025-26 (the Plan). The draft position largely reflected year two of the adopted Long-Term Plan (LTP), with some changes related to transport, and flood protection and drainage work programmes.
- [3] The community was invited to provide feedback on the draft Plan from 17 March - 15 April 2025. There were 51 submissions received during this period. Submissions included feedback on the draft Plan, policy recommendations, fees and charges feedback, and service requests.
- [4] This report enables Council to consider the feedback and direct staff on a final position for the Annual Plan 2025-26. After reviewing the relevant submissions staff have provided a response and recommendation. Some of the requests for additional levels of service, are able to be addressed within planned programmes and resourcing, whilst other requests would require additional resourcing if they were to be progressed.
- [5] Council staff have not recommended any changes to draft Annual Plan budgets or associated work programmes for 2025-26 due to the broad alignment between the submission feedback and the draft Plan.
- [6] Submissions expressed a range of views, some were supportive of the planned programme and associated rates, several submitted that rates should be reduced, while others suggested taking different approaches to how ORC funds work programmes. Around half of the submissions were requesting that the Council do more, particularly in Transport.

- [7] There is a range of topics covered in submissions with around 60% providing feedback related to Transport, 18% wanted rates or expenditure to be reduced and 18% showing support for the new Environmental Fund.
- [8] Refinements to the Annual Plan service measures and targets for 2025-26 were identified in the report to Council on 19 February 2025. Staff have subsequently suggested some further updates to more accurately reflect work programmes and timings of Council processes and decision-making mechanisms.
- [9] The financial estimates approved in February 2025 for consultation have been reviewed. While no changes have been proposed to the underlying work programmes some financial amendments have been identified during ongoing reviews of the annual plan model and current financial year financial results. These amendments include additional transport costs and deferred Land and Water Regional Plan expenditure that has been identified in the current 2024-25 financial year forecast reported to Council on 22 May 2025.
- [10] Details of these amendments, the funding impact and options for Council to consider are provided later in this paper.

RECOMMENDATION

That the Committee:

- 1) **Notes** the public feedback on the Otago Regional Council Draft Annual Plan 2025-26.
- 2) **Deliberates** on the public submissions to the Otago Regional Council Annual Plan 2025-26 process.
- 3) **Directs** Council staff on any changes required to the draft financial forecasts 2025-26 and work programme for inclusion in Annual Plan 2025-26, to be presented for Council adoption at its 25 June 2025 meeting including:
 - a. Reserve funding \$700,000 of Land and Water Regional Plan expenditure (carried forward from the 2024-25 financial year).
 - b. Rate funding or reserve funding additional expenditure in Public Transport Dunedin.
 - c. Reserve funding additional expenditure in Public Transport Whakatipu (carried forward from the 2024-25 financial year).
 - d. Any other amendments.
- 4) **Notes** that the Council rates resolution will be provided to the 25 June 2025 Council meeting, following adoption of the Annual Plan 2025-26.

BACKGROUND

- [11] This Annual Plan process has reviewed the adopted Long-Term Plan (LTP) year two financial estimates and associated activity. During this process Councillors have received workshops considering information about the work programmes and associated financial estimates for the LTP year two, 2025-26.
- [12] The Finance Committee at its 19 February 2025 meeting approved the draft financial estimates and the associated work programme as a basis for community consultation.

The draft position for 2025-26 indicated no significant change to the LTP and Council's intention to largely stick with the services and service levels as planned, with some changes to Transport and Flood protection and drainage work programmes.

- [13] The draft position reflected the decisions made by Council at its 20 November 2024 meeting in relation to the Transport work programmes/projects which did not receive funding through the National Land Transport Fund and the impact on rates, service delivery and infrastructure.

Annual Plan Development

- [14] In developing the draft plan staff have worked to ensure budgets for year two were achieving operational efficiencies. Presentations were provided to Councillors at workshops in October, December and February and included information such as:
- a. Overview of relationship between the Long-Term Plan and draft financial estimates and work programme,
 - b. Key activities that have created the changes to proposed general rate and targeted rates,
 - c. Transport funding changes and impacts on planned work programmes,
 - d. Proposed changes to Fees and Charges,
 - e. Summary of current budget expenditure,
 - f. Options available to Council to reduce funding requirements from the levels approved in year two of the LTP.
- [15] A draft position on adjustments to the LTP work programme and financial estimates for the 2025-26 financial year (year two) was approved at the 19 February 2025 Council meeting.

Financial Context

- [16] The draft position, as consulted, reflected an overall rates increase of 7.8% for the 2025-26 year, which is less than the 13.8% increase for included in year two of the LTP. The lower rates requirement is due to a combination of planned public transport upgrades in Dunedin and regions not going ahead, work to gain efficiencies, reduced inflation costs, decreases and deferral of work some programmes, and an increase in the dividend received from Port Otago.

Operating Expenditure

- [17] The draft position for 2025-26 reflected a total operating expenditure of \$137.89 million, which was a decrease of \$6.07 million against the estimated LTP Year two (2025-26) spend. This also reflects a planned increase of \$6.83 million from the current year LTP Year one (2024-25) budget.

[18] Table 1: Annual Plan 2025-26 expenditure – compared to current year LTP Year one (2024-25) and LTP Year two (2025-26) estimates.

OPERATING EXPENDITURE	AP 23/24	LTP1 24/25	LTP2 25/26	AP 25/26	Mvt 25/26
Governance & Community	8,649	13,343	15,165	15,554	388
Regional Planning	3,071	2,925	3,066	3,157	91
Regulatory	14,214	12,568	13,846	14,232	386
Regional Leadership	25,934	28,836	32,077	32,943	866
Land & Water	19,713	20,140	21,875	20,358	(1,517)
Biodiversity & Biosecurity	10,436	8,955	12,013	12,024	11
Air	894	1,377	1,792	1,773	(19)
Environment	31,042	30,472	35,680	34,155	(1,524)
Climate Change & Hazards	3,555	3,524	3,454	3,445	(10)
Emergency Mgt	3,497	3,730	4,018	4,013	(5)
Flood & Rivers	10,438	11,191	13,579	12,255	(1,324)
Safety & Resilience	17,489	18,445	21,052	19,713	(1,339)
Regional Transport Planning	308	707	714	698	(16)
STEDS	177	168	172	172	(1)
PT Dunedin	23,182	26,228	29,238	26,292	(2,945)
PT Queenstown	10,532	12,573	12,201	11,967	(233)
PT Other	1,919	2,274	3,670	2,190	(1,480)
Transport	36,118	41,950	45,995	41,319	(4,676)
Internal - X	9,510	9,434	7,373	7,373	()
Internal - Z	1,228	1,923	1,781	2,386	604
Internal	10,738	11,357	9,154	9,759	604
TOTAL EXPENDITURE	121,323	131,060	143,958	137,888	(6,069)
Movement \$		9,737	12,898	6,828	
Movement %		8.0%	9.8%	5.2%	

Operating Funding

[19] The associated total rates for the draft Annual Plan 2025-26 was \$69.95 million, which was a decrease of \$3.87 million against the estimated LTP Year two (2025-26) spend and an increase of \$5.06 million from the current year LTP Year one (2024-25) budget. This equates to a decrease of 6% against the estimated LTP Year two (2025-26) spend and an increase of 7.8% against the total rates for the current year LTP Year one (2024-25).

[20] Table 2 and 3, show the draft Annual Plan 2025-26 funding compared to current year LTP Year one (2024-25) and LTP Year two (2025-26) estimates and the percentage change in operating funding.

OPERATING FUNDING - \$	AP 23/24	LTP1 24/25	LTP2 25/26	AP 25/26	Mvt 25/26
General Rates	28,263	29,046	32,143	31,543	(599)
Targeted Rates	27,515	35,846	41,680	38,411	(3,270)
Total Rates	55,778	64,893	73,823	69,954	(3,869)
Grants	20,497	21,991	23,814	23,399	(415)
Fees & Charges	5,951	4,364	4,729	4,883	155
Bus Fares	6,100	6,969	7,541	7,040	(501)
Other Income	7,468	3,167	6,739	6,684	(55)
Dividends	15,000	18,000	20,000	20,000	
Interest & Other Gains	11,345	11,088	8,738	8,696	(41)
Reserves	(815)	588	(1,425)	(2,768)	(1,343)
Total Non Rates	65,545	66,167	70,134	67,934	(2,200)
TOTAL REVENUE	121,323	131,060	143,958	137,888	(6,069)

OPERATING FUNDING - %	AP 23/24	LTP1 24/25	LTP2 25/26	AP 25/26	Mvt 25/26
General Rates		2.8%	10.7%	8.6%	-2.1%
Targeted Rates		30.3%	16.3%	7.2%	-9.1%
Total Rates		16.3%	13.8%	7.8%	-6.0%
Grants		7.3%	8.3%	6.4%	-1.9%
Fees & Charges		-26.7%	8.4%	11.9%	3.5%
Bus Fares		14.2%	8.2%	1.0%	-7.2%
Other Income		-57.6%	112.8%	111.1%	-1.7%
Dividends		20.0%	11.1%	11.1%	0.0%
Interest & Other Gains		-2.3%	-21.2%	-21.6%	-0.4%
Reserves		-172.1%	-342.5%	-571.1%	-228.6%
Total Non Rates		0.9%	6.0%	2.7%	-3.3%
TOTAL REVENUE		8.0%	9.8%	5.2%	-4.6%

Consultation and Engagement

[21] This draft position largely reflected year two of the Council's adopted Long-Term Plan 2024-34; the adjustments did not represent significant or material change, there was no legal requirement to publicly consult. Council, however, decided to engage proactively with the community and seek feedback on the draft financial estimates and associated work programme for 2025-26. At its 19 February 2025 meeting Council approved a consultation approach, endorsed supporting material for community engagement and directed staff to begin engagement.

- [22] Community engagement commenced on 17 March 2025 and ran for four weeks, concluding on 15 April 2025. The community was invited to provide feedback through the Council's YourSay. Platform.
- [23] Information was made available to the community via Te Mātāpuna, community newsletters, newspaper adverts and through an online campaign, which included paid social media advertising and direct emails to strategic stakeholders.
- [24] The community engagement material included a summary of the proposed rating changes, the public transport changes, the new large-scale environmental fund, changes to flood protection and drainage work programmes, and links to information on proposed changes to fees and charges.
- [25] In addition to the summary information on the webpage there were links online to the:
 - a. Draft Annual Plan 2025-26
 - b. Online rates estimator
 - c. Fees and charges webpage
 - d. Draft Regional Public Transport Plan
 - e. Annual Plan feedback/submission form
- [26] The Annual Plan submission form asked for feedback on the draft Annual Plan 2025-26 generally, and also for feedback on the proposed changes to the schedule of fees and charges specifically.

DISCUSSION

Submission Summary

- [27] Submission mechanisms - There were 51 submissions on the draft Annual Plan 2025-26, with 42 submitting through the online portal and nine entering submissions via email. One submission was subsequently withdrawn. A third of submitters provided letters or supporting documents outlining their feedback to Council. There were no hard copy submissions received. Around a quarter submitted on behalf of organisations. Twelve submitters have requested the opportunity to speak to Councillors at the Annual Plan Hearings on 27 May 2025.
- [28] Geographic spread - Submissions were received from across the region and the geographic spread of submitters was broadly reflective of Otago's population spread across territorial authorities with 54% of submissions coming from Dunedin, 19% from Queenstown lakes, 13% from Waitaki, 8% from Clutha and 6% from Central Otago.
- [29] Informal Engagement - There was relatively low engagement with the Annual Plan 2025-26 social media campaign. Annual Plan related posts reached close to 300,000 social media accounts and had over 500,000 views. Paid and organic (non-paid) posts received a total of 22 comments and 68 reactions. There were a range of comments with some indicating that ORC should spend less and is wasting money, while others indicated confusion around ORC's role and the role of Territorial Authorities.
- [30] Submission sentiment - As in other years, the submissions we received on the draft Annual Plan covered a range of themes and reflected a variety of sentiment. Some submitters were in support of the planned programmes, draft budgets and rates, while

others wanted ORC to do more. There were some who wanted ORC to reduce some work programmes, reduce spend and lower the rating impact.

- [31] Submission topics - A range of topics were covered in submissions. Transport was the activity that received the most feedback, with 29 submissions commenting on Transport programmes or funding. The majority of these submissions were asking Council to do more and provide additional services, infrastructure or funding. There were 16 submissions advocating for Council to provide/fund more cycle trails, others wanted Council to reconsider the public transport services that are no longer in the Plan for 2025-26, notable the Wānaka/Upper Clutha trial and the Ōamaru-Dunedin service.
- [32] Other topics with high numbers of submissions included the new environmental fund, which was commented on by 11 submitters, with the majority in support. 13 submitters provided feedback on rates or expenditure, with the majority wanting these to be reduced, some submitters were asking for efficiencies or suggesting a different approach to funding.
- [33] Feedback was also received on other topics such as the Biodiversity Strategy, climate change, flood protection and river management, pollution response and catchment plans, however there was fewer than 10 submissions on each of these areas.
- [34] Service and funding requests – Submissions included a range of requests. Some of the requests for additional levels of service, are able to be addressed within the planned programmes and resourcing, whilst other requests would require additional resourcing if they were to be progressed. After considering community feedback staff have not recommended changes to draft Annual Plan budgets or associated work programmes for 2025-26.
- [35] Fees and charges - There were 16 submissions which provided feedback on the proposed changes to the schedule of fees and charges, with a range of perspectives expressed. However, it was unclear in a number of the submissions if the comments were related to the schedule of fees and charges or to funding more generally; three specifically referenced rates. Staff have not recommended any changes to the proposed schedule of fees and charges as a result of the feedback received.
- [36] Attachments to this report provide the full submission detail to support deliberations. Attachments include:
 - a. Annual Plan hearings schedule and booklet.
 - b. Full submission booklet – a compilation of all the formal consultation feedback received, including attached/uploaded letters.
 - c. Service and funding requests, policy recommendations and staff responses - a tabular extraction of the submissions, to enable staff review and response to all submitted service and funding requests, and policy recommendations. This table includes the associated staff commentary and recommended action for each item.
 - d. Fees and Charges feedback and staff responses - a tabular extraction of the submissions, to enable staff review and response to all submitted fees and charges feedback. This table includes the associated staff commentary, noting no changes where subsequently recommended.
- [37] Council should consider requests from the community within the broader context of:

- a. Council's adopted LTP and the direction and priorities within it.
- b. Impacts and considerations regarding the council organisation e.g., capacity, existing commitments, and legal functions and duties.
- c. Current political preferences and perception.

Service Measures and Targets

- [38] As reported to the 19 February 2025 Council meeting there have been refinements made to some of the LTP statements of the intended level of service. The rationale for amendments included enabling more effective and accurate reporting, providing more realistic targets and revised timing of planned work programmes, such as the Land and Water Regional Plan.
- [39] The majority of the proposed changes were included in the February report and have been included in the draft Annual Plan which was available to the public as part of the community consultation material on the Council's website. There are three additional proposed changes which were not included in the February report. These are updated timeframes for the Regional Plan Air and the Regional Air Strategy, due to Council decision in March 2025, and a reduction of the river management target to 98% of issues responded to within 20 days. This is a more realistic target which accounts for the high volume of responses required after flood events.
- [40] Levels of service, measures and targets will be included in the Annual Plan 2025-26, which will be presented to Council for adoption in June 2025.

Regional Public Transport Plan

- [41] There are overlaps between the recent consultation on the draft Regional Public Transport Plan 2025-2035 (RPTP) and the Annual Plan process, particularly in relation to private share and service provision. Changes to fares, concessions, fare structure, or service provision may have impacts on rates and service levels.
- [42] The RPTP community consultation ran from 24 March – 2 May 2025 and over 500 submissions were received. RPTP Hearings Panel deliberations were held on 19 May 2025 and a summary of recommendations from the Panel will be made available to Councillors for Annual Plan deliberations. This will provide Council with additional context for decision-making related to transport work programmes and budgets.
- [43] The key aspects from the RPTP process which relate to Annual Plan processes are:
 - a. Base fares
 - b. Concession fares – in particular child and youth rates
 - c. Zone fare structure – multi-zone fares
 - d. Total mobility scheme
 - e. Impact on private share
- [44] A recommending report from the RPTP Hearings Panel is expected to be presented to Council at its 25 June 2025 for considerations and adoption. Staff do not intend to alter the 2025/26 Annual Plan on the basis of RPTP decisions. Any decisions made by Council in June will be updated in the 2026/27 Annual Plan.

Updated Financial Estimates

- [45] Ongoing review of the current 2024-25 year financial results has identified two material items that require amendments to the draft Annual Plan financial estimates from those presented in February 2025. Both of these items were noted in the Q3 Financial Reporting provided to the Finance Committee on 22 May 2025.
- [46] Item one relates to a forecast underspend of \$700,00 in Land and Water Regional Planning. This underspend was already identified and \$425,000 was carried forward to 2025-26 in the draft estimates as a carry forward surplus. The latest 2024-25 forecast estimates this will increase to \$700,000 at year end and the additional \$275,000 has been added to be reserve funded in 2025-26.
- [47] Item two relates to additional Public Transport (PT) bus contract costs and CPI bus indexation costs that were not included in the LTP. These costs have been added to PT Dunedin (+\$3.2 million) and Queenstown (+\$0.6 million). Queenstown also has new services contracted to commence on 1-July-2025 (+\$1.2 million). These service improvements were part of a larger service improvement cost increase included in year three of the LTP.

- [48] Table 4 Revised operating expenditure:

OPERATING EXPENDITURE	AP 23/24	LTP1 24/25	AP 25/26	UPDATED AP 25/26
Governance & Community	8,649	13,343	15,554	15,529
Regional Planning	3,071	2,925	3,157	3,152
Regulatory	14,214	12,568	14,232	14,188
Regional Leadership	25,934	28,836	32,943	32,870
Land & Water	19,713	20,140	20,358	20,138
Biodiversity & Biosecurity	10,436	8,955	12,024	12,001
Air	894	1,377	1,773	1,770
Environment	31,042	30,472	34,155	33,909
Climate Change & Hazards	3,555	3,524	3,445	3,440
Emergency Mgt	3,497	3,730	4,013	4,004
Flood & Rivers	10,438	11,191	12,255	12,194
Safety & Resilience	17,489	18,445	19,713	19,638
Regional Transport Planning	308	707	698	747
STEDS	177	168	172	172
PT Dunedin	23,182	26,228	26,292	29,431
PT Queenstown	10,532	12,573	11,967	13,898
PT Other	1,919	2,274	2,190	2,137
Transport	36,118	41,950	41,319	46,384
Internal	10,738	11,357	9,759	8,488
TOTAL EXPENDITURE	121,323	131,060	137,888	141,289
Movement \$		9,737	6,828	10,229
Movement %		8.0%	5.2%	7.8%

- [49] Table 4 shows PT Dunedin increasing from \$26.3 million to \$29.4 million and PT Queenstown increasing from \$12.0 million to \$13.9 million.
- [50] Other activities have adjusted slightly as the model and calculations have continued to be reviewed and refined but these changes do not relate to material changes to expenditure inputs or the financial results.

- [51] The additional bus service costs have been offset in the proposed budget by additional fare revenue and NZTA grant funding with the remaining net assumed to be rate funded.
- [52] Staff have identified that there will be a underspend at year end in both Queenstown and Dunedin due to the non-delivery of bus infrastructure improvements in the 2024/25 year. Council may choose to apply this underspend to offset some of the increase in operating costs identified above. Alternatively, this underspend could be held in reserves for its intended purpose of infrastructure improvements to support the two public transport networks.
- [53] In Queenstown most of that rate funding requirement could be met by carrying forward the surplus identified in the 2024-25 year and that is currently reflected in the proposed budget. Dunedin doesn't have a 2024-25 surplus and as a result there is a larger rates increase required for that adjustment. Note the use of 2024-25 surpluses needs to be confirmed by Council for inclusion in the final Annual Plan. Council may choose to apply this underspend as currently included in the proposed budget. Alternatively, this underspend could be held in reserves for its intended purpose of infrastructure improvements. This option would require increased rates or use of reserves in the Annual Plan 2025-26.
- [54] Table 5 Revised operating funding

OPERATING FUNDING - \$	AP 23/24	LTP1 24/25	AP 25/26	UPDATED AP 25/26
General Rates	28,263	29,046	31,543	31,453
Targeted Rates	27,515	35,846	38,411	39,362
Total Rates	55,778	64,893	69,954	70,815
Grants	20,497	21,991	23,399	25,164
Fees & Charges	5,951	4,364	4,883	5,103
Bus Fares	6,100	6,969	7,040	8,274
Other Income	7,468	3,167	6,684	6,606
Dividends	15,000	18,000	20,000	20,000
Interest & Other Gains	11,345	11,088	8,696	6,090
Reserves	(815)	588	(2,768)	(762)
Total Non Rates	65,545	66,167	67,934	70,475
TOTAL REVENUE	121,323	131,060	137,888	141,289

OPERATING FUNDING - %	AP 23/24	LTP1 24/25	AP 25/26	UPDATED AP 25/26
General Rates		2.8%	8.6%	8.3%
Targeted Rates		30.3%	7.2%	9.8%
Total Rates		16.3%	7.8%	9.1%
Grants		7.3%	6.4%	14.4%
Fees & Charges		-26.7%	11.9%	16.9%
Bus Fares		14.2%	1.0%	18.7%
Other Income		-57.6%	111.1%	108.6%
Dividends		20.0%	11.1%	11.1%
Interest & Other Gains		-2.3%	-21.6%	-45.1%
Reserves		-172.1%	-571.1%	-229.7%
Total Non Rates		0.9%	2.7%	6.5%
TOTAL REVENUE		8.0%	5.2%	7.8%

[55] Tables 5 shows revised rates of \$70.8 million which is a revised overall rates increase of 9.1%. This is an increase of 1.4% on the 7.8% included the February draft position.

[56] Table 6 Revised rates revenue:

RATES - \$	AP 23/24	LTP1 24/25	AP 25/26	UPDATED AP 25/26
1.0 General Rates	25,681	29,046	31,543	31,453
1.1 General Rate Central	187			
1.2 General Rate Clutha	278			
1.3 General Rate Dunedin	1,929			
1.5 General Rate Waitaki	187			
General Rates	28,263	29,046	31,543	31,453
2.1 Target Rate RM Central	360	498	508	512
2.2 Targeted Rate RM Clutha	420	443	485	485
2.3 Target Rate RM Dunedin	350	228	266	266
2.4/5 TargetRate RM Queenstow	730	509	567	567
2.5 TargetRate RM Waitaki	580	627	659	659
River Management	2,440	2,305	2,485	2,488
F 2 Leith	1,461	1,256	1,256	1,256
F 3 L Clutha Fld	1,050	1,034	1,102	1,102
F 4 L Taieri	1,050	1,044	1,073	1,073
F 5 W Taieri	820	828	869	869
F 6 E Taieri	640	646	685	685
F 7 Toko	170	140	154	154
Flood & Drainage	5,191	4,949	5,139	5,139
L 1 Biodiversity Implementation		1,406	3,778	3,777
L 2 Biosecurity	4,178	4,582	5,169	5,159
W 3 Freshwater Implementation	1,752	2,427	2,236	2,150
W 4 Enviromental Management		2,084	1,526	1,522
Environment	5,930	10,498	12,709	12,608
E 1 Emergency Mgt	3,336	3,730	4,013	4,004
R 2 Compliance Monitoring	210	210		
R 4 Harbours Mgt		839	885	884
Other	3,546	4,779	4,899	4,888
2.7 Target Rates Dn Trans	8,350	9,559	9,697	10,716
2.7 Target Rates Qn Trans	2,058	3,707	3,481	3,522
T 6 PT Other		49		
Transport	10,408	13,315	13,178	14,238
TOTAL RATES	55,778	64,893	69,954	70,815
			7.8%	9.1%

[57] Table 6 assumes the balance of additional bus service cost after additional fares and grants is rate funded. PT Dunedin targeted rates are required to increase \$1.0 million. PT Queenstown targeted rates increase \$41,000 as the proposed budget assumes \$550,000 of reserve funding is being carried forward from the 2024-25 year. Note the use of 2024-25 surpluses needs to be confirmed by Council. Council may choose to apply this underspend as currently included in the proposed budget. Alternatively, this underspend could be held in reserves for its intended purpose of infrastructure improvements. This option would require increased rates or use of reserves of up to \$550,000 in the Annual Plan 2025-26.

- [58] General rates decrease \$90,000. This includes an increase for the general rate allocation of the additional PT cost but this has been offset by the \$275,000 decrease in general rates from additional reserve funding being used for the Land and Water Regional Plan.
- [59] As the rates increase relates to the PT Dunedin targeted rate the impact will only affect Dunedin ratepayers, specifically those in the transport targeted rate area (approximately 50,000 of the 55,000 ratepayers in the district).
- [60] The impact of the 7.8% rates increase was included in the online rates estimator and examples of the rates increase for the median value property in each district was provided to Council in February and included in the consultation material.

- [61] Table 7 Median property rates examples (as per February draft 7.8% overall increase)

District	Median CV	Rates 2024/25 (Incl GST)	Rates 2025/26 (Incl GST)	Increase \$	Increase %
Central Otago	\$740,000	332.23	358.88	26.65	8.0%
Clutha	\$370,000	283.10	305.64	22.54	8.0%
Dunedin	\$590,000	410.54	436.00	25.46	6.2%
Queenstown	\$1,250,000	635.00	685.07	50.07	7.9%
Waitaki	\$430,000	258.93	274.34	15.41	6.0%

- [62] The impact of the revised financial estimates and rates increase have been calculated on an average basis below (averages have been used as the median examples require additional analysis through the rates modelling application).

- [63] Table 8 Average rates movement (based on revised 9.1% overall increase)

District	Average CV	Rates 2025/26 7.8% (Incl GST)	Draft 2025/26 9.1% (Incl GST)	Movement Draft vs Revised \$
Central Otago	\$1,201,000	496.57	494.90	-1.67
Clutha	\$919,000	546.28	544.73	-1.55
Dunedin	\$792,000	610.84	630.30	19.46
Queenstown	\$1,885,000	871.25	869.89	-1.37
Waitaki	\$738,000	386.72	385.40	-1.32
Total Region	\$1,118,000	638.89	646.75	7.86

- [64] Table 8 shows the revised financial estimates add an average rate amount of \$7.86 across the region compared to the estimates from February. This includes a \$19.46 increase in Dunedin with all other districts having decreases between \$1 and \$2.

OPTIONS

- [65] Options for Council to consider for managing the funding impact of the additional expenditure are:
- Fully rate fund – as per the revised tables above this would result in an overall rates increase of 9.1% (subject to other changes made during deliberations).
 - Fully reserve fund – leave rates as per consultation and reserve fund the additional rates requirement this year and recover in the following year.
 - Partially rate fund – increase rates to cover a portion of the increase this year, reserve funding the remainder to be rated the following year (note staff can model different options based on the direction of Councillors).

- d. Reduce expenditure to offset some or all of the increase – note depending on the activity where spend is reduced the rates impact will vary across districts and is unlikely to offset the PT increase in Dunedin (staff have a basic model and can estimate the impact of any potential expenditure decreases as those are considered during deliberations).

[66] Other considerations. As noted in paragraph 44, increases to fares have been consulted on as part of the RPTP but no increase in fare revenue as a result of this has been included in the Annual Plan at this point. If fares are increased there would be additional revenue generated which could offset the amount of reserve funding if that was used under options b. and c. above.

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [67] No specific considerations.
- [68] The delivery of Annual Plan work programmes gives effect to Council's strategic directions and makes progress towards achieving strategic goals.

Financial Considerations

- [69] The financial impact of motions that involve change to the draft estimates will be provided at the meeting.
- [70] The cumulative impact of motions that involve changes to the draft estimates and the funding position will also need to be considered. Staff will endeavour to provide an estimate of the funding impact at this meeting.

Significance and Engagement

- [71] The Council agreed that the draft financial estimates and work programme as consulted contained no significant change to its Long-Term Plan 2024-34.
- [72] The significance of any change to the draft financial estimates and work programme as consulted should be considered. The Council's policy reflects the legislative principles of acting in a transparent and accountable manner. The perception that a council's intentions are authentic and genuine regarding any consultation proposal is a foundation stone for local democracy.
- [73] Council should not introduce significant change to the draft estimates and associated work programme that hasn't been socialised with the community. Significance in this instance is a legal term and defined in practice by the Council's Significance and Engagement Policy. Broadly speaking, if there is potential for public interest in a matter (for various reasons) that has not been socialised, Council should proceed with political caution regarding any decisions made on that/those matter(s).

Legislative and Risk Considerations

- [74] The Annual Plan and associated finances are subject to legislative requirements.
- [75] External audit of the Annual Plan 2025-26 is not required. Council agreed at its 19 February 2025 meeting that the proposed adjustments to the Long-Term Plan 2024-2034, do not represent a significant or material change.

Climate Change Considerations

- [76] There are no specific considerations other than feedback to the Annual Plan process which includes comments and requests about the Council's climate change programme and approach.

Communications Considerations

- [77] Council sought community feedback on the draft Annual Plan 2025-26. A summary of decisions will be provided to those who submitted and will be made available on Council's website.

NEXT STEPS

- [78] The 25 June 2025 Council meeting is programmed for approving the Annual Plan 2025-26 and the rating resolution.
- [79] Council staff will implement the required changes to the draft Annual Plan between 29 May and 20 June 2025 and prepare the rating resolution based on the final funding requirements.
- [80] Following adoption of the Annual Plan 2025-26 staff will respond to those that provided feedback. Summarised Annual Plan information will also be made available on the Council's website.

ATTACHMENTS

1. Hearings schedule and booklet_ Annual Plan 2025-26 [**5.1.1** - 55 pages]
2. Annual Plan 25-26 Submission booklet FINAL [**5.1.2** - 127 pages]
3. Service and funding requests, policy recommendations and staff response Annual Plan 2025-26 [**5.1.3** - 17 pages]
4. Fees and charges feedback and staff response Annual Plan 2025-26 [**5.1.4** - 1 page]



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
12.40	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?	<input checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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.

Federated Farmers submission to Otago Regional Council – Annual Plan 2025-2026

- 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 checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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.

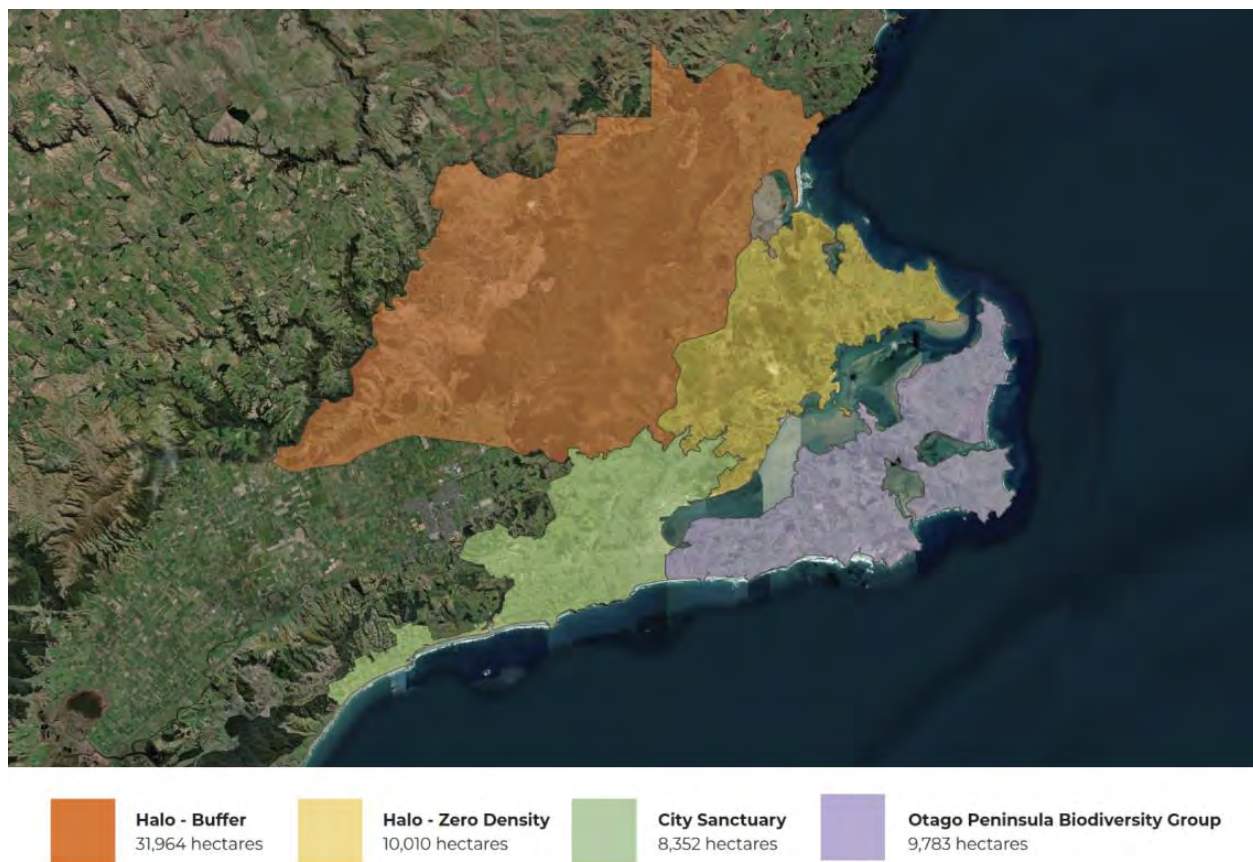


Figure 1. Map of Predator Free Dunedin operational area.

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 checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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

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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?	<input checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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 Middelmarsh 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.



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 checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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.

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



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.

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



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 checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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.

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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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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



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 checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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 checked="" type="checkbox"/> Yes

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



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www.qldc.govt.nz

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.

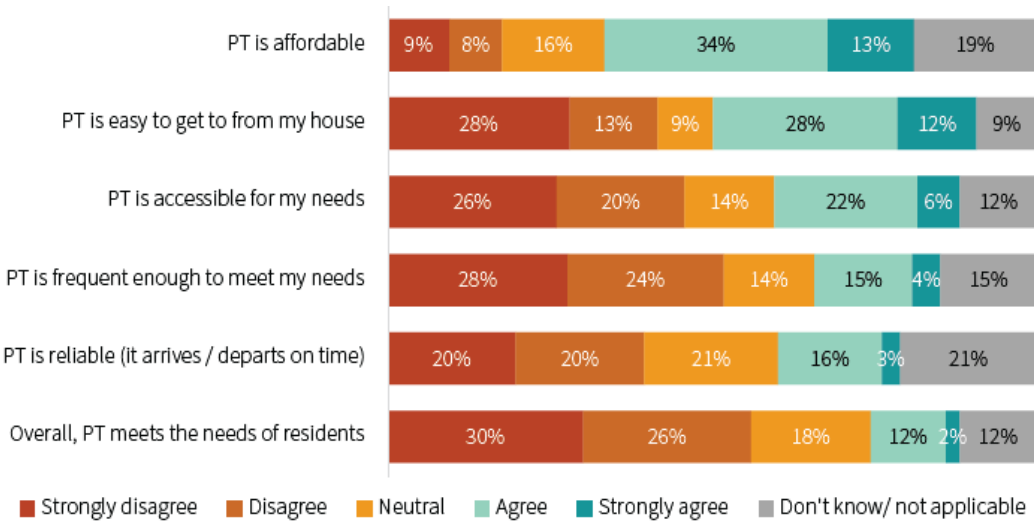
⁴ otago-region-ghg-profile-report_v4.pdf (orc.govt.nz).

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 checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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

| Predator Free 2050 Limited | Company Register. 6184367 | NZBN. 9429045852879 |

- 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?	<input checked="" type="checkbox"/> 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 checked="" type="checkbox"/> 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 Waihola 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 Waihola 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 Otakou – 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 black ink, appearing to read "Nick Donnelly".

Nick Donnelly
General Manager Finance



Otago
Regional
Council

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Otago
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Thursday, March 20, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0010

Name Peter Cameron

Do you live in Otago? ☒ Yes

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? ☐ No

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

Cut the woke.

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

Live within annual inflation



Thursday, March 20, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0011

Name Catkin Bartlett

Do you live in Otago? ☒ Yes

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? ☐ No

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

Public transport.

Please do everything you can to protect the \$2 fares in QT. I support an increase in rates for this because it benefits everyone if more people can use the bus.

Very pleased to hear about increased bus services.

Please consider extra buses from Remarks Park between 3pm and 4.30/ when flights arrive. Our children are reluctant to use the bus if they have lots of school bags because the bus is full from the flights.

Jacks Point bus- so many would use the bus if it were more often. There are a lot of families in Hanleys with a new baby and the mums can't go anywhere because they don't drive, they get a taxi or their partner takes a day off work to take them to an appointment.

Lake Hayes- so many mums say they would take the bus if it were more frequent, the risk of getting stuck is too much so they drive instead.

Arrowtown - QT route - clockwise and anticlockwise routes are desirable. This means people can travel easily between Frankton and Arthur's Point and probably means a more efficient service without buses having to turn around in Frankton.

I am very sorry that a Wanaka Public transport service is not going ahead. Connecting Hawea & Hawea Flats with Wanaka is so important. Again some new parents are feeling trapped in their homes if they are a one car family or don't drive.



Consider reviewing access to key community facilities and bus services in Wanaka. The only way to get to the new maternity unit in Albert Town is by car- there isn't even a footpath along the main road.

An option between Central Otago & QT. I would love to see this work and investing in this is very important. It needs to consider the workers shift patterns, consider collaboration with the big employers about how to meet the need g. aviation security, ka Huanui a Tahuna, schools.

The bus is not seen as being very desirable and there is stigma attached to it- a campaign to make it more COOL ☺ and images of mums with babies and children using the bus.- you can parent at the same time, babies can sleep and you don't need to put them in a car restraint, can breastfed and cuddle on the bus.

Perspex barriers for the bus drivers- they don't need customers being aggressive.

I support an attempt to provide bus services between centres and Dunedin, even if you don't get it right at first, you have to start somewhere. Please engage with the people who will be using it when designing it.

When can we have the bike racks back? Lots and lots of people are missing them.

I support the environmental fund- it help innovation and buy-in from people, gets people thinking and engaged.

I don't support further investment in flood protection schemes in rural settings. Rivers need to be allowed to flow where they need to go and we will not be able to contain them with climate change. I support the restoration of wetlands and using natural resources to manage flood risk in rural settings and the onus on property owners to build structures that can withstand flooding and business to adapt to work with the natural environment rather than controlling it which i think is a fools errand.

Yes please to catchment action plan (I think this is referring to water catchment areas) If we figure out how to protect our catchment areas and waterways we end up looking after everything else- biodiversity etc.

Pollution hotline is excellent. Thank you, responses to emails, even at the weekend has been less than an hour and the problem addressed quickly. Unfortunately sewage contamination of our waterways is far too frequent , I have reported 3 incidents in the last year of raw domestic sewage discharged directly into creeks in urban areas. I support a strategy of robust penalties on property owners and plumbers breaking the rules.

Thank you ORC you are doing a good job.

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

No



Friday, March 21, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0012

Name Gregory Kent

Do you live in Otago? ☒ Yes

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? ☐ No

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

ORC rates are already too high and Council should find efficiencies in order to NOT increase rates at all.

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

Yes there should be NO increase in fees and charges.



Friday, March 21, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0013

Name Paul Hayes

Do you live in Otago? ☒ Yes

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? ☐ No

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

I am writing to support the investigation of an Oamaru-Dunedin bus service instead of a round-Oamaru service.

People living in Oamaru and the wider Waitaki District frequently need to travel into Dunedin for health care, tertiary education, visiting friends and family, events, shopping, etc. Health needs in particular impact the elderly and often mean that the person receiving care is unable to drive themselves, even if a private car was available.

I believe a daily bus (ideally early and mid morning and mid and late afternoon) would be well utilised, would result in more equitable access to health care, and would cut down substantially on private car trips.



Saturday, March 22, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0015

Name Jeff Pohlmann

Do you live in Otago? ☒ Yes

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? ☐ No

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

Not so much feedback as a question: your March 2025 newsletter "The Source" shows on the front page, under Planned cost of work, a figure of \$32.94 million being for "Regional Leadership". What exactly do you mean by Regional Leadership? I looked elsewhere in the newsletter as well as the website but couldn't find anything further to this.
Explanation please.



Saturday, March 22, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0016

Name Kevin Dowling

Do you live in Otago? ☒ Yes

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? ☐ No

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

I see that the office rental has increased by what percentage. You take a large amount of money for the lower Clutha flood scheme but it appears that very little has been spent so where has this money gone. Why do we in the Clutha district have to contribute to the public transport in Dunedin and Queenstown. Has the CEO ever done a study on the efficiency of the council staff as the council looks top heavy compared to private enterprise. Try living on a fixed income when council rate increases have been out of control for a number of years now.



Sunday, March 23, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0017

Name Rob Thorp

Do you live in Otago? ☒ Yes

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? ☐ No

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

I am in [REDACTED] it appears we are grouped with Central Otago, not Queenstown this year. An increase of 8.02% being the highest increase overall is a joke, given the huge increase last year and inflation being at 2.2%. And stop forging on with your stupid water plans when the Govt has told you to stop because the settings will CHANGE!

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

This is ridiculous to add around 8% to upper clutha. We should not be paying your rental cost for your offices in other towns, nor should any of the upper clutha contributions go towards transport upgrades for Queenstown (who give zero back to Wanaka). Plus deferral of work programmes is not great without an actual rate reduction.



Monday, March 24, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0018

Name Ella Soroka

Do you live in Otago? ☒ Yes

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? ☐ No

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

If I should be conspiracy theorist I should to ask you about security lights all around our small town. What for they are? I should ask you about 5g towers if we have now optical cable internet. What for are they? I should to ask you about soooo many refugees every week in our small town near Dunedin. They are Muslims, Filipinos, Africans. I'm not against refugees, but they are taking work places and money for adoption. I couldn't get easy my son to visit me here. But they are coming very easy. Did you ask New Zealanders are they happy with this? If I should be conspiracy theorist I should to ask you why at Mosgiel aero club mostly at nights something is steaming. After we have a lot of clouds Sooo much questions. But I am not conspiracy theorist and try to believe you are doing all right with this crazy rates. Sent from my iPad



Friday, March 28, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0019

Name Helen McLagan

Do you live in Otago? ☒ Yes

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? ☐ No

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

I am very much in favour of the introduction of the environmental fund. I only wish it could be increased, because \$2,000,000 is surely insufficient for such important work.

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

Yes: the environmental fund should be increased.



Monday, March 31, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0020

Name Jobin Ji

Do you live in Otago? ☒ Yes

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? ☐ No

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

Not supportive to the change plan, it should be targeted to reduce the fees and charges due to current economic downturn.

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

Not supportive to the change plan, it should be targeted to reduce the fees and charges due to current economic downturn.



Monday, March 31, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0021

Name Cyrus Lim

Do you live in Otago? ☒ Yes

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? ☐ No

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

not agreeing to fund Queenstown's public transport from the rest of Otago towns. These public transport should be funded by the tourism and tourist related businesses.

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

It would be great if it can be controlled in around 4-5%.



Otago
Regional
Council

Monday, March 31, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0022

Name Baoping Du

Do you live in Otago? ☒ Yes

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? ☐ No

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

total ignorance of the people's living.
public transport plan can be postponed when economy back to healthy.
reduce the Environment fund, people in more important to animals

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

who ever made the proposal has total ignorance of the people's living.



Monday, March 31, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0023

Name Frank Li

Do you live in Otago? ☒ Yes

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? ☒ No

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

Budget Allocation and Spending Priorities

Some projects outlined in the plan appear to have high costs with unclear immediate benefits.

Can the Council provide a detailed breakdown of major spending areas, ensuring that funds are being used efficiently?

Are there cost-saving opportunities within Council operations that could offset the need for higher rates?

Alternative Suggestions
Gradual or Tiered Increases

If higher rates are necessary, could they be phased in over several years rather than applied all at once?

Increased Community Consultation

More transparent and resident-driven decision-making is needed before implementing significant financial changes.

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

Thank you for the opportunity to provide feedback on the proposed fees and charges for the 2025-2026 period. While I understand the need for cost recovery in delivering essential services, I have concerns regarding certain fee increases and their potential impact on residents.

Concerns About the Fee Increases



Affordability for Residents and Businesses

Many households and businesses are already facing rising costs due to inflation and economic pressures. Increasing council fees could add further financial strain, especially for small businesses and lower-income households.

Justification and Transparency

The proposed fee changes should include a more detailed explanation of why specific charges are increasing. Are these adjustments based on increased operational costs, inflation, or new service expansions?

Some fees appear to have increased significantly beyond inflation levels—what is the rationale for these adjustments?

Exploring Alternative Funding Sources

Before increasing fees, has the council explored cost-saving measures or alternative funding sources, such as government grants or efficiency improvements within existing services?

If higher fees are necessary, could they be introduced gradually instead of all at once to reduce the impact on residents?

Request for Consideration

I encourage the council to review these proposed increases with a focus on minimizing financial burdens on the community. A more transparent breakdown of cost justifications and alternative solutions would be beneficial in ensuring fairness and accountability.



Otago
Regional
Council

Thursday, April 3, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID

AP25-0024

Name

Otago Southland Rescue Helicopter Trust

Do you live in Otago?

Yes

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

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

Please refer attached letter



2 April 2025

To: Otago Regional Council

Thank you for the opportunity to submit to the 2025/26 Annual Plan.

The Otago Southland Rescue Helicopter Trust is responsible for raising community funds to support the provision of rescue helicopter services across our region. Our target is to raise a total of upwards of \$1,000,000 each year.

We greatly appreciate the long-term contribution from the Otago Regional Council towards this hefty community funding requirement.

The Otago Southland Rescue Helicopter Service provides a world class critical care response across the vast and geographically challenging area covered, taking care to patients in often remote and desperate situations and moving patients to the best point of definitive care for them.

The service provides a response to over 2,000 patients each year. The introduction of night vision goggles and, over more recent years, the development of instrument flight rules routes, means that it is now rare for flying conditions to prevent a response. These innovations have increased the numbers of missions attended, saving countless lives across the region with enhanced safety for patients and for the crews.

The Trust is proud to continue to co-fund, along with the Crown, the day-to-day operations of the service, as well as funding new and replacement medical and aeronautical equipment. There are more new innovations underway to further enhance the clinical response delivered and we are working with the operator of the service to provide funding support for those projects.

Thank you again for your support. We look forward to presenting to Council later this year.

Yours sincerely

Martin Dippie
Chair Otago Southland Rescue Helicopter Trust



Saturday, April 5, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0025

Name DONALD Gordon

Do you live in Otago? ☒ Yes ☐ No

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 ☒ No

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

We are pleased the Local Government Commission decided to increase Dunstan by one councillor and reduce Dunedin by one. Common sense has prevailed. There has been a big increase in ratepayers in Dunstan. Balclutha Milton and Mosgiel have been in the Molyneux Ward for years. Dunedin ward suck it up and please try and make decision that benefit the whole Otago region.

In regard to cost of work in budget the transport cost is huge. the costs should be reduced not increased. Interested to know what % of ratepayers use our transport system. Should this service not be provided by a private operator, run as a business paid by users. That is how ORC run pest control, which as we speak in rural areas is GETTING out of control.

Also in Planned cost of Work, if Corporate charges relate to administration, if so they need to be controlled and reduced immediately. Yours Donald & Joan Gordon



Saturday, April 5, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0026

Name Simon Telfer

Do you live in Otago? ☒ Yes

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? ☐ No

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

I am very disappointed with the lack of any substantive investment in to public transport in the Upper Clutha.

Given this ambivalence I will be strongly advocating for the responsibility for public transport to fall with the purview of the district rather than regional council.

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

No



Otago
Regional
Council

Wednesday, April 9, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0027

Name Dave George

Do you live in Otago? ☒ Yes

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? ☐ No

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

Please deal with the sewage crisis affecting the Shotover and Kawarau Rivers.

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

Reduce staff. Stop building palaces...



Thursday, April 10, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0028

Name Peter Dowden

Do you live in Otago? ☒ Yes

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? ☐ No

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

I support the investigations onto regional public transport, but I think they should include investigating synergies such as "codeshare" with existing commercial transport, and using spare capacity on existing worker transport eg Macraes Mine and Finegand freezing works buses. Wanaka should be included because the growth in this area will guarantee success and there are strong synergies with existing tourist services. I think the environmental fund should be supported and I think orc should rename itself Environment Otago to give focus to the organisation as its neighbouring councils have done.

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

Not really but I support user pays for commercial activities



Thursday, April 10, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0029

Name Heather Hay

Do you live in Otago? ☒ Yes

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? ☐ No

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

Just to say that I have read your Community News document and am happy with the decisions that you intend making for 2025/26.
The increased rates charge is reasonable for all the essential work that you will be doing for the residents of Otago.
Keep up the good work!

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

No addition to comments I have given above.



Otago
Regional
Council

Thursday, April 10, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID

AP25-0030

Name

Waitaki District Council

Do you live in Otago?

Yes

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?

No

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

Please see attached letter.

10 April 2025



The Chair
Otago Regional Council
Private Bag 1954
DUNEDIN 9054

AnnualPlan@orc.govt.nz

Phone +64 3 433 0300

Web www.waitaki.govt.nz

Office 20 Thames Street
Private Bag 50058
Oamaru 9444
Waitaki District
New Zealand

Dear Madam

Submission to Otago Regional Council 2025/26 Draft Annual Plan

Waitaki District Council (WDC) makes the following submissions in response to the Otago Regional Council's (ORC's) 2025/26 Draft Annual Plan:

Environment fund

- WDC supports the extra funding boost of \$2 million a year for the large-scale environmental fund to support communities improve their environment.

Transport

- WDC is disappointed that the public transport trial for Ōamaru is proposed to be cut because of co-funding gaps. We have strongly advocated to ORC for public transport opportunities in Ōamaru for some time. Efficient and affordable public transport services are a key outcome for transport in the region as it contributes to overall well-being, accessibility, and economic opportunities.
- WDC supports the investigation of an Ōamaru to Dunedin public transport service.

Regional planning

- WDC supports the development of a Regional Biodiversity Strategy particularly in the areas of regional collaboration, monitoring and seeking to partner in projects and initiatives.

Natural hazards and climate change

- WDC supports ORC's assistance to territorial authorities with natural hazards and risk information.

Conclusion

Thank you for the opportunity to submit on Otago Regional Council's 2025-26 Draft Annual Plan. We do not wish to be heard in support of this submission.

Yours sincerely



Gary Kircher
Mayor for Waitaki





Saturday, April 12, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0031

Name Florence Micoud

Do you live in Otago? ☒ Yes ☐ No

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 ☒ No

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

It's disappointing to see the public transport reductions, it's an essential part of climate change mitigation.

Generally, while the plan cares for the environment, I think not enough.

1- UNEP says we all need to keep 30% for nature. This should be enforced at all levels, via all consent and on public land.

2- climate adaptation is essential but even more mitigation. We need to anticipate; stop now all pollutions; keep and regenerate nature; starting with the Council itself to lead by example, create and support sustainability market.

I realise it is radical, but we MUST.

I do at my household level and feel frustrated that government agencies are still going business as usual which is continuing to aggravate climate change.

We need some leadership now, and I hope you will.

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

User pays is good.

Polluter pays should be embedded in the fees and charges.



Sunday, April 13, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0032

Name Jessica de Heij

Do you live in Otago? ☒ Yes

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? ☐ No

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

Yes, we need to invest in biking, public transport.

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

Yeah that is fair. I dont mind paying more rates, if that means our services are provided.



Sunday, April 13, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0033

Name Jill Weaver

Do you live in Otago? ☒ Yes

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? ☐ No

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

I would like the cycle trail extended into Dunedin to link the cycle trails already established in central Otago & Clutha & Maniototo & cycle trails being established up the coast now towards Waikouaiti.

It's silly to think that Dunedin isn't a part of all this with these on their doorstep.

I talk to & encounter people who are already here coming to cycle around the harbour & have seen other parts of the South Island flourish with the establishment of cycle trails. At the moment to stop at Waiholā is crazy.

With the inevitable decline of cruise ships, it's time to consider other ways to bring people & \$ into Dunedin. We already have a magnificent asset around the harbour, let's link it up.



Sunday, April 13, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0034

Name Sarah Manning

Do you live in Otago? ☒ Yes

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? ☐ No

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

Please make the cycle way tunnels happen through to Mosgiel. And further out. Please. Thank you. Please get rid of sycamore on council land. The seeds are blowing into our forests and into people's gardens making it very difficult to control. Please be responsible for your own land. Thank you.



Sunday, April 13, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0035

Name Alison Hales

Do you live in Otago? ☒ Yes

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? ☐ No

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

Dunedin, Mosgiel & surrounding areas are missing out! Please just find the \$ to finish the cycle trails & Tunnels. So many people would benefit both health wise & financially from being able to get around by bike or walking rather than taking the car. It would also bring tourists & money to our area. Most bike tourists are financially comfortable and willing to pay well for services provided. Thanks



Sunday, April 13, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0036

Name Debbie Mason

Do you live in Otago?

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?

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

Six of us from [REDACTED] and ride the Otago Rail Trail, the Dunstan Trail, the Roxburgh Gorge Trail and the Clutha Gold. We began in Middlemarch and finished in Waihola. We love every minute. Your stunning part of the country is breath taking!

We hired e-bikes and had bags transferred as well as frequenting cafes, pubs etc for meals.

We would have done further biking if there had have been a trail to and from Dunedin.

We are also looking to do the new trails, Cromwell to Wanaka and Cromwell to Arrowtown and through to Queenstown.

I know other cyclists would do the same and can see the benefit for your region.

Otago and Southland have so much to offer to cyclists.

Please consider cycle trails from Dunedin linking other trails. I don't think you'll regret it!!!

Kind regards

Debbie Mason



Monday, April 14, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0037

Name Karen Tilley

Do you live in Otago?

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?

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

I live in [REDACTED] and often cycle recreationally in Central Otago. I would visit and stay in Dunedin and nearby more often if there were connected cycle paths to Middlemarch or Waihola. I recently rode the Taieri Gorge train and I commend the council on this great tourism venture.



Monday, April 14, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0038

Name Brian Dixon

Do you live in Otago? ☒ Yes

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? ☐ No

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

I want to thank the councillors and staff of the ORC for compiling the annual plan and ensuring much of it is consistent with the long-term plan consulted on last year. It is also appreciated that this opportunity is provided for public consultation and feedback, which I note some councils are dispensing with in line with a "minimal consultation" trend in some areas of government.

As in my submissions on the LTP last year, I commend the ORC for its commitment to a close partnership with Kai Tahu in its proposed implementation of the plan and urge that that continues and the relationship is further strengthened and enhanced.

It is of real concern that the Air Plan for the region remains what was put in place in 2008 (albeit with a mid-2023 update) and that the Air Quality Strategy is from July 2018, with a new draft expected some time this year. Given that this region lags well behind most others nationally on air quality issues, and that air quality is closely linked to emissions management and reduction (a very necessary component of any climate action strategy), the completion and implementation of a new strategy is a matter of high priority. It is good to see that this is included in the current plan but I would hope that it would be expedited to be completed and adopted earlier than the June 2027 target.

Also supported are the targets to complete The Land and Water Regional Plan and the adoption of the regional biodiversity strategy.

I'm pleased to see the provision in this plan for an annual Environmental fund of \$2M. I understand that ORC councillors and staff will be providing more detail on the way this fund will be allocated but have not been able to identify any information on this within the plan itself, nor where it is budgeted for. My plea is that it not be applied to any of the other areas of community engagement and action on environmental



aspects that are already covered in the plan.

Rather disappointing, is the failure to show real commitment and ambition on climate change strategy and action planning. It is my view that the ORC needs to make it an urgent priority to develop a climate action strategy that really will make the the differences that are essential at regional and local government level. I presented a reasonably detailed case for this in my written and oral submissions to the ORC on its Long-Term Plan in May 2024 and request that the written submission I made then be considered as part of this feedback on the implementation of the LTP in annual plans. Accordingly I will append that submission to this response in the hope that the points I made then will be taken into account now.

Further to this, it is recommended that the ORC establish a consultation climate planning group drawing on available expertise and working with staff and councillors to arrive at a more substantial climate change strategy for further public consultation later in 2025, with a budget for implementation ahead of the 2026-27 plan when a comprehensive 5 year climate strategy should be documented in the plan.

While I have not indicated that I wish to present an oral submission on the annual plan, I am prepared to elaborate on my 2024 submissions should the establishment of such a planning group be agreed.

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

I consider it is appropriate to keep public transport fares at the current subsidised levels to further encourage use of public transport.

Submission on the Otago Regional Council's long-term plan (2024 to 2034).

Brian Dixon, Dunedin resident.

28 April 2024

I want to thank the Regional Council for its decision to proceed with development of the long-term plan and to publish the draft plan for public consultation. Thank you, too, for the opportunity to make a submission on the plan. I would be happy to speak to councillors about this submission when it hears from submitters (Monday May 20th would be my preference of the dates available).

A personal introduction: I am a resident of [REDACTED] and work as a consultant clinical psychologist in the CBD and from my home office. From the time of my professional training in the 1970s, one of my areas of professional interest has been environmental psychology, which aims to understand how human attitudes, values and behaviours influence pro-environmental or unsustainable actions. Over the past 20 years, that interest has been applied to exploring psychology's contributions to addressing climate change from a human behaviours/attitudes perspective and that led to my appointment as co-convenor of the New Zealand Psychological Society's Climate Psychology Task Force¹ and as the NZ representative on the Global Psychology Alliance which brought around 70 international psychology associations together to address climate action. This has involved work with colleagues locally, nationally, in the Asia-Pacific region and internationally, including contributions to policy at all levels and advocacy for communities and Indigenous peoples.

General comments on the Long Term Plan contents and coverage

I applaud the position given to the section in the draft plan on the partnership with Mana Whenua and the extremely helpful description of the relationship, how that works and the advantage of that for the people of Otago. I hope that the Regional Council will strenuously defend the relationship and the valuable mahi carried out under the partnership and not allow that to be diminished or impeded by central government actions over coming years.

The strategic directions set out in part 2 of the document are clear and sound and I strongly support those, recognising the linkage between local, regional, national and global values relating to the protection of the environment and human communities and, therefore, the cultural, social, economic and natural well-being of all. The six focus areas and goals of those are, for the most part, appropriate and necessary and there is an interrelatedness of partnership, communities, environment, resilience, climate and transport that makes all of these areas significant and important foci of a regional Council's long-term plan. I do have some comments on aspects of these which I will outline below.

¹ Climate Psychology Task Force – information <https://www.psychology.org.nz/public/climate-change>

Communities

There are ways in which communities can be assisted to become more engaged with and involved in these areas of focus. A study completed by a colleague and myself (Dixon and Morrissey, 2023)² addresses some aspects of these from the perspective of Councillors and council staff (and some members of communities) to whom we spoke around New Zealand. While that work mostly focused on information, education and action on climate change issues, it also provides insights into the active and potential roles of people in our communities, whether they be residents, or those who rely on natural resources (including cultural, recreational, industrial, tourism, horticultural, agricultural or others) in decisions and actions that affect them.

Climate change

The goals identified are fine insofar as they go but they do seem rather unambitious, given the essential role regional Councils have in facilitating and supporting action that will make a difference. In this regard, the goals listed are really just those that most organisations might hope to meet. My expectation of a Council Long Term Plan is for more than that; a plan that contains more vision and greater acknowledgement of the extent to which climate change will inevitably shape our future and that of the generations that will follow. I acknowledge that the ORC is developing its climate change strategy (due later this year) but also feel that it is reasonable to expect to see the broad agreed aims of that in the LTP. I would hope that our grandchildren could look at this Plan and express pride in the efforts of the ORC to stake a claim on the right side of history. In this Plan for the next ten years (and every Annual Plan in that period and beyond), the Council needs to be seen to be really, actually doing something that makes a difference.

Accessing the knowledge and experience of psychology can help you make that difference and formulate plans for action that will bring Council, councillors and people in the region closer together and better able to cooperate on implementing ideas for mitigation of climate change, adapting and adjusting to its effects, and putting in place transitional measures that will help our region prepare for and face a very different future. The NZ Psychological Society's Climate Psychology Task force has a focus "on the roles of psychology and psychologists in local government and community level behaviour change" (Dixon, 2021). From my professional perspectives and access to climate researchers in psychology and other professions here and around the world, I hope that the ORC sees some opportunities to embark on remarkable nation-leading work in this area.

I have outlined below some examples of the potential contributions psychology can offer the ORC, based on resources published by colleagues.

² Report on Community Engagement on Climate Issues in Aotearoa New Zealand. Summary of key findings from a series of meetings with Regional, District and City Councils. September/October 2022.
https://www.psychology.org.nz/download_file/view/2173/414

Community resilience and natural disasters

“It is psychological science - often with the leadership of our professional organizations - that actively enhances individual and community resilience in the face of natural disaster through population-based programs and assists in addressing the mental health consequences of climate-related migration and population displacements. Furthermore, although less recognized, psychological science details the most effective means of facilitating rapid transitions to new forms of energy, transportation, and agriculture in a human-centered way. The Global Psychology Alliance gave voice to the role of psychological science in alleviating the climate crisis at the United Nations COP26 Summit in 2021, sharing data from its nearly 70 global partner associations with high-level leaders.”

Arthur Evans Jnr., PhD., CEO of the American Psychological Association. IN: Clinton, Dixon & Morrissey (Eds, 2022)

Mitigation efforts and motivation

“Psychology and psychologists’ unique contribution to stem climate change - climate change can only be mitigated by a general change of human behavior at various levels (e.g. individual, community, wider society).” Gale (2022).

“Faced with all these ‘excuses’ [*listed by the authors as reasons for inaction*], most of which on the face of it are not unreasonable, it is not surprising that many initially well-intentioned people committed to doing ‘something’ give up trying to work out the most effective courses of action to take and end up doing absolutely nothing. At the individual level this can lead to feelings of despair and a sense of helplessness; at the community and national level this generally leads to the topic sliding down the agenda in terms of priorities, discounting the impact of current practices in the overall scheme of things - and focussing on other challenges.” Morrissey & Plenty (2022).

Morrissey & Plenty state that “at all levels, including local and community interventions, successful mitigation requires bringing stakeholders together with very different perspectives and learning how best to manage conflict and change. This will be a new experience for many.” They suggest ways of achieving this and observe that a “systems perspective” is critical and that changing the context in which people operate can have as much impact as a direct intervention to modify behaviours.

Planning for transition

Morrissey and Plenty recommend ten considerations in Climate Action planning at the macro level, many of which translate well to local and regional government levels. Their ‘principles’ are summarised here (see the Appendix for their more detailed explanations).

Fairness - is an essential starting point. ... In the area of climate change, this means the net zero transition needs to be fair and perceived to be fair. ... (People want) equity in the transition from the current state to the desired state. This means that richer (groups) look out for poorer (groups), that there is a fair distribution of resources to tackle climate disasters, that more developed (areas) help less developed ones - and that none loses out. These principles apply at community level.

Vision - People need to understand why change is necessary. For leaders in particular, a strategic mindset is key, meaning thinking long term not short term.....developing a vision... which inspires and motivates people.

Sustainable Mindset - A broader focus than immediate economic benefit is essential for both individuals and entities if people are to welcome change.

Awareness Raising - Educating and training people about climate change and providing them with the skills to come up with their own solutions is a very powerful approach. Many people do not know what net zero means or what they need to do to contribute to its achievement.

People Involvement - Change will be required at many levels and all the answers will not be known in advance. Educate, empower, train and develop people so they are interested in the topic and able to come up with their own solutions

Learning Orientation - The changes needed cannot all be predicted in advance and a willingness to learn from our own and others' experience, change one's mind as new evidence emerges and to seize opportunities as they arise are all important.

Action Focus - A sense of urgency needs to be engendered. The window for action in climate change is small and the pace is still too slow.

Go with the Grain - It makes sense to build on what people find acceptable and already support in principle rather than try to force them to do things they don't want.... the four policies that are the most popular globally are

- Conservation of forests and land (54% public support)
- Solar, wind and renewable power (53%)
- Climate-friendly farming techniques (52%) and
- Investing more in green businesses and jobs (50%).

Implement Plans - Setting targets and declaring that they must be reached is not enough. ..specific implementation plans are (often) lacking. Provide focus through measurement and targets, and ensure people get feedback. All players need to see the steps required for change, specific behaviours needed, and who is responsible for what. ...Typical barriers are convenience, comfort, control and a 'can't' mentality. Typical enablers are awareness of the problem, understanding 'how to', and positive personal consequences. .. keep plans specific and as simple as possible.

Courage to Act - In the case of climate change, the future cannot be like the past or we will have failed. This means we will need to take calculated risks and move things forward without always being certain of the outcome. We need to stop procrastinating and waiting for others to act. So courage will be essential. .. There is no time to waste!"

Derived from Morrissey & Plenty (2022).

Recommended Actions for ORC

I have previously made submissions and spoken to the ORC and DCC regarding our need for better planning around our regional **water resources**. As well as protecting and enhancing biodiversity values, we need to be thinking strategically and into the future about sustainability of supplies and adequate flows from catchments to the ocean. Water conservation measures are essential in any long-term plan. Local government must collaborate on subsidised and discounted water storage and retention schemes (eg urban tank containment) to reduce long-term costs as predicted effects of climate change bring higher risks of more severe and prolonged droughts alternating with more frequent extreme weather events bringing floods and damage for land and communities. In this regard, the restoration of native vegetation (with significant advantages over single-species production forestry) and wetland restoration are important in providing natural “sinks” for water and carbon sequestration and in reducing irrigation and coastal erosion.

Regional Councils could be investing in **energy conservation** programmes – partnering with businesses to assist in retrofitting insulation in homes and businesses, and installing renewable energy reserves (eg solar, wind) as a form of insurance for sustainable supply and protection from prolonged disruptions as well as reducing reliance on centralised energy producers.

In honouring its commitments as a signatory of the *Local Government Leaders’ Climate Change Declaration*, which (as the ORC acknowledges on its website) “highlights an urgent need for responsive leadership and a holistic approach to climate change”, the ORC needs to be clear about its responsibility to prevent new and reduce existing greenhouse gas emissions in the region. This should be a major element of the clean air policy with strong and enforceable standards and targets.

Consistent with its climate change commitments, the ORC needs to state clearly that certain industrial activities are in conflict with global, national and regional climate change goals. For example, according to industry sources (S&P Global, Market Intelligence), gold mining operations are a little-recognised major source of greenhouse gas emissions. Nearly a tonne of CO₂ was emitted per ounce of gold produced worldwide in 2019. Opencast mines produce around double the CO₂ per ounce than underground mines but this varies considerably and is clearly much higher if forest clearing or wetland drainage are considered - due to the release of carbon from decaying wood and vegetation and the permanent loss of natural sequestration of carbon - neither of which is accounted for in this figure.

Furthermore, precious metals mining is an activity of very dubious value. There is an unlevel playing field of tax concessions for gold mining companies that means most of the development costs of mining are paid for by the taxpayer through the special treatment afforded to those companies. No other business is treated in this way, a remnant of the Otago Goldfields days when miners needed to be attracted to New Zealand by favourable advantages and low royalty levies. And, “a significant portion of gold’s downstream use is either for private investment or placed in banks. In other words, a large amount of gold is mined, milled, smelted, and transported only to be locked away again in a vault” (Di Grandi and Fortin, 2023). Transfer pricing works very favourably for foreign mining companies as well, minimising declared profit and further reducing any tax on income. The industry is also notorious for its pollution and

legacy of toxic waste storage requiring maintenance in perpetuity, costs of which inevitably fall on the taxpayer and rate-payers. Our taxpayer dollars would be better invested in sustainable activities and those that enhance local (rather than foreign) social and wellbeing benefits.

In addition to the pervasive impacts of climate change, we need to face up to the current biodiversity crisis. The nature and extent of this has been termed the “sixth mass extinction event” and, the WWF observes that “unlike previous extinction events caused by natural phenomena, the sixth mass extinction is driven by human activity, primarily (though not limited to) the unsustainable use of land, water and energy use, and climate change”. It involves changes of which we are only gradually and incrementally aware. The WWF has stated “Urgent action is needed if we are to curb human impacts on biodiversity.” They note that “..businesses, communities, and individuals have a powerful role to play in shifting corporate behavior with their consumer choices and demanding accountability from political leaders.” Hence, the plea to you as local government leaders to do all you can to support and protect ecosystems and encourage people in this region to follow that example. The major first step is to now act to prevent further damage and deterioration of the region’s natural environment.

The ORC needs to be deciding on measures to implement strategies and actions on climate change. In doing this, you are encouraged to investigate ways to address key findings of the Dixon & Morrissey (2023) report and consider the implementation of recommendations. Key findings were:

- Most of the Councillors we met with understood the relationship of climate engagement to the “Four Wellbeings” that Councils are required by law to promote (social, economic, environmental, and cultural). However, some expressed frustration that little is done to address the latter two of these and there was a stated desire that support and resources to engage with communities on climate issues could provide pathways for better meeting these responsibilities.
- The key challenge centred around how to get community engagement to work; how to involve people and how to make change happen. Our interviewees were also interested in issues such as motivation and incentivising people to make changes.
- A key variable which they felt could make a difference was funding for specific initiatives such as adaptation measures to climate change and how to wean people off cars and increase use of public transportation.
- We have analysed these key issues and propose a number of recommendations based on these. They centre around capacity building and training and development of community engagement facilitators.
- We believe that funding towards these initiatives would expedite the mindset and behaviour change necessary for climate action and equip community leaders, councillors, and other agents of change to mitigate and adapt to climate change.
- There is already quite a lot of activity happening on the ground. It would make sense to connect the various groups and councils to share ideas, methods, and findings,

thus creating a data bank of successful interventions and initiatives. This would provide a resource for other community engagement initiatives to use and draw on. Communication about and documentation of less successful programmes and those that fail are also important to assist learning about factors that contribute to or undermine efficacy.

- Pilot projects could also be supported (by central government grants), monitored and evaluated to see what works in practice; to amplify and replicate in other areas without too many bureaucratic rules and regulations attached, to maximise impact.
- We discovered that academic research mahi is being done to determine the needs of hapu and whānau whose marae are predicted to be significantly affected by rising sea levels. ... some of the viewpoints expressed to us were from Māori councillors and staff and related to programmes being run with, or parallel with, Hapu.
- Training in the use of change models, tools and community engagement methods for key actors will be an essential and integral part of enabling this change to take place.
- The creation of a national team of “climate change agents”, trained in these tools and working with local and regional groups is recommended.
- The idea of a National Network of community engagement actions/projects on climate change could also be considered.

The report also addresses key roles that psychologists can play in this work. They can offer support in the following areas:

- Help in understanding human behaviour and attitude change
- Understanding of larger systems and organisational change
- Evidence based knowledge of incentives for change
- Help in dealing with uncertainty
- Insight into how to communicate with and motivate different stakeholders
- Training for officials and elected representatives in engagement models and programmes
- Psychologists who have expertise in working with Māori will have particularly valuable contributions to make in supporting Iwi and Hapu-based services and programmes.

(See Appendix 1 below for details of issues raised and suggestions made by councillors, staff and others interviewed in 2022)

I encourage the Otago Regional Council to accept the wēro (challenge) to become one of the leading local governments in Aotearoa New Zealand by implementing imaginative plans and clear strategies that will engage Otago’s diverse communities in achieving climate action and biodiversity protection goals.

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Appendices

Excerpts from the Dixon & Morrissey (2023) 'Report on Community Engagement on Climate Issues in Aotearoa New Zealand. Summary of key findings from a series of meetings with Regional, District and City Councils'.

Councillors and staff interviewed identified the following:

People needing particular support

Participants readily identified groups requiring assistance/encouragement to engage, including:

Tenants who don't have a voice

People in poor housing

Deprived communities: climate is not top of their agenda for Māori and Pasifika who are struggling to just survive (climate action is often NOT a priority)

The privileged & "upwardly mobile" who are not aware of (or don't care about) the consequences of their behaviours

Young people lacking in social and life skills

What support do Councils need?

Comments on the needs of Councils to lead engagement were:

Funding for local groups/access to funding

Ways of making change acceptable

More trained facilitators

Education of staff/councillors

Help in communicating with key stakeholders/public

Help in building community resilience

Need government mandate (legislation)

Focus on communication skills

Leadership skills & training

Key issues raised, included:

Public transport systems – at national, regional, local levels

Transportation - products/goods/services

Farming practices

Sustainable Tourism

Coastal erosion

Water quality; wastewater; waterway health, water resilience

Poverty in deprived areas

Public (especially youth) engagement

Need progressive rating system

Food growing

Extreme weather events

Some further suggestions from participants:

Need to involve young people

Involve other stakeholders: lawyers; SME's; Chambers of Commerce

Indigenous perspectives need to be taken into account, heard, empowered

Need skills in communication; how to effect behaviour change

People need to take responsibility for themselves

Need jobs in nature and “sustainable tourism”

Corporate change needed

The environment and the community could be “shareholders” in companies

Need to change emphasis from growth to degrowth

Purpose over profit

Need Climate Change Funding Agency

Funding must come from rates and taxes

How can you reduce uncertainty?

Suggested Roles for Psychologists

The participants were invited to state how they thought psychologists might be able to assist them with their community engagement:

Support was expressed for climate psychology/social psychology

Providing evidence-based information

Help in understanding behaviour and attitude change

Help in dealing with uncertainty

Understanding of incentives for change

How to communicate messages to different stakeholders

How to motivate different stakeholders

Training for staff and councillors in engagement programmes

Excerpt from Morrissey & Plenty (2022). Leading on Climate in Times of Uncertainty: The Challenge of Change. IN: Clinton, Dixon & Morrissey (Eds, 2022). *Climate Action and Global Psychology*.

It might also be useful to develop an overall set of guiding principles which reflect the ethos and values of the psychology discipline, can facilitate systems transformation, and which if adhered to could make the difference between attainment and non-attainment of global targets on climate change. As a starting point for further discussion, we would suggest the following ten areas:

1. Fairness. This is an essential starting point. We know from research in organisational psychology that the level of people engagement in organisations is badly affected by any sense that people are not being treated equitably. People are very sensitive to injustice. In the area of climate change, this means the net zero transition needs to be fair and perceived to be fair. Movements such as 'Just Transition' and 'Climate Justice' are seeking equity in the transition from the current state to the desired state. This means that richer nations look out for poorer nations, that there is a fair distribution of resources to tackle climate disasters, that more developed countries help less developed ones - and that no nation loses out. The same principles apply at community level.

2. Vision. People need to understand why change is necessary. For leaders in particular, a strategic mindset is key, meaning thinking long term not short term; having a sense of purpose and meaning; thinking of the effect on others ('we' not 'I') and looking at the longer-term impact of personal and group choices. Key to all this is developing a vision, as appropriate in different contexts, which inspires and motivates people. As Professor David Uzzell said in a keynote address to the British Psychological Society in July 2021: We need a vision that sees this crisis as an opportunity to re-think our priorities as a society and use the crisis as a springboard to actually better, more sustainable, just and happier lifestyles.

3. Sustainable Mindset. A broader focus than immediate economic benefit is essential for both individuals and entities if people are to welcome change. Surprisingly for some, a number of business organisations seem to be leading the way in this area, fundamentally reappraising their modus operandi and adopting sustainability and the 'ESG' agenda as a key corporate strategy. Whilst long term commerciality is a factor, in many cases this has been driven from examination of the ethical and purpose-driven ethos of the organisations and their governance principles rather than by external sanctions such as legislation or tax. Examples include Unilever, John Lewis, Airports Council International (Carbon Accreditation Programme), Burberry (in the fashion industry) and others including financial institutions and international consultancies. Carbon counting, reduction and pricing are some of the measures being used to track sustainable activity

4. Awareness Raising. Educating and training people about climate change and providing them with the skills to come up with their own solutions is a very powerful approach. Many people do not know what net zero means or what they need to do to contribute to its achievement. It is also important that people understand that change in this area is likely to be complicated, that there are bound to be trade-offs and compromises that need to be made, and that it is important to keep the long-term goal and bigger picture in mind and not to lose heart or faith

5. People Involvement. Change will be required at many levels and all the answers will not be known in advance. Educate, empower, train and develop people so they are interested in the topic and able to come up with their own solutions

6. Learning Orientation. Technology will advance and the socio-political environment will evolve. The changes needed cannot all be predicted in advance and a willingness to learn from our own and others' experience, change one's mind as new evidence emerges and to seize opportunities as they arise are all important. These are helped by encouraging values such as respect, consideration, empathy, learning and curiosity while working together to achieve these goals. Courage will also be needed to take the action needed.

7. Action Focus. A sense of urgency needs to be engendered. The window for action in climate change is small and the pace is still too slow. If targets are to be achieved, there will need to be a rapid increase in the rate of change and an acceleration of the deployment of the measures outlined in COP26 and other agreements and actions necessary to deliver the target numbers. It is generally better to start to take action now and learn by doing and experience rather than wait till everything is 'ready'

8. Go with the Grain. It makes sense to build on what people find acceptable and already support in principle rather than try to force them to do things they don't want. For example, the People's Climate Voice shows the policies and approaches that are most likely to attract support in different countries. Interestingly, the four policies that are the most popular globally are

1. Conservation of forests and land (54% public support)
2. Solar, wind and renewable power (53%)
3. Climate-friendly farming techniques (52%) and
4. Investing more in green businesses and jobs (50%).

9. Implement Plans. Setting targets and declaring that they must be reached is not enough. Sadly, only too often specific implementation plans are lacking. Provide focus through measurement and targets, and ensure people get feedback. All players need to see the steps required for change, specific behaviours needed, and who is responsible for what. A change plan should also look at how to deal with the dynamics of change. Typical barriers are convenience, comfort, control and a 'can't' mentality. Typical enablers are awareness of the problem, understanding 'how to', and positive personal consequences. Lastly, keep plans specific and as simple as possible. Fundamental changes in mindset and attitudes won't happen overnight, and often develop after people have made small and successful modifications to their behaviour

10. Courage to Act. In the case of climate change, the future cannot be like the past or we will have failed. This means we will need to take calculated risks and move things forward without always being certain of the outcome. We need to stop procrastinating and waiting for others to act. So courage will be essential. The formation of the GPA provides a unique opportunity for psychology to 'come of age' and start to make a co-ordinated, scientific, evidence based and ethically driven contribution to global challenges. We are already running out of time. More action is necessary now. We need to remain focused, connect with those who need our help, work with others to provide a unique psychological perspective, and accelerate change. To do this will require us to share best practice and

upgrade the skills and capabilities of our profession. We need to muster the knowledge, methodologies and systems thinking approach, to work collaboratively with other disciplines to help bring about the changes that are urgently needed. There is no time to waste!”



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?

Yes

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

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

Please see attached letter



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 coordinating, collating and integrating the group’s experience and ideas into the long term Upper Lakes catchment plan.

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



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.

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



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 shorkall 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](#)



Monday, April 14, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0040

Name Craig Paddon

Do you live in Otago? ☒ Yes

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? ☐ No

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

Please provide financial support to help connect Dunedin City to Mosgiel and Waihola via the old rail tunnels.

Doing so will make Dunedin part of a world renowned connected network of cycling/ hiking Journeys accross Otago thereby enhancing tourism opportunities, active transport, health and wellbeing and adventure for Dunedin and Otago residents and beyond.



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?	<input checked="" type="checkbox"/> Yes
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 checked="" type="checkbox"/> Yes
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,

Nick Donnelly
General Manager Finance



Monday, April 14, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0042

Name Kim Hayward

Do you live in Otago? ☒ Yes

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

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	AP25-0043
Name	Brett Butland - PredatorFree 2050
Do you live in Otago?	<input checked="" type="radio"/> Yes
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 checked="" type="radio"/> Yes
Do you have feedback on Otago Regional Council's Annual Plan?	
Please see attached letter	



Predator Free 2050 Limited
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

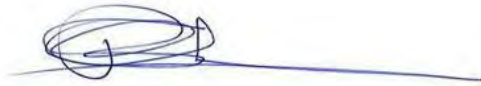
Our submission is that:

- 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



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? ☒ Yes

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

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, Karitane, 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 AP25-0045

Name Federated Farmers Otago

Do you live in Otago? ☒ Yes

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

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.

Federated Farmers submission to Otago Regional Council – Annual Plan 2025-2026

- 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 AP25-0046

Name Liam Harrison

Do you live in Otago? ☒ Yes

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? ☐ No

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

It is disappointing that central government has pulled back co-funding for improvements to our public transport.

I encourage and support the council to continue work that will improve the bus services in Ōtepoti Dunedin, especially the introduction of an airport bus!

As a resident of [REDACTED], I would look forward to increases in the number of buses running on the number 5/6 route(s), especially in the evenings and weekends (when I am more likely to use the bus, as I commute by bike to and from work), but understand that the money for these do not "grow on trees".

I was going to include comment about bike racks on buses, but believe this is largely resolved and soon to be announced - great work getting bikes back on buses!

Beyond these comments I support the mahi ORC is undertaking, especially when (at times) having to deal with a central government that frustrates work that has been extensively invested in.

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

No, I don't know all too much about these, and expect they do not directly affect me.

I would say that dairy farming (and area I have not ever been involved in) is a terribly unsustainable use of our land that generates excessive methane and nitrous emissions, and reduces water quality (generally).



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

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

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

Please see attached submission.

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 Middelmarsh 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.



Barry Williams
Chairperson
Strath Taieri Community Board



Tuesday, April 15, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID	AP25-0048
Name	Kate Murray - Community Link Upper Clutha
Do you live in Otago?	<input checked="" type="radio"/> Yes
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 checked="" type="radio"/> No

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

Yes, our feedback is focused on the proposed defunding of a business case for public transport (PT) in Wanaka/Upper Clutha, originally included in Year 1 of the ORC Ten Year Plan (TYP).

Reduced central government co-funding has been blamed for paring back proposed improvement plans. While we understand the pressure this puts on ORC's TYP budget, our request is to keep the commitment made to Upper Clutha residents and fund the PT business case as planned in this 2025-26 year.

Community Link (formerly Community Networks/LINK) is the one-stop community support and connection centre in Wanaka, providing social services and community development for our growing population. In recent years, the lack of public transport has been identified as a key need, with interest from commuters, youth, seniors, and other vulnerable residents without access to their own transport options or struggling to meet the costs of running their own car. Our market research confirmed that residents were seeking more affordable transport options and looking to reduce their carbon footprint through shared transport. Community Link saw an opportunity to test this anecdotal demand and collect data to inform long-term planning through two PT trials, run in 2022 and 2023 through a community shuttle.

The results confirmed the need for PT in the Upper Clutha, especially connecting outlying townships to Wanaka as populations grow. Patronage grew over each three-month period, with overwhelmingly positive feedback on the service. The shuttle supported connection, both on the bus itself and by offering a new way for people to access work, recreation and community activities. In the face of increased living and fuel costs, the shuttle was an affordable way to travel, as well as contributing to decarbonisation. We appreciate that our submission to the Ten Year Plan influenced ORC's original plan to run another PT



trial – choosing to fund a business case instead – which we consider more effective to progress long-term planning for eventual full provision of public transport.

The growing population (18,000+) in the Upper Clutha (including Wānaka, Hāwea, Hāwea Flat, Albert Town, Cardrona, Luggate) is quickly reaching the stage where PT is a need-to-have, not a nice-to-have. But it won't happen without advance planning, which has to start somewhere. We've done our part, now we ask that you do yours. Thanks for your consideration.

Kate Murray
Manager, Community Link Upper Clutha

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

no



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?

Yes

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

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 AP25-0050

Name Brent Irving

Do you live in Otago? ☒ Yes

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? ☐ No

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

I support the Tunnels Trail project to develop a Shared Path/Cycleway between Mosgiel and Caversham, and want it added back in to the Annual Plan for immediate action. The Tunnels Trail project should be funded without delay, and given high priority, with a focus of delivering operational sections as soon as possible. While NZTA co-funding may not be currently available, other sources of co-funding need to be investigated, or allow the Trust/Community to independently proceed with development. The Tunnels Trail is Dunedin's internal transport corridor between the coast and the Plain, as well as our link to the wider Otago cycleway network.

Brent Irving Dunedin Tunnels Trust Chair



Tuesday, April 15, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0051

Name Gerard Hyland

Do you live in Otago? ☒ Yes

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? ☐ No

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

I want to encourage the ORC to pursue the Tunnels Trail in partnership with the DCC and/or other groups as required to complete this trail as soon as possible, and support the ORC's view as outlined in the document mid-term-review-otago-southland-rltp-21-31-nov-2024-web.pdf P27) that the Tunnels Trail is a critical element in the Active Transport plan for commuting, recreation, and economic development.

The Tunnels trail creates a link between communities (Taieri to Town); connects with the regional cycleway network; and is an economic driver on multiple fronts: Active transport, tourism, recreation and health.

While both ORC and DCC have previously committed to supporting and implementing this project, the recent change by DCC following NZTA withdrawal of any development of cycleways is to be strongly protested as a backward move, and a move away from the stated goals of the City and Region.

Regards,
Gerard Hyland



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? ☒ Yes

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

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

Please see attached submission.



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www.qldc.govt.nz

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.

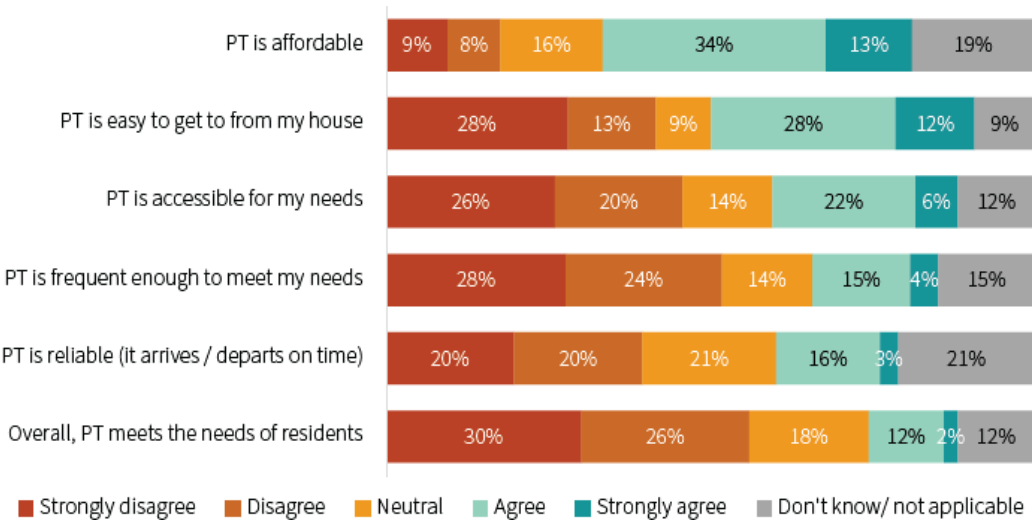
⁴ otago-region-ghg-profile-report_v4.pdf (orc.govt.nz).

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

AP25-0053

Name

Mat Woods- Destination Queenstown and Lake Wanaka

Do you live in Otago?

Yes

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

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

Thank you for the opportunity for Destination Queenstown and Lake Wānaka Tourism to provide feedback on Otago Regional Council's Annual Plan 2025-26.

Please find our submission attached.

Tuesday 15 April 2025

Submission to Otago Regional Council

Re: Otago Regional Council Annual Plan 2025-2026

Thank you for the opportunity for Destination Queenstown and Lake Wānaka Tourism to provide feedback on the Otago Regional Council's Annual Plan 2025-2026.

Destination Queenstown (DQ) and Lake Wānaka Tourism (LWT) are the Regional Tourism Organisations (RTOs) responsible for both destinations

on marketing and destination management in the Queenstown Lakes district.

Our role is to position Queenstown and Wānaka in both international and domestic markets and work collaboratively with our partners to deliver the region's destination management plan, focusing on regenerative tourism and a carbon zero visitor economy by 2030.

Destination Queenstown provided feedback on Otago Regional Council's Long-Term Plan in July 2024 specifically relating to investment in the environment and public transport.

After reviewing Otago Regional Council's draft Annual Plan 2025-2026 we have outlined feedback relating to the **Environment, Climate Change and Resilience** and **Transport**.

Thank you for taking the time to consider our feedback below.

If you have any questions, please don't hesitate to contact me.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Mat Woods', with a stylized, flowing script.

Mat Woods
Chief Executive
Destination Queenstown and Lake Wānaka Tourism

1. Environment

- 1.1 There is significant opportunity to invest in the environment to support Queenstown Lakes district's destination management plan, our focus on sustainable tourism and environmental stewardship, and to empower local communities to lead and innovate.
- 1.2 We are pleased to see the ORC has increased additional funding for environmental work from the original \$500,000 proposed in the Long Term Plan, to \$2 million per year.
- 1.3 While this increase is encouraging, we still feel it is a limited fund for protecting and restoring our unique natural environment, native biodiversity, waters and landscapes.
- 1.4 To ensure meaningful, lasting impact through the new fund, it will be critical that investment is secured as a long-term commitment rather than a short-term investment.
- 1.5 We agree with an approach for a targeted rate to be applied to each of Otago's five districts. However, it is important that funds collected in each district must be used within that district.
- 1.6 We would like to see further transparency around projects eligible for the Eco Fund along with details about the decision-making process.
- 1.7 Queenstown Lakes District tourism businesses and local government partners face challenges with timely and relevant environmental data. As part of the ORC's commitment to environmental standards, data collection and monitoring, and we'd like to see the following considered in your plan:
 - a. Invest in systems that make regional environmental data more accessible and consistent across territorial authorities, enabling place-based action.
 - b. Prioritise regional coordination in the development of biodiversity, water quality, and GHG emissions datasets to support local planning and project delivery.
 - c. Partners with local councils, mana whenua, regional and conservation groups to build a shared data platform and reporting framework aligned with climate targets.

2. Climate Change and Resilience

- 2.1 The Queenstown Lakes visitor economy is particularly exposed to climate-related shocks, with its infrastructure and transport networks, and requires integrated planning to build resilience.
- 2.2 Although we commend the work around adaptation there is more to that needs to be done around mitigation, including internally within the ORC's own organisation.
- 2.3 We support the ORC's proposed investment in natural hazard adaptation planning at the Head of Lake Whakatipu. However, we'd like further clarity on the location-specific approach and whether a broader regional framework to support adaptation and risk mitigation across vulnerable landscapes will be considered.
- 2.4 We support the ORC's approach to developing Catchment Action Plans in collaboration with local communities and Iwi, such as the Upper Lakes community, which reflects a commitment to inclusive and participatory planning.
- 2.5 We are pleased to be involved in the Upper Lakes Community group and planning forum to ensure alignment with the DMP. This is vital to supporting local knowledge and collective strength to achieve outcomes that matter most to the community.

3. Transport

- 3.1 We see a significant opportunity to invest in the evolution of Queenstown Lakes public transport.
- 3.2 The target milestone for electrification of public transport by 2035 is not ambitious enough to support Queenstown Lakes district's goal to achieve regenerative tourism, and the ambitious goal of a carbon zero visitor economy by 2030.
- 3.3 Rapidly reducing emissions is not only the right thing to do from an environmental perspective, but there are also considerable economic benefits and cost savings that can be achieved.
- 3.4 There is a noticeable absence of public connecting Hawea, Wanaka and Luggate. As the Upper Clutha district continues to grow it is a missed opportunity to exclude Wānaka from the proposed bus connection for Alexandra, Cromwell, and Queenstown and we'd like the ORC to consider this.
- 3.5 We urge rapid mode shift and a zero- emissions public transport network in Queenstown beyond just buses and instead encourage the ORC to consider other mass rapid transport (MRT) including gondola.
- 3.6 With Queenstown Lakes district's geographical challenges, building more roads is not the solution, and it's vital that alternative solutions to road transport are considered including a zero-emissions ferry network, gondolas and ropeways.
- 3.7 Whilst improving the bus service to start earlier, finish later and arrive more frequently is one solution, Queenstown still has geographical challenges and limited roading infrastructure.
- 3.8 The draft plan suggests Queenstown's ferry service will be continued but there is no mention of extending services to surrounding areas of Queenstown or electrification.
- 3.9 We encourage the Otago Regional Council to think beyond retaining the existing ferry service and recommend prioritising frequency, and capacity, whilst electrifying and extending the service to surrounding suburbs of Lake Whakatipu (including Frankton, Hanley's Farm and Jacks Point).
- 3.10 Queenstown's Frankton Marina can now accommodate electric boat chargers/bowsers. New Zealand's first electric hydro-foiling ferry is coming to Lake Manapouri, and now that Queenstown has the technology in place to support this type of transport, the Queenstown Lakes should also be leading the way with a zero-emissions water ferry.

END



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?

Yes

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

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



Tuesday, April 15, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0055

Name Daphne & James Ledgerwood

Do you live in Otago? ☒ Yes

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? ☐ No

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

Councillors

As much as a know it will do no good,I feel we must make comment on, they way the ORC has grown into such a huge costly organisation.

We have lived in Wanaka for 46 years

Our ORC rates used to be a small charge included in the QLDC rates.

Now because we own , have done in most cases for over 25 years, several properties here in Wanaka we pay \$37k a year in Rates to ORC and QLDC combined

The property we live on [REDACTED] we have owned for 30 years.

Other than the zoning changing , something we were opposed to , very little has changed on this property other than the landscaping and trees we have planted to ,create the environment we enjoy.

We would like to think ORC could become more aware of just how much of our ratepayers money you are spending ,especially on studies, consulting, and planning and spend more on looking after your ratepayers with items such as tangible items like rabbit control for example.

Money spent on investigating the purchase of a building for ORC, and all the stop starts that were involved there, plus the purchase of the building you now have and all the millions in altering to suit the huge staff numbers you have grown into, is another example of reckless spending of our rates. Stafford Street should have been completely adequate.



It's hard out here for retired folks on fixed incomes.

You are aware of the increases in so many costs such as wages, rents and insurance, and you have to add to our costs by increasing our rates as well.

Please consider the above when considering you constantly increasing spending.

Many Thanks.

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

Same comments as apply to above really.

Please try to live within your means as I'm sure you have to do with your personal spending.

Rates should not be seen as free money to be squandered.



Otago
Regional
Council

Tuesday, April 15, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID

AP25-0056

Name

Chris Ford- Disabled Persons Assembly

Do you live in Otago?

Yes

Which part of Otago do you live in?

Dunedin

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?

No

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

Please see attached



Disabled Persons Assembly NZ

April 2025

To Otago Regional Council

Please find attached our submission on Draft Annual Plan 2025 – 2026

For any further inquiries, please contact:

Chris Ford

Policy Advisor – Southern and Central

Introducing Disabled Persons Assembly NZ

We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

We drive systemic change through:

Rangatiratanga / Leadership: reflecting the collective voice of disabled people, locally, nationally and internationally.

Pārongo me te tohutohu / Information and advice: informing and advising on policies impacting on the lives of disabled people.

Kōkiri / Advocacy: supporting disabled people to have a voice, including a collective voice, in society.

Aroturuki / Monitoring: monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

The Submission

DPA welcomes the opportunity to submit on the Otago Regional Council's (ORC) Annual Plan 2025 – 2026.

Since the last annual plan, Statistics New Zealand published their 2023 Disability Survey results. In terms of the total population of disabled people in Otago, the survey showed that 7.4% of the region's population (n=36,000) identified as disabled people.¹

These figures show that disabled people constitute a significant percentage of Otago's population, and it is expected that this number will rise as our population ages.

For these reasons, DPA values our relationship with the ORC so that we can plan for a future in which more disabled people than ever before will be living in the region's communities. This has meant that DPA has been invited and involved in consultations on a range of issues including, for example, transport, civil defence and air quality.

The building of these relationships has also seen members of the ORC's Civil Defence and Emergency Management team present at DPA organised 'Be Emergency Prepared' workshops aimed at building the capacity of disabled people to prepare for and get through civil emergencies. We have completed two workshops in the South Dunedin and Mosgiel area so far and hope to undertake more as funding and resources allow. These workshops have been invaluable to the disabled people and disability service provider representatives who have attended them.

Further, we wish to extend our thanks the ORC's Civil Defence team who, together with the Dunedin City Council (DCC), helped manage the emergency response to last year's Dunedin October floods. The management of the emergency showed that lessons had been learned from the 2015 South Dunedin floods, especially when it came to the timely evacuation of residents, including disabled people.

¹ <https://www.stats.govt.nz/information-releases/disability-statistics-2023/>

Disabled people were impacted by this flooding, some requiring evacuation, and we are aware of a member who found the evacuation process very accessible. This response illustrates the importance of having disabled people involved with council around planning and preparing for natural disasters, which are expected to increase due to the intensification of climate change.

In terms of planning for climate change, DPA has also engaged with the ORC-DCC joint South Dunedin Future Project. We acknowledge the efforts that the South Future Project team have gone to including the disability community in these discussions and we look forward to ongoing collaboration in this regard.

In this submission, we will provide feedback on:

- Regional Leadership
- Regional Planning
- Climate change and Resilience

Regional Leadership

We welcome the ORC's ongoing leadership on environmental and transport issues in Otago.

We note that one of the performance measures contained in the plan is that regarding increasing opportunities for engagement with diverse groups in Otago. It is very welcome to see that in the 2025/26 year that the plan is to maintain or increase the rate of engagement and numbers of organisations (like our own) and people engaged with by council.

As iterated above, we acknowledge the positive effects that engagement has had on DPA's relationship with the ORC, which has improved markedly.

The other key performance measure in this section is the need to 'provide relevant, timely and accessible communications which enable the community to understand and participate in ORC's programme and decision making.'

DPA recommends that the accessibility of ORC communications to the disability community, especially those pertaining to civil emergencies and council

services/information are regularly reviewed by Council in partnership with disabled people and disabled people's organisations such as DPA.

Recommendation 1: That the accessibility of communications, especially in alternative formats used to inform people about emergencies and council services/information, are reviewed each year by Council in partnership with disabled people and DPO's.

Regional Planning

According to the ORC's consultation document, Council will be engaging in developing/refreshing several plans and strategies over the next few years. These plans include the:

- Joint Queenstown and Dunedin Future Development strategies
- Draft Air Quality Strategy

DPA signals its intentions to submit on these important documents.

Ensuring that urban growth is well managed and sustainable is important to disabled people as planning the accessibility of our communities in terms of housing and infrastructure (i.e., roading, footpaths, cycleways, recreational areas) is vital.

Managing air quality is also a high priority for disabled people as the ability to breathe clean, fresh air is important for everyone, especially disabled people and people with health conditions who are disproportionately impacted by respiratory and other conditions exacerbated by air pollution.

Climate change and resilience (including emergency management)

In previous submissions, we have acknowledged the ORC's work on natural hazards, natural hazards and climate change adaptation and flood planning and forecasting.

As noted earlier, the work that has been done in this space has been invaluable as was witnessed during the Dunedin flooding events last year.

We support the work programme proposed for the 2025/26 year to conduct an Otago natural hazards risk assessment, undertake flood hazard assessments, begin work on building an Otago Natural Hazards Database and engaging in natural hazards adaptation in the Clutha Delta, Lake Whakatipu and South Dunedin areas.

These assessments will help build community understanding and knowledge about the risks we face and enable everyone, including disabled people and families whānau/support people the ability to engage in pre-planning for disasters, particularly in high-risk areas like South Dunedin.

Flood protection, prevention and management are all important aspects in keeping everyone, including disabled and older people, safe.

When it comes to emergency management, we have already spoken about the collaboration we have had over the 'Be Emergency Prepared!' workshops we discussed earlier.

We would like to use the opportunity of this submission to reinforce some key points about the systemic disadvantage experienced by disabled people in emergency situations:

- Disabled people and other people on low incomes are not resourced to put aside food and other supplies for an emergency.
- Many disabled people are not clear on where they should go if they must evacuate - information about accommodation available at emergency centres and whether that is suitable for people with mobility and other impairments is essential
- Disabled people are likely to experience more mental distress, especially if they are displaced from their homes and support.
- Information accessibility especially for the Deaf community is very important.

We are pleased to see that existing work plans, including those around building up community resilience and the training and capacity building of ORC staff to respond in emergencies continues to be prioritised.

DPA recommends that when it comes to building the capacity of ORC staff in the emergency management space that disability awareness and responsiveness in emergency situations is incorporated into existing staff training programmes, with modules on these areas delivered by disabled people themselves.

Recommendation 2: That ORC emergency management staff are undergo training in disability responsiveness and awareness in emergency situations through disabled people led and delivered training modules.



Otago
Regional
Council

Wednesday, April 16, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID

AP25-0057

Name

Rhys Millar- Predator Free Dunedin

Do you live in Otago?

Yes

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

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

Please see attached



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.

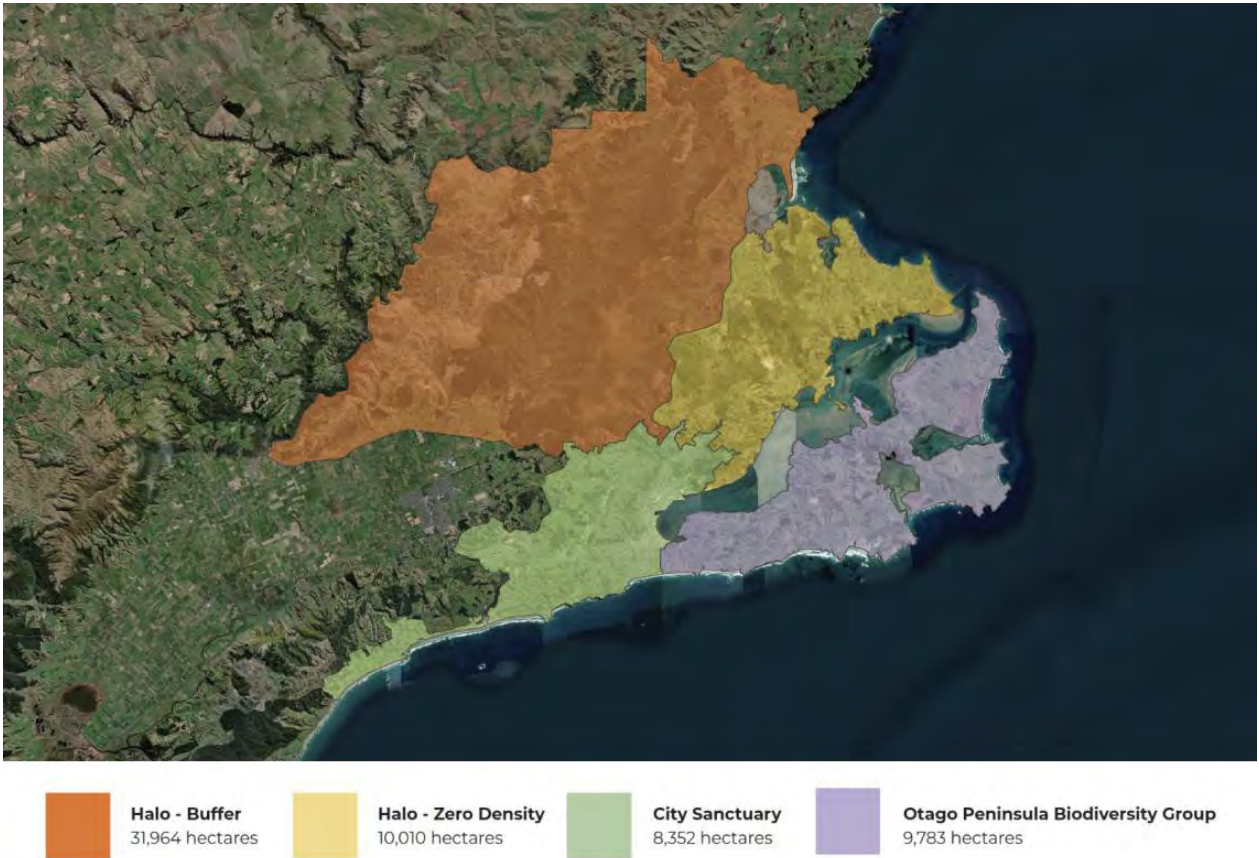


Figure 1. Map of Predator Free Dunedin operational area.

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 stroke 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 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.



Wednesday, April 16, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID AP25-0058

Name Dr. Barbara Anderson

Do you live in Otago? ☒ Yes

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

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



Otago
Regional
Council

Wednesday, April 16, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID

AP25-0059

Name

Colin Brown- Dunedin Trails Group

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?

No

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

Please see attached

Submission to Otago Regional Council – Annual Plan 2025

**Submitted by: the Taieri Trails Group,
Member group of the Dunedin Tracks Network Trust**

14/4/2025



This submission should be considered as a subset of the submission by Dunedin Tracks Network Trust, with a specific focus on the Taieri trail – leading from the Tunnels Trail at Wingatui to the Clutha Gold Trail at Waihola.

1. We support the DnT Tracks Network Trust’s vision of achieving a linked network of shared-use trails through the Dunedin area – and beyond, linking the city to the wider Otago region. Please continue to support the Trust.
2. The health, wellbeing and economic benefits that will result from such a network are well published and consistent with the ORC’s vision for our region in the 10 year plan. Please continue to include the 5 trails proposed by the Tracks Trust PLUS the Tunnels Trail in all your planning documentation – bylaw reviews, transport plans and the likes.
3. The Taieri Trail is integral to link the greater Dunedin area to the “Great Rides” in inland Otago.
4. We are appreciative of the support of ORC councilors and staff to date regarding the options and challenges of utilizing the extensive flood protection asset on the Taieri as a key component of that trail. Thank you.
5. We are making good progress on the first stage of the trail - a 15km trail linking Mosgiel to Outram.
 - Landowner easement documentation being drafted in partnership with landowners
 - Preliminary design of ‘clip-on bridge’ at SH87 with NZTA for approval in principal
 - Resource consent documentation underway
6. We request your ongoing support to enable us to build this critical link connecting the Otago region. We understand this is best achieved by providing \$100k / annum to the Dunedin Tracks Network Trust so they can leverage this funding, seeking additional financial support from national funding bodies, philanthropic organisations and local business.

Thanks for this opportunity

Colin Brown
Members of the Taieri Trails Groups



Otago
Regional
Council

Monday, April 28, 2025

Draft Annual Plan 25/26 Feedback

Submitter ID

AP25-0060

Name

Matt Hollyer - Upper Lakes Rohe Environmental Alliance group

Do you live in Otago?

Yes

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?

No

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

Please see attached

15 April 2025

Tēnā koe Councillors

Reference: Large Scale Environmental Funding – Annual Plan considerations

Thank you for the support you have provided to community conservation projects across the region to date. Within the conservation community and interested onlookers we know there is a lot of support for the establishment of a large scale environmental fund within the Long Term Plan.

With your considerations around the forthcoming annual plan and looking ahead to delivering on the LTP we ask that you consider the following key points with regards to the establishment and intent of the large scale environmental fund.

1. ORC funding can help unlock funding from other sources.

ORC's "Investing in our environment" large scale environmental fund is not being looked at as the sole source of funds for conservation entities. But with ORC supporting a program of work this demonstration of leadership and support will certainly increase the likelihood of other funders continuing their existing funding, or will be a strong signal that helps to leverage the unlocking of new funding sources.

2. Credible and effective entities already working at scale within the region.

Our entities are proficient in environmental enhancement work and are experienced in being accountable to funders. Collaborating with ORC to set the performance criteria and having work programs in alignment with the environmental goals of ORC is our expectation for the basis of funding contracts. Our sector is used to working with many funding entities with strict deliverables and milestones.

3. Early investment reduces larger costs later.

This \$2m annual investment in environmental projects is well timed. The community feedback last year wanted it. Any delays to implementing this funding will not only allow further degradation of the natural environment, but it would also be inefficient and much more costly to rate payers.

4. Investing in existing entities is more cost effective

Over the short to medium term it is far more efficient to provide funding to support existing entities to continue operating. Whilst there may well be new entities set up to apply once the criteria is set, there are costs in establishing a trading entity that can be avoided with established incumbents who have already done this. Providing funding in FY26 would also enable the substantial gains made by community groups to be maintained.

Summary:

The criteria to be set for the large scale environmental enhancement activity may take many forms. However it may be set up, please note that there is a huge amount of energy and enthusiasm from many volunteers and paid staff in the community wanting to contribute to the state of our region's environment. Funding directed at community-led projects will empower and support them to create the greatest positive outcomes. We look forward to working with ORC's large scale environmental fund to deliver quality, at scale environmental enhancement work, that can be sustained for years to come.

Ngā mihi maioha,

Matt Hollyer |

Convenor. Upper Lakes Rohe Environmental Alliance working group, on behalf of:

M A N A
T Ā H U N A



Service and Funding Requests - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Service Requests	Manager Recommendation	Manager Comments
AP25-0038	Brian	Dixon	Air	It is of real concern that the Air Plan for the region remains what was put in place in 2008 (albeit with a mid-2023 update) and that the Air Quality Strategy is from July 2018, with a new draft expected some time this year. Given that this region lags well behind most others nationally on air quality issues, and that air quality is closely linked to emissions management and reduction (a very necessary component of any climate action strategy), the completion and implementation of a new strategy is a matter of high priority. It is good to see that this is included in the current plan but I would hope that it would be expedited to be completed and adopted earlier than the June 2027 target.	1. No Change to AP - no action	Some actions in the Air Quality Strategy may need additional funding, which will rely on commitments to be considered in the 2027 Long Term Plan. Actions that can be progressed within current budgetary constraints may commence earlier than this.
AP25-0049	West Harbour Community Board	Ange McErlane	Biodiversity & Biosecurity	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.	1. No Change to AP - no action	Sycamore are listed as a pest in the RPMP in the West Harbour/Mt Cargill area. There are no specific rules to remove Sycamores but we do support community groups with removing Sycamore and also support other organisations and community groups to plant the right tree in the right place. The Regional Pest Management Plan is also going to be reviewed so this is a species that will be reviewed and publically consulted in due course.
AP25-0053	Destination Queenstown and Lake Wānaka Tourism	Mat Woods	Biodiversity & Biosecurity	As part of the ORC's commitment to environmental standards, data collection and monitoring, and we'd like to see the following considered in your plan: a. Invest in systems that make regional environmental data more accessible and consistent across territorial authorities, enabling place-based action. b. Prioritise regional coordination in the development of biodiversity, water quality, and GHG emissions datasets to support local planning and project delivery. c. Partners with local councils, mana whenua, regional and conservation groups to build a shared data platform and reporting framework aligned with climate targets.	1. No Change to AP - no action	ORC has invested significantly in a publicly accessible environmental data portal in recent years, and efforts are continuing to highlight and increase data accessibility. Also note signals from central government about a centralised environmental data platform.
AP25-0038	Brian	Dixon	Climate and Hazards	Rather disappointing, is the failure to show real commitment and ambition on climate change strategy and action planning. It is my view that the ORC needs to make it an urgent priority to develop a climate action strategy that really will make the the differences that are essential at regional and local government level. I presented a reasonably detailed case for this in my written and oral submissions to the ORC on its Long-Term Plan in May 2024 and request that the written submission I made then be considered as part of this feedback on the implementation of the LTP in annual plans. Accordingly I will append that submission to this response in the hope that the points I made then will be taken into account now. While I have not indicated that I wish to present an oral submission on the annual plan, I am prepared to elaborate on my 2024 submissions should the establishment of such a planning group be agreed. Further to this, it is recommended that the ORC establish a consultation climate planning group drawing on available expertise and working with staff and councillors to arrive at a more substantial climate change strategy for further public consultation later in 2025, with a budget for implementation ahead of the 2026-27 plan when a comprehensive 5 year climate strategy should be documented in the plan.	2. No change to AP - noting that...	The 2024 Climate Strategy helps to describe ORC's role in climate mitigation and adaptation, but notes that a GAP analysis is required to better understand what ORC needs to do more of, or less of, in pursuit of climate-related goals. Staff will be undertaking this GAP analysis exercise in 2025 and may be engaging with key stakeholders as part of this. The results will inform business planning for the next LTP. This aligns with the submitter's recommendations.
AP25-0056	Disabled Persons Assembly NZ	Chris Ford	Emergency Mgmt	We are pleased to see that existing work plans, including those around building up community resilience and the training and capacity building of ORC staff to respond in emergencies continues to be prioritised. DPA recommends that when it comes to building the capacity of ORC staff in the emergency management space that disability awareness and responsiveness in emergency situations is incorporated into existing staff training programmes, with modules on these areas delivered by disabled people themselves. Recommendation 2: That ORC emergency management staff are undergo training in disability responsiveness and awareness in emergency situations through disabled people led and delivered training modules.	3. No change to AP - follow-up action	This can be incorporated into existing workplan without the need to amend AP.

Service and Funding Requests - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Service Requests	Manager Recommendation	Manager Comments
AP25-0011	Catkin	Bartlett	Flood & Rivers	I don't support further investment in flood protection schemes in rural settings. Rivers need to be allowed to flow where they need to go and we will not be able to contain them with climate change. I support the restoration of wetlands and using natural resources to manage flood risk in rural settings and the onus on property owners to build structures that can withstand flooding and business to adapt to work with the natural environment rather than controlling it which i think is a fools errand.	1. No Change to AP - no action	ORC is increasingly looking to diversify its infrastructure to include more nature-based solutions that do allow rivers room to move within their natural floodplains. This approach features in ORC's Infrastructure Strategy 2024-2054 and associated Annual Plan and LTP work programmes and budgets. The consideration and incorporation of nature-based solutions is now a key part of our project planning where ORC is considering the need for new infrastructure or the adaptation of our current infrastructure.
AP25-0047	Strath Taieri Community Board	Barry Williams	Flood & Rivers	...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.	1. No Change to AP - no action	ORC is progressing the work needed to identify hazard mitigation options, and in the coming months plans to engage with the Strath Taieri Community Board and the wider community on potential mitigation measures. ORC's Natural Hazards Team is planning a community meeting for June where they plan to share the outcome of recent findings. The implementation of any potential hazard mitigation improvements currently remains as programmed in ORC's LTP.
AP25-0054	Mosguel Taieri Community Board	Andrew Simms	Flood & Rivers	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 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.	1. No Change to AP - no action	- Silver Stream capacity improvements work is progressing with the start of physical works imminent. - Modelling has been undertaken to assess the effectiveness of the culverts on the M3 and M4. This modelling along with field observations indicate that increasing the size of the culverts will not directly reduce the depth of flooding in the area. Further work is necessary to determine what improvements can be made across a wider area to potentially improve the drainage of the Gordon Road Spillway area. - We look forward to working with the Scheme Liaison Group and the representative of the Mosgiel Taieri Community Board to improve transparency and engagement in relation to our work programmes. - Work to upgrade the Contour Channel is ongoing, alongside ongoing maintenance of all scheme infrastructure. This includes the planning necessary to undertake more detailed investigation of critical floodbanks based on the risk. Progress updates and future work plans will be shared via the Scheme Liaison Group.
AP25-0058	Dr. Barbara	Anderson	Flood & Rivers	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.	1. No Change to AP - no action	ORC has reduced its overall budget for undertaking operational work programmes in river management (within the Engineering function of ORC). Note that these river management activities are operational only and include the control of channel erosion, willow maintenance, vegetation control, removing obstructions and repairing critical erosion sites.

Service and Funding Requests - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Service Requests	Manager Recommendation	Manager Comments
AP25-0056	Disabled Persons Assembly NZ	Chris Ford	Governance & Engagement	The other key performance measure in this section is the need to 'provide relevant, timely and accessible communications which enable the community to understand and participate in ORC's programme and decision making.' DPA recommends that the accessibility of ORC communications to the disability community, especially those pertaining to civil emergencies and council services/information are regularly reviewed by Council in partnership with disabled people and disabled people's organisations such as DPA. Recommendation 1: That the accessibility of communications, especially in alternative formats used to inform people about emergencies and council services/information, are reviewed each year by Council in partnership with disabled people and DPO's.	3. No change to AP - follow-up action	This is a very good suggestion and something that we have the capacity to add to our work programme in 2025/26. We would be happy to stay in touch with the Disabled Persons Assembly to assist ORC Comms and Marketing in this task.
AP25-0045	Federated Farmers	Otago	Land & Water	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.	2. No change to AP - noting that...	The Freshwater Farm Plan work programme is currently on hold until there is more clarity provided by Central Government around what the system looks like. Once this clarity is provided ORC will look to pick this work up again, if required.
AP25-0047	Strath Taieri Community Board	Barry Williams	Land & Water	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.	2. No change to AP - noting that...	Montly SoE monitoring is carried out at 7 locations along the mainstem Taieri River as follows: Linnburn Runs Rd; Stonehenge; Waipiata; Tiroiti; Sutton; Outram and Allanton Bridge. These monitoring sites have monitoring results from 15 to 25 years depending on the site. A subset of the water quality parameters are available to the public through the ORC Environmental Data Portal, with additional parameters available on request from the Environmental Monitoring Data Team. Reporting of the SoE water quality for the Otago region is carried out by the Science Land and Water Team annually.
AP25-0047	Strath Taieri Community Board	Barry Williams	Land & Water	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.	2. No change to AP - noting that...	The Integrated Catchment Management (ICM) programme has just commenced in the Taieri catchment. This will provide an opportunity for information to be provided to the community and actions to be identified to look to support the Taieri river and catchment.The science team is available to provide periodic updates if requested.
AP25-0027	Dave	George	Regulatory	Please deal with the sewage crisis affecting the Shotoever and Kawarau Rivers.	1. No Change to AP - no action	This matter is being addressed through the Enforcement Order application process underway with the Environment Court. Council takes its regulatory role seriously.
AP25-0049	West Harbour Community Board	Ange McErlane	Land & Water	The health of the Otago Harbour is a priority issue for the Board, we seek: -Improved stormwater discharge management into our harbour.	2. No change to AP - noting that...	The current Regional Plan: Coast includes a rule that allows discharges of stormwater subject to conditions. The LTP includes work to review the Coast Plan with a target of notification by June 2028. Stormwater discharges will be considered as part of the issues and options work to be completed by June 2026.
AP25-0049	West Harbour Community Board	Ange McErlane	Regulatory	The health of the Otago Harbour is a priority issue for the Board, we seek: - Appropriate and effective maintenance of the Aramoana Mole including maintenance of the Long Mac Groyne	2. No change to AP - noting that...	Port Otago is responsible for maintenance of the Long Mac Groyne system. ORC is the consenting authority, and has no operational involvement in the structures. ORC is participating in the Working Group looking at issues in this area, alongside the community, mana whenua, Port Otago and DoC.

Service and Funding Requests - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Service Requests	Manager Recommendation	Manager Comments
AP25-0011	Catkin	Bartlett	Transport	<p>Please consider extra buses from Remarks Park between 3pm and 4.30/ when flights arrive. Our children are reluctant to use the bus if they have lots of school bags because the bus is full from the flights.</p> <p>Jacks Point bus- so many would use the bus if it were more often. There are a lot of families in Hanleys with a new baby and the mums can't go anywhere because they don't drive, they get a taxi or their partner takes a day off work to take them to an appointment.</p> <p>Lake Hayes- so many mums say they would take the bus if it were more frequent, the risk of getting stuck is too much so they drive instead.</p> <p>Arrowtown - QT route - clockwise and anticlockwise routes are desirable. This means people can travel easily between Frankton and Arthur's Point and probably means a more efficient service without buses having to turn around in Frankton.</p> <p>I am very sorry that a Wanaka Public transport service is not going ahead. Connecting Hawea & Hawea Flats with Wanaka is so important. Again some new parents are feeling trapped in their homes if they are a one car family or don't drive. Consider reviewing access to key community facilities and bus services in Wanaka. The only way to get to the new maternity unit in Albert Town is by car- there isn't even a footpath along the main road.</p> <p>An option between Central Otago & QT. I would love to see this work and investing in this is very important. It needs to consider the workers shift patterns, consider collaboration with the big employers about how to meet the need g. aviation security, ka Huanui a Tahuna, schools.</p> <p>The bus is not seen as being very desirable and there is stigma attached to it- a campaign to make it more COOL 😊 and images of mums with babies and children using the bus.- you can parent at the same time, babies can sleep and you don't need to put them in a car restraint, can breastfed and cuddle on the bus.</p> <p>Perspex barriers for the bus drivers- they don't need customers being aggressive.</p> <p>I support an attempt to provide bus services between centres and Dunedin, even if you don't get it right at first, you have to start somewhere. Please engage with the people who will be using it when designing it.</p> <p>When can we have the bike racks back? Lots and lots of people are missing them</p>	2. No change to AP - noting that...	The submitter is seeking a number of service improvements in Year 2. Most of the improvements have been considered as part of the Queenstown Public Transport Services Business Case (QPTSBC) and are proposed to be delivered over the course of the LTP. Jack's Point & Arrowtown service improvements will begin in Y2. However there is no funding, including co-funding from the NLTF, available to meet the requesters concerns in year 2. Some issues raised here are common to other submissions currently being received through the RPTP submission process and the hearing committee will recommend to Council any changes coming out of the RPTP that impact year 2 or beyond.
AP25-0013	Paul	Hayes	Transport	<p>I am writing to support the investigation of an Oamaru-Dunedin bus service instead of a round-Oamaru service. People living in Oamaru and the wider Waitaki District frequently need to travel into Dunedin for health care, tertiary education, visiting friends and family, events, shopping, etc. Health needs in particular impact the elderly and often mean that the person receiving care is unable to drive themselves, even if a private car was available.</p> <p>I believe a daily bus (ideally early and mid morning and mid and late afternoon) would be well utilised, would result in more equitable access to health care, and would cut down substantially on private car trips.</p>	2. No change to AP - noting that...	The submitter sentiments are noted and the LTP Y2 makes provision for the investigation of the Oamaru to Dunedin service. These points are coming through as common points in the RPTP submissions, and each of these service requests are signalled through draft RPTP.
AP25-0028	Peter	Dowden	Transport	I support the investigations onto regional public transport, bur I think they should include investigating synergies sich as "codeshare" with existing commercial transport, and using spare capacity on existing worker transport eg Macraes Mine and Finegand freezing works buses. Wānaka should be included because the growth in this area will guarantee success and there are strong synergies with existing tourist services.	1. No Change to AP - no action	The submitter has also made a submission to the Regional Public Transport Plan (RPTP) and raises the point of codesharing. The submission is accepted in part. We will consider code share with existing providers.
AP25-0030	Waitaki DC	Gary Kircher	Transport	<p>Transport • WDC is disappointed that the public transport trial for Oamaru is proposed to be cut because of co-funding gaps. We have strongly advocated to ORC for public transport opportunities in Oamaru for some time. Efficient and affordable public transport services are a key outcome for transport in the region as it contributes to overall well- being, accessibility, and economic opportunities.</p> <p>• WDC supports the investigation of an Oamaru to Dunedin public transport service.</p>	2. No change to AP - noting that...	The submitter sentiments are noted and the LTP Y2 makes provision for the investigation of the Oamaru to Dunedin service. These points are coming through as common points in the RPTP submissions, and each of these service requests are signalled through draft RPTP.

Service and Funding Requests - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Service Requests	Manager Recommendation	Manager Comments
AP25-0033	Jill	Weaver	Transport	I would like the cycle trail extended into Dunedin to link the cycle trails already established in central Otago & Clutha & Maniototo & cycle trails being established up the coast now towards Waikouaiti. It's silly to think that Dunedin isn't a part of all this with these on their doorstep. I talk to & encounter people who are already here coming to cycle around the harbour & have seen other parts of the South Island flourish with the establishment of cycle trails. At the moment to stop at Waihola is crazy. With the inevitable decline of cruise ships, it's time to consider other ways to bring people & \$ into Dunedin. We already have a magnificent asset around the harbour, let's link it up.	2. No change to AP - noting that...	ORC does not typically provide walking and cycling infrastructure. There is no provision in the AP and additionally is noted and that walking and cycling infrastructure would not attract central government co-funding.
AP25-0034	Sarah	Manning	Transport	Please make the cycle way tunnels happen through to Mosgiel. And further out. Please. Thank you.	2. No change to AP - noting that...	ORC does not typically provide walking and cycling infrastructure. There is no provision in the AP and additionally is noted and that walking and cycling infrastructure would not attract central government co-funding.
AP25-0035	Alison	Hales	Transport	Dunedin, Mosgiel & surrounding areas are missing out! Please just find the \$ to finish the cycle trails & Tunnels. So many people would benefit both health wise & financially from being able to get around by bike or walking rather than taking the car. It would also bring tourists & money to our area. Most bike tourists are financially comfortable and willing to pay well for services provided.	2. No change to AP - noting that...	ORC does not typically provide walking and cycling infrastructure. There is no provision in the AP and additionally is noted and that walking and cycling infrastructure would not attract central government co-funding.
AP25-0036	Debbie	Mason	Transport	Please consider cycle trails from Dunedin linking other trails. I don't think you'll regret it!!! We would have done further biking if there had have been a trail to and from Dunedin. We are also looking to do the new trails, Cromwell to Wanaka and Cromwell to Arrowtown and through to Queenstown. I know other cyclists would do the same and can see the benefit for your region. Otago and Southland have so much to offer to cyclists.	2. No change to AP - noting that...	ORC does not typically provide walking and cycling infrastructure. There is no provision in the AP and additionally is noted and that walking and cycling infrastructure would not attract central government co-funding.
AP25-0037	Karen	Tilley	Transport	I live in Geraldine and often cycle recreationally in Central Otago. I would visit and stay in Dunedin and nearby more often if there were connected cycle paths to Middlemarch or Waihola. I recently rode the Taieri Gorge train and I commend the council on this great tourism venture.	2. No change to AP - noting that...	ORC does not typically provide walking and cycling infrastructure. There is no provision in the AP and additionally is noted and that walking and cycling infrastructure would not attract central government co-funding.
AP25-0040	Craig	Paddon	Transport	Please provide financial support to help connect Dunedin City to Mosgiel and Waihola via the old rail tunnels. Doing so will make Dunedin part of a world renowned connected network of cycling/ hiking Journeys across Otago thereby enhancing tourism opportunities, active transport, health and wellbeing and adventure for Dunedin and Otago residents and beyond.	2. No change to AP - noting that...	ORC does not typically provide walking and cycling infrastructure. There is no provision in the AP and additionally is noted and that walking and cycling infrastructure would not attract central government co-funding.

Service and Funding Requests - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Service Requests	Manager Recommendation	Manager Comments
AP25-0041	Dunedin Tracks Network Trust	Rachel Elder	Transport	<p>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.</p> <p>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. We submit:</p> <ul style="list-style-type: none"> . that they support the Tunnels Trail to be completed . that they support the gaps in the Otago trails network being filled - 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. . 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 	2. No change to AP - noting that...	ORC does not typically provide walking and cycling infrastructure, however \$50,000 was allocated for Dunedin Trails Network Trust in the LTP and provision for this remains in the AP 2025-26.
AP25-0042	Kim	Hayward	Transport	<p>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.</p> <p>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.</p>	2. No change to AP - noting that...	Options for increasing frequencies were investigated through the Fares and Frequencies Business Case for the development of the LTP. However government limited its co-funding available in LTP Ys 2 & 3 PT for PT service improvements. The submitters points are being consistently raised through the RPTP submissions, and it is appropriate that they be considered for later years of the LTP, subject to decisions on the RPTP.
AP25-0042	Kim	Hayward	Transport	<p>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.</p> <p>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.</p>	2. No change to AP - noting that...	ORC does not typically provide walking and cycling infrastructure. There is no provision in the AP and additionally is noted and that walking and cycling infrastructure would not attract central government co-funding.
AP25-0046	Liam	Harrison	Transport	<p>It is disappointing that central government has pulled back co-funding for improvements to our public transport. I encourage and support the council to continue work that will improve the bus services in Ōtepoti Dunedin, especially the introduction of an airport bus!</p> <p>As a resident of Caversham, I would look forward to increases in the number of buses running on the number 5/6 route(s), especially in the evenings and weekends (when I am more likely to use the bus, as I commute by bike to and from work), but understand that the money for these do not "grow on trees".</p>	2. No change to AP - noting that...	We have investigated options for increasing frequencies through the Fares and Frequencies business case. Limited co funding available in years 2 for PT service improvements. Additionally these points are being consistently raised through the RPTP submissions.

Service and Funding Requests - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Service Requests	Manager Recommendation	Manager Comments
AP25-0047	Strath Taieri Community Board	Barry Williams	Transport	Public Transport: There are no public transport options available to residents of the Strath Taieri. 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.	2. No change to AP - noting that...	The RPTP signals focusing on improving regional connectivity however limited co funding in years 2 limits our ability to move forward with this. Additionally this point is consistently being raised through the RPTP submissions.
AP25-0048	Community Link Upper Clutha	Kate Murray	Transport	Our feedback is focused on the proposed defunding of a business case for public transport (PT) in Wānaka/Upper Clutha, originally included in Year 1 of the ORC Ten Year Plan (TYP)... our request is to keep the commitment made to Upper Clutha residents and fund the PT business case as planned in this 2025-26 year.... Our market research confirmed that residents were seeking more affordable transport options and looking to reduce their carbon footprint through shared transport. Community Link saw an opportunity to test this anecdotal demand and collect data to inform long-term planning through two PT trials, run in 2022 and 2023 through a community shuttle. The results confirmed the need for PT in the Upper Clutha, especially connecting outlying townships to Wānaka as populations grow.... We appreciate that our submission to the Ten Year Plan influenced ORC's original plan to run another PT trial – choosing to fund a business case instead – which we consider more effective to progress long-term planning for eventual full provision of public transport.	2. No change to AP - noting that...	ORC sought co funding in 2024 and it was declined. We recognise that residents are seeking more affordable transport options and reducing their carbon impact however our initial view based on a desk top study (Otago Community and Accessible Transport study) and a review of the community shuttle trials in 22/23 indicates that viable public transport that is affordable to both the user and the community is not feasible without central government co-funding.
AP25-0050	Brent	Irving	Transport	I support the Tunnels Trail project to develop a Shared Path/Cycleway between Mosgiel and Caversham, and want it added back in to the Annual Plan for immediate action. The Tunnels Trail project should be funded without delay, and given high priority, with a focus of delivering operational sections as soon as possible. While NZTA co-funding may not be currently available, other sources of co-funding need to be investigated, or allow the Trust/Community to independently proceed with development. The Tunnels Trail is Dunedin's internal transport corridor between the coast and the Plain, as well as our link to the wider Otago cycleway network.	2. No change to AP - noting that...	ORC does not typically provide walking and cycling infrastructure. There is no provision in the AP and additionally is noted and that walking and cycling infrastructure would not attract central government co-funding.
AP25-0051	Gerard	Hyland	Transport	I want to encourage the ORC to pursue the Tunnels Trail in partnership with the DCC and/or other groups as required to complete this trail as soon as possible, and support the ORC's view as outlined in the document mid-term-review-otago-southland-rltp-21-31-nov-2024-web.pdf P27) that the Tunnels Trail is a critical element in the Active Transport plan for commuting, recreation, and economic development. The Tunnels trail creates a link between communities (Taieri to Town); connects with the regional cycleway network; and is an economic driver on multiple fronts: Active transport, tourism, recreation and health. While both ORC and DCC have previously committed to supporting and implementing this project, the recent change by DCC following NZTA withdrawal of any development of cycleways is to be strongly protested as a backward move, and a move away from the stated goals of the City and Region.	2. No change to AP - noting that...	ORC does not typically provide walking and cycling infrastructure. There is no provision in the AP and additionally is noted and that walking and cycling infrastructure would not attract central government co-funding. We agree with the submitters sentiment and would hope to support the development of the Tunnels Trail in future years, however it is not recommended for inclusion in Y2.
AP25-0052	Queenstown Lakes District Council's (QLDC)	Glyn Lewers	Transport	• 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. 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).	2. No change to AP - noting that...	ORC sought co-funding (from the NLTF) in 2024 for the development of a PT business case in the Upper Clutha. The co-funding was declined. We recognise that residents are seeking more affordable transport options and reducing their carbon impact. However our initial view based on a desk top study (Otago Community and Accessible Transport study) and a review of the community shuttle trials in 22/23 indicates that viable PT that is affordable to both the user and the community is not feasible without central government co-funding.

Service and Funding Requests - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Service Requests	Manager Recommendation	Manager Comments
AP25-0052	Queenstown Lakes District Council's (QLDC)	Glyn Lewers	Transport	<p>• QLDC urges ORC to reconsider the proposed removal of planned ferry service improvements for the Whakatipu. - The scaling back of public transport investment for ferry services on Lake Whakatipu is not supported.</p> <p>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 transport.</p> <p>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.</p> <p>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.</p>	2. No change to AP - noting that...	The Queenstown Public Transport Services Business Case (QPTBC) completed under the Way2Go partnership did not demonstrate that ferry service improvements would significantly reduce congestion or meet the transport needs of the growth locations at Jacks Point or Hanleys Farm for the cost of providing those improvements, which would be a \$500K local share cost in LTP Y2. Noting that in 2023/24 buses carried ~1.9 million trips on the Queenstown network compared to 74,000 trips taken by ferry. The QTSBC was one of the three business cases under the Queenstown Integrated Transport BC that collectively are intended to deliver a co-ordinated and integrated value for money programme of transport investments (across NZTA, QLDC and ORC) to meet current and future transport demand as a consequence of urban growth at the scale and in the locations indicated in the Spatial Plan. The bus service improvements provided for in AP Year 2 are an early investment by ORC commitment over the LTP to deliver on the full QPTS BC
AP25-0053	Destination Queenstown and Lake Wānaka Tourism	Mat Woods	Transport	3.4 There is a noticeable absence of public connecting Hawea, Wanaka and Luggate. As the Upper Clutha district continues to grow it is a missed opportunity to exclude Wānaka from the proposed bus connection for Alexandra, Cromwell, and Queenstown and we'd like the ORC to consider this.	2. No change to AP - noting that...	The RPTP signals focusing on improving regional connectivity however limited co funding in years 2 limits our ability to move forward with this. Additionally the RPTP reflects the principles for integrating landuse to be able achieve affordable public transport. The development in this area does not meet these principles and is challenge to address. This concern is being raised through the RPTP submissions also.
AP25-0053	Destination Queenstown and Lake Wānaka Tourism	Mat Woods	Transport	3.8 The draft plan suggests Queenstown's ferry service will be continued but there is no mention of extending services to surrounding areas of Queenstown or electrification. 3.9 We encourage the Otago Regional Council to think beyond retaining the existing ferry service and recommend prioritising frequency, and capacity, whilst electrifying and extending the service to surrounding suburbs of Lake Whakatipu (including Frankton, Hanley's Farm and Jacks Point). 3.10 Queenstown's Frankton Marina can now accommodate electric boat chargers/bowsers. New Zealand's first electric hydro-foiling ferry is coming to Lake Manapouri, and now that Queenstown has the technology in place to support this type of transport, the Queenstown Lakes should also be leading the way with a zero-emissions water ferry.	2. No change to AP - noting that...	The QPTSBC investigated the role of ferries and concluded that increasing investment in ferry service improvements had fewer benefits than could be achieved through investment in the electricification and upgrade of the bus fleet. (Noting that the bus network carried ~1.9M trips in 2023/24 cf with ferries which carried 74,000 trips.) The RPTP includes potential additional mode choice for Queenstown in future years subject to establishment of Transit Oriented development.
AP25-0054	Mosgiel Taieri Community Board	Andrew Simms	Transport	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.	2. No change to AP - noting that...	The submitter's point regarding anticipated future patronage growth development of our Dunedin and southern network is noted.
AP25-0059	Taieri Trails Groups	Sarah Davie- Nitis	Transport	We request your ongoing support to enable us to build this critical link connecting the Otago region. We understand this is best achieved by providing \$100k / annum to the Dunedin Tracks Network Trust so they can leverage this funding, seeking additional financial support from national funding bodies, philanthropic organisations and local business.	2. No change to AP - noting that...	ORC does not typically provide walking and cycling infrastructure. There is no provision in the AP and additionally is noted and that walking and cycling infrastructure would not attract central government co-funding.
AP25-0044	Coastal Connections	Emily Cooper	Transport	In the LTP 2024-34 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.	2. No change to AP - noting that...	ORC does not typically provide walking and cycling infrastructure, however \$50,000 was allocated for Dunedin Trails Network Trust in the LTP and provision for this remains in the AP 2025-26.

Policy Recommendations - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Policy Recommendations	Manager Recommendation	Manager Response
AP25-0031	Florence	Micoud	Biodiversity & Biosecurity	Generally, while the plan cares for the environment, I think not enough. 1- UNEP says we all need to keep 30% for nature. This should be enforced at all levels, via all consent and on public land.	2. No change to AP - noting that...	Please note the following 2024-34 Strategic Directions goal: "Ecosystems are healthy, our water and air are clean, and biodiversity loss is arrested across the region". We are currently revising the Indigenous Biodiversity Strategy to ensure that ORC is targeting available resources towards this goal in the most effective way possible. We will be seeking public feedback on the draft ORC Indigenous Biodiversity Strategy in August this year.
AP25-0045	Federated Farmers	Otago	Biodiversity & Biosecurity	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. 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. 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 ... We therefore question the reliability of this report as a foundation for developing a non-regulatory biodiversity strategy in Otago.	2. No change to AP - noting that...	We agree that an ethic of stewardship is key to achieving biodiversity gains, including the important role landowners can play, and the multiple benefits pest control provides. This is well represented in the RMA, national policy and strategy, other multiple reports, pORPS 2021 process, and stakeholder discussions that have informed strategy development so far. The Strategy Team has reached out to Federated Farmers as part of strategy development and looks forward to meeting soon.
AP25-0057	Predator Free Dunedin	Rhys Millar	Biodiversity & Biosecurity	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.	2. No change to AP - noting that...	We agree that community groups play an integral role in the development of the strategy and have subsequently undertaken early engagement with key stakeholders from across the region.
AP25-0057	Predator Free Dunedin	Rhys Millar	Biodiversity & Biosecurity	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. Failure 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.	1. No Change to AP - no action	This work is included as a recommendation to fund in the AP.
AP25-0019	Helen	McLagan	Environmental Fund	I am very much in favour of the introduction of the environmental fund. I only wish it could be increased, because \$2,000,000 is surely insufficient for such important work.	1. No Change to AP - no action	
AP25-0022	Baoping	Du	Environmental Fund	reduce the Environment fund, people in more important to animals	1. No Change to AP - no action	Final details of what the fund will be focussed on and its accessibility are to be endorsed through a paper to Council on the 22nd May.
AP25-0038	Brian	Dixon	Environmental Fund	I'm pleased to see the provision in this plan for an annual Environmental fund of \$2M. I understand that ORC councillors and staff will be providing more detail on the way this fund will be allocated but have not been able to identify any information on this within the plan itself, nor where it is budgeted for. My plea is that it not be applied to any of the other areas of community engagement and action on environmental aspects that are already covered in the plan.	1. No Change to AP - no action	Final details of what the fund will be focussed on and its accessibility are to be endorsed through a paper to Council on the 22nd May.
AP25-0039	Whakatipu Wilding Control Group	Grant Hensman	Environmental Fund	\$2M environmental fund: WCG appreciate having the opportunity to contribute feedback in regard to this fund, 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.	1. No Change to AP - no action	

Policy Recommendations - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Policy Recommendations	Manager Recommendation	Manager Response
AP25-0043	Predator Free 20250	Brett Butland	Environmental Fund	ORC's Large-Scale Environmental Fund can act as cornerstone funding. 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. This fund operates independently of existing ORC workstreams, allowing for diverse approaches and community-led initiatives to flourish. We suggest that this fund be accessible to a wide range of organizations, including independent community-led initiatives.	1. No Change to AP - no action	Final details of what the fund will be focussed on and its accessibility are to be endorsed through a paper to Council on the 22nd May.
AP25-0060	Upper Lakes Rohe Environmental Alliance working group	Matt Hollyer	Environmental Fund	We ask that you consider the following key points with regards to the establishment and intent of the large scale environmental fund. 1. ORC funding can help unlock funding from other sources. ORC's "Investing in our environment" large scale environmental fund is not being looked at as the sole source of funds for conservation entities. But with ORC supporting a program of work this demonstration of leadership and support will certainly increase the likelihood of other funders continuing their existing funding, or will be a strong signal that helps to leverage the unlocking of new funding sources. 2. Credible and effective entities already working at scale within the region. Our entities are proficient in environmental enhancement work and are experienced in being accountable to funders. Collaborating with ORC to set the performance criteria and having work programs in alignment with the environmental goals of ORC is our expectation for the basis of funding contracts. Our sector is used to working with many funding entities with strict deliverables and milestones. 3. Early investment reduces larger costs later. This \$2m annual investment in environmental projects is well timed. The community feedback last year wanted it. Any delays to implementing this funding will not only allow further degradation of the natural environment, but it would also be inefficient and much more costly to rate payers. 4. Investing in existing entities is more cost effective Over the short to medium term it is far more efficient to provide funding to support existing entities to continue operating. Whilst there may well be new entities set up to apply once the criteria is set, there are costs in establishing a trading entity that can be avoided with established incumbents who have already done this. Providing funding in FY26 would also enable the substantial gains made by community groups to be maintained. Summary: The criteria to be set for the large scale environmental enhancement activity may take many forms. However it may be set up, please note that there is a huge amount of energy and enthusiasm from many volunteers and paid staff in the community wanting to contribute to the state of our region's environment. Funding directed at community-led projects will empower and support them to create the greatest positive outcomes. We look forward to working with ORC's large scale environmental fund to deliver quality, at scale environmental enhancement work, that can be sustained for years to come.	1. No Change to AP - no action	Final details of what the fund will be focussed on and its accessibility are to be endorsed through a paper to Council on the 22nd May.
AP25-0053	Destination Queenstown and Lake Wānaka Tourism	Mat Woods	Environmental Fund	We agree with an approach for a targeted rate to be applied to each of Otago's five districts. However, it is important that funds collected in each district must be used within that district. We would like to see further transparency around projects eligible for the Eco Fund along with details about the decision-making process.	1. No Change to AP - no action	The decision by council was to have this as general rate funded rather than split into the different districts.

Policy Recommendations - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Policy Recommendations	Manager Recommendation	Manager Response
AP25-0057	Predator Free Dunedin	Rhys Millar	Environmental Fund	<p>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.</p> <p>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.</p> <p>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. By supporting independent groups through this fund, ORC can strengthen community-led conservation efforts while ensuring alignment with regional priorities.</p>	1. No Change to AP - no action	Final details of what the fund will be focused on and its accessibility are to be endorsed through a paper to Council on the 22nd May.
AP25-0031	Florence	Micoud	Climate and Hazards	<p>Generally, while the plan cares for the environment, I think not enough.</p> <p>2- climate adaptation is essential but even more mitigation. We need to anticipate; stop now all pollutions; keep and regenerate nature; starting with the Council itself to lead by example, create and support sustainability market.</p> <p>I realise it is radical, but we MUST. I do at my household level and feel frustrated that government agencies are still going business as usual which is continuing to aggravate climate change.</p> <p>We need some leadership now, and I hope you will.</p>	2. No change to AP - noting that...	We agree that ORC should be leading by example, and note the following 2024-24 Strategic Directions goal: "The carbon footprint of our organisation is reduced in line with our climate change strategy, and we are supporting and collaborating with others to do the same.". In pursuit of this goal, we are preparing an organisational GHG emissions inventory. Following that, we will be developing an emissions reduction plan for the organisation.
AP25-0047	Strath Taieri Community Board	Barry Williams	Climate and Hazards	<p>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.</p> <p>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.</p> <p>Conversion of good productive agricultural land for forest is not in itself an acceptable answer in our view to the Carbon issue.</p> <p>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.</p>	2. No change to AP - noting that...	<p>The submitter may be referring to the Dunedin City Council's Zero Carbon targets, which ORC supports through the Zero Carbon Alliance.</p> <p>ORC staff are aware of the potential impact on rural communities and the natural environment from wholesale farm conversion to carbon forestry, and were pleased to see Central Government making changes to legislation to limit the amount of full farm to forestry conversions.</p>
AP25-0053	Destination Queenstown and Lake Wānaka Tourism	Mat Woods	Climate and Hazards	<p>Climate Change and Resilience: Although we commend the work around adaptation there is more to that needs to be done around mitigation, including internally within the ORC's own organisation.</p>	2. No change to AP - noting that...	We agree that ORC should be leading by example, and note the following 2024-34 Strategic Directions goal: "The carbon footprint of our organisation is reduced in line with our climate change strategy, and we are supporting and collaborating with others to do the same". In pursuit of this goal, we are preparing an organisational GHG emissions inventory. Following that, we will be developing an emissions reduction plan.

Policy Recommendations - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Policy Recommendations	Manager Recommendation	Manager Response
AP25-0053	Destination Queenstown and Lake Wānaka Tourism	Mat Woods	Climate and Hazards	We support the ORC's proposed investment in natural hazard adaptation planning at the Head of Lake Whakatipu. However, we'd like further clarity on the location-specific approach and whether a broader regional framework to support adaptation and risk mitigation across vulnerable landscapes will be considered.	2. No change to AP - noting that...	An approach for prioritising natural hazards adaptation planning was developed and presented to ORC Safety and Resilience Committee in November 2024 (Item 9.4 of the agenda) The prioritisation approach developed is intended to enable a systematic identification and definition of location-specific projects and allocation of work within the ORC Natural Hazards work programme. It is planned to complete the implementation of the prioritisation approach by June 2026.
AP25-0025	DONALD	Gordon	Financial	Also in Planned cost of Work, if Corporate charges relate to administration, if so they need to be controlled and reduced immediately.	1. No Change to AP - no action	Unclear what this is referring to but all costs are controlled and a concerted effort has been made to only have necessary costs in our budgets
AP25-0027	Dave	George	Financial	Reduce staff. Stop building palaces...	1. No Change to AP - no action	Staff and property costs have been carefully reviewed. Our new offices have been designed for as a fit for purpose facility
AP25-0039	Whakatipu Wilding Control Group	Grant Hensman	Financial	Increase wilding targeted rate to match QLDC contribution and fund the shortfall. The 2023 Cost Benefit Analysis (Sapere Report commissioned by ORC) supports the argument that ratepayers are willing to pay more. 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.	2. No change to AP - noting that...	Councils focus is to reduce the rates increase as much as possible in this difficult economic environment
AP25-0045	Federated Farmers	Otago	Financial	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. - 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.	2. No change to AP - noting that...	Rural properties are included in our rates samples as part of consultation. We also have an online rates estimator available to view all rate types on any property
AP25-0045	Federated Farmers	Otago	Financial	ORC to undertake a rating, fees and charges sensitivity analysis to understand the total increase in ORC rates, fees and charges for rural properties. <u>Action requested</u> : 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%. 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. - 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. 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%.	2. No change to AP - noting that...	ORC completed an extensive rating review during the last LTP, including consideration of the UAGC and a range of sensitivity analysis. Fees and charges are payable by all users of natural resources in the region, not just the rural community and part of our regulatory function is also paid for by the general ratepayer which reduces the burden paid by the user.

Policy Recommendations - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Policy Recommendations	Manager Recommendation	Manager Response
AP25-0045	Federated Farmers	Otago	Financial	<p>ORC to consider and report back to FPNZ 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.</p> <p>As highlighted in our submission on the 2024–2034 Long-Term Plan (LTP), FPNZ 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.</p> <p>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.</p>	2. No change to AP - noting that...	Council was successful in securing some government funding for flood protection works in the Lower Taieri scheme and also some funding of remedial works in the Lower Clutha scheme as a result of flooding. All central government funding offsets the targeted rates payable by the flood protection schemes
AP25-0055	Daphne & James	Ledgerwood	Financial	<p>We would like to think ORC could become more aware of just how much of our ratepayers' money you are spending, especially on studies, consulting, and planning and spend more on looking after your ratepayers with items such as tangible items like rabbit control for example.</p> <p>Money spent on investigating the purchase of a building for ORC, and all the stop starts that were involved there, plus the purchase of the building you now have and all the millions in altering to suit the huge staff numbers you have grown into, is another example of reckless spending of our rates. Stafford Street should have been completely adequate.</p>	2. No change to AP - noting that...	Council is very much aware of the rating impact on ratepayers and has worked very hard to reduce the rates increase that was proposed in the LTP
AP25-0058	Dr. Barbara	Anderson	Financial	<p>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 independent of the Port Otago Ltd operational team.</p>	2. No change to AP - noting that...	Port Otago does not have a Community trust Fund
AP25-0017	Rob	Thorp	Financial	We should not be paying your rental cost for your offices in other towns.	1. No Change to AP - no action	Being a regional council we have a number of staff located across the region so we can work as efficiently as possible, office space is required to house those staff
AP25-0016	Kevin	Dowling	Flood & Rivers	You take a large amount of money for the lower Clutha flood scheme but it appears that very little has been spent so where has this money gone.	1. No Change to AP - no action	Rates collected for the scheme are utilised for scheme operations, maintenance and capital works. These rates are ring-fenced specifically for use within the Lower Clutha Flood Protection and Drainage Scheme. Works planned for the scheme are outlined in ORC's Infrastructure Strategy 2024-2054 - https://www.orc.govt.nz/managing-natural-hazards/flood-defences/infrastructure-strategy-and-investment-programme/
AP25-0047	Strath Taieri Community Board	Barry Williams	Flood & Rivers	<p>Our Board notes with appreciation recent engagement by your staff in beginning to address the longstanding concern we have with regard to 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 Council's position with regard to 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 Council's 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.</p>	1. No Change to AP - no action	ORC is progressing the work needed to identify hazard mitigation options, and in the coming months plans to engage with the Strath Taieri Community Board and the wider community on potential mitigation measures. The implementation of any hazard mitigation improvements currently remains as programmed in ORC's LTP.
AP25-0028	Peter	Dowden	Governance & Engagement	I think the environmental fund should be supported and I think ORC should rename itself Environment Otago to give focus to the organisation as its neighbouring councils have done.		Thanks for this suggestion. Consideration of a name change for Otago Regional Council would need to be led by Councillors.

Policy Recommendations - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Policy Recommendations	Manager Recommendation	Manager Response
AP25-0038	Brian	Dixon	Governance & Engagement	I commend the ORC for its commitment to a close partnership with Kai Tahu in its proposed implementation of the plan and urge that that continues and the relationship is further strengthened and enhanced.		Thanks for this feedback. ORC's partnership with mana whenua is integral to the work we do and we are committed to continuing to strengthen it.
AP25-0058	Dr. Barbara	Anderson	Governance & Engagement	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.		Thanks for this feedback.
AP25-0011	Catkin	Bartlett	Regulatory	Pollution hotline is excellent. Thank you, responses to emails, even at the weekend has been less than an hour and the problem addressed quickly. Unfortunately sewage contamination of our waterways is far too frequent , I have reported 3 incidents in the last year of raw domestic sewage discharged directly into creeks in urban areas. I support a strategy of robust penalties on property owners and plumbers breaking the rules.	1. No Change to AP - no action	Compliance action is taken in line with the RMA and Council's Compliance and Enforcement Policy.
AP25-0011	Catkin	Bartlett	Transport	Public transport: Please do everything you can to protect the \$2 fares in QT.I support an increase in rates for this because it benefits everyone if more people can use the bus.	2. No change to AP - noting that...	Under the GPS 2024, ORC is required to increase our private share (i.e how much revenue we get other than rates and government funding). Raising fares is one of the more straightforward way to do this. The recommended increased fares also recognises increasing costs such as driver wages.
AP25-0038	Brian	Dixon	Transport	I consider it is appropriate to keep public transport fares at the current subsidised levels to further encourage use of public transport.	2. No change to AP - noting that...	Under the GPS 2024, ORC is required to increase our private share (i.e how much revenue we get other than rates and government funding). Raising fares is one of the more straightforward way to do this. The recommended increased fares also recognises increasing costs such as driver wages.
AP25-0014	Murray	Dempster	Transport	Why are our ORC rates contributing to Queenstown transport ? Isn't Queenstown/ Lakes District a seperate council 🤔 .. personally I don't want my rates payments contributing to Queenstown transport !	1. No Change to AP - no action	As the Public Transport Authority, ORC provides bus and ferry public transport services in Queenstown. Our actual public transport servics - in both Dunedin and Queenstown, are paid for by targeted rates and are only paid by people in those communities. We also have a general transport rate which covers the planning and strategic aspects of transport, which applies across Otago.
AP25-0016	Kevin	Dowling	Transport	Why do we in the Clutha district have to contribute to the public transport in Dunedin and Queenstown.	1. No Change to AP - no action	Rates from the Clutha District contribute to Council's region-wide transport activities, including Regional Land Transport Planning & management. Actual public transport services - buses in Dunedin and buses and ferries in Queenstown - are paid via targeted rates, for those communities who are provided the services.
AP25-0017	Rob	Thorp	Transport	Nor should any of the upper clutha contributions go towards transport upgrades for Queenstown (who give zero back to Wanaka).	1. No Change to AP - no action	PT supports the efficiency of the Queenstown network which enables people from the wider district to access key sub-regional & regional facilities, such as the Airport, hospital and business/commercial activities.
AP25-0021	Cyrus	Lim	Transport	Not agreeing to fund Queenstown's public transport from the rest of Otago towns. These public transport should be funded by the tourism and tourist related businesses.	1. No Change to AP - no action	Currently there is no method to fund PT service from tourism/tourist related businesses.
AP25-0022	Baoping	Du	Transport	total ignorance of the people's living. public transport plan can be postponed when economy back to healthy.	1. No Change to AP - no action	We are required to prepare our REgional Land Transport Plan, and Regional Public Transport Plan by legislation. PT provides access to economic and social opportunities for everyone, and in particular for members of the community most impacted by the current high cost of living.

Policy Recommendations - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Policy Recommendations	Manager Recommendation	Manager Response
AP25-0025	DONALD	Gordon	Transport	In regard to cost of work in budget the transport cost is huge. the costs should be reduced noy increased. Interested to know what % of ratepayers use our transport system. Should this service not be provided by a private operater, run as a businesspaid by users. That is how ORC run pest control, which as we speak in rural areas is GETTING out of control.	1. No Change to AP - no action	Patronage information is reported quarterly to the Public & Active Transport Committee. The information can be viewed on Council's website. Regional Councils are responsible for public transport in accordance with legislation, and is it subsidized by rates due to the public benefit it provides.
AP25-0031	Florence	Micoud	Transport	It's disappointing to see the public transport reductions, it's an essential part of climate change mitigation.	2. No change to AP - noting that...	Under the GPS 2024 Council has limited scope of attracting co-funding from central government for PT investment aimed at climate change mitigation. Many of the service improvements we had planned did not attract co-funding from NZTA .
AP25-0030	Waitaki District Council	Gary Kircher	Transport	Transport • WDC is disappointed that the public transport trial for Oamaru is proposed to be cut because of co-funding gaps. We have strongly advocated to ORC for public transport opportunities in Oamaru for some time. Efficient and affordable public transport services are a key outcome for transport in the region as it contributes to overall well- being, accessibility, and economic opportunities. • WDC supports the investigation of an Oamaru to Dunedin public transport service.	2. No change to AP - noting that...	ORC has retained targeted rating for a 'local share' of funding for investigating an Ōamaru-Dunedin PT service, however the lack of central government co-funding means that PT in Ōamaru township in LTP Y2 is not being advanced at this stage. The sentiment expressed by the submitter is consistent with views expressed in submissions to the RPTP, which is where Council can consider longer term PT service level aspirations.
AP25-0032	Jessica	de Heij	Transport	Yes, we need to invest in biking, public transport.	1. No Change to AP - no action	Thank the submitter's support
AP25-0054	Mosgiel Taieri Community Board	Andrew Simms	Transport	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... 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.	2. No change to AP - noting that...	Noted with thanks
AP25-0041	Dunedin Tracks Network Trust	Rachel Elder	Transport	We submit: that the ORC investigates supporting an Otago Walking/Cycling Strategy/Plan/Business Case	1. No Change to AP - no action	Council has a strategic goals that seeks that active transport is the preferred mode of short journeys in urban areas. It will continue to deliver on this goal, however, due to the lack of central government for co-funding for walking and cycling in LTP Y 2&3, progress on this workstream will be limited for this time.
AP25-0042	Kim	Hayward	Transport	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.	2. No change to AP - noting that...	As the Public Transport Authority ORC is required to have a focus on the contribution that PT can make to reducing congestion and emissions from transport. However, the request to include the cycling community is noted.

Policy Recommendations - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Policy Recommendations	Manager Recommendation	Manager Response
AP25-0052	Queenstown Lakes District Council's (QLDC)	Carrie Williams	Transport	<ul style="list-style-type: none"> 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. <p>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....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.</p>	2. No change to AP - noting that...	The LTP delivers on the QPTSBC that was prepared under the Way2Go partnership. TheQPTSBC is one of 3 business cases prepared in response to the Queenstown Integrated Transport buisness case. The timing for the PT improvemetns as proposed in the QPTSBC is contingent on the delivery of all three BCs including that for Infrastructure and for Travel Demand Management. The key PT infrastructure to support aritcuated buses will not be in place for Y2. We note that a number of service improvements are being implemented in 2025/26 and 2026/27 in Queenstown. The submitter refers to cutbacks which staff assume relates to the Queenstown Ferries. To that end, we note that the joint business case (prepared by QLDC and ORC) did not support the increased ferry frequencies, and co-funding was not approved by NZTA.
AP25-0053	Destination Queenstown and Lake Wānaka Tourism	Mat Woods	Transport	<p>3.1 We see a significant opportunity to invest in the evolution of Queenstown Lakes public transport.</p> <p>3.2 The target milestone target milestone for electrification of public transport by 2035 is not ambitious enough to support Queenstown Lakes district's goal to achieve regenerative tourism, and the ambitious goal of a carbon zero visitor economy by 2030.</p> <p>3.3 Rapidly reducing emissions is not only the right thing to do from an environmental perspective, but there are also considerable economic benefits and cost savings that can be achieved.</p> <p>3.5 We urge rapid mode shift and a zero- emissions public transport network in Queenstown beyond just buses and instead encourage the ORC to consider other mass rapid transport (MRT) including gondola.</p> <p>3.6 With Queenstown Lakes district's geographical challenges, building more roads is not the solution, and it's vital that alternative solutions to road transport are considered including a zero-emissions ferry network, gondolas and ropeways.</p>	2. No change to AP - noting that...	The submitter's points are noted. ORC's investment in transport across the LTP is in the order of some \$200M. The proposed investment is based on the investment indicated by the QPTSBC, which considered MRT. The submitter's concerns are relevant for consideration as part of the proposed Regional Deal. ORC acknowledges that road based solutions will not achieve the mode shift required to address congestion.
AP25-0058	Dr. Barbara	Anderson	Transport	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	1. No Change to AP - no action	We are not aware of the evidence that the submitter refers to regarding tourism having a disproportionate impact on the effectiveness of PT in Otago.
AP25-0026	Simon	Telfer	Transport	I am very disappointed with the lack of any substantive investment in to public transport in the Upper Clutha. Given this ambivalence I will be strongly advocating for the responsibility for public transport to fall with the purview of the district rather than regional council.	1. No Change to AP - no action	

Policy Recommendations - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Policy Recommendations	Manager Recommendation	Manager Response
AP25-0049	West Harbour Community Board (WHCB)	Ange McErlane	Transport	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.	2. No change to AP - noting that...	No impacts on Route 14 services during the Cruise Ship season are anticipated. While electric buses are not proposed for Route 14 in LTP Y2 it is anticipated that the services will be electric from early LTP Y3 (October 2026)

Fees and Charges Feedback - Annual Plan 2025-26 Submissions						
Submitter ID	First name/ Organisation	Last name	Activity	Summary of submitter feedback - Fees and Charges	Manager Recommendation	Manager Response
AP25-0010	Peter	Cameron	Fees and Charges	Live within annual inflation	1. No Change to AP - no action	The bulk of fees and charges have been set to increase in line with inflation. Where fees have increased above inflation this is to reflect actual costs of conducting the work.
AP25-0012	Gregory	Kent	Fees and Charges	Yes there should be NO increase in fees and charges.	1. No Change to AP - no action	In previous years ORC has attempted to freeze most fees and charges as part of the annual plan, this has led to significant increases at Long Term Plans, the intention this cycle is to increase fees by inflation at annual plan time to avoid large jumps.
AP25-0020	Jobin	Ji	Fees and Charges	Not supportive to the change plan, it should be targeted to reduce the fees and charges due to current economic downturn.	1. No Change to AP - no action	Fees are charged to reflect the actual cost of consent and monitoring work
AP25-0021	Cyrus	Lim	Fees and Charges	It would be great if it can be controlled in around 4-5%.	1. No Change to AP - no action	The bulk of fees and charges have been set to increase in line with inflation. Where fees have increased above inflation this is to reflect actual costs of conducting the work.
AP25-0022	Baoping	Du	Fees and Charges	who ever made the proposal has total ignorance of the people's living.	1. No Change to AP - no action	Fees are charged to reflect the actual cost of consent and monitoring work
AP25-0023	Frank	Li	Fees and Charges	<p>Concerns About the Fee Increases - Thank you for the opportunity to provide feedback on the proposed fees and charges for the 2025-2026 period. While I understand the need for cost recovery in delivering essential services, I have concerns regarding certain fee increases and their potential impact on residents.</p> <p>Affordability for Residents and Businesses - Many households and businesses are already facing rising costs due to inflation and economic pressures. Increasing council fees could add further financial strain, especially for small businesses and lower-income households.</p> <p>Justification and Transparency - The proposed fee changes should include a more detailed explanation of why specific charges are increasing. Are these adjustments based on increased operational costs, inflation, or new service expansions? Some fees appear to have increased significantly beyond inflation levels—what is the rationale for these adjustments?</p> <p>Exploring Alternative Funding Sources - Before increasing fees, has the council explored cost-saving measures or alternative funding sources, such as government grants or efficiency improvements within existing services?</p> <p>If higher fees are necessary, could they be introduced gradually instead of all at once to reduce the impact on residents?</p> <p>Request for Consideration - I encourage the council to review these proposed increases with a focus on minimizing financial burdens on the community. A more transparent breakdown of cost justifications and alternative solutions would be beneficial in ensuring fairness and accountability.</p>	1. No Change to AP - no action	The bulk of fees and charges have been set to increase in line with inflation. Where fees have increased above inflation this is to reflect actual costs of conducting the work.
AP25-0028	Peter	Dowden	Fees and Charges	Not really but I support user pays for commercial activities	1. No Change to AP - no action	Fees are charged to reflect the actual cost of consent and monitoring work
AP25-0031	Florence	Micoud	Fees and Charges	User pays is good. Polluter pays should be embedded in the fees and charges.	1. No Change to AP - no action	Fees are charged to reflect the actual cost of consent and monitoring work
AP25-0032	Jessica	de Heij	Financial/ Rates	Yeah that is fair. I dont mind paying more rates, if that means our services are provided.	1. No Change to AP - no action	This feedback appears to relate to rates rather than fees and charges.
AP25-0041	Rachel	Elder	Transport	See Attached submission	1. No Change to AP - no action	This feedback relates to transport services and funding rather than fees and charges and was addressed by staff in the Service Requests section.
AP25-0045	Federated Farmers	Otago	Fees and Charges	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. (Recommendation in submission for: 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.)	1. No Change to AP - no action	ORC completed an extensive rating review during the last LTP, including consideration of the UAGC and a range of sensitivity analysis. Fees and charges are payable by all users of natural resources in the region, not just the rural community and part of our regulatory function is also paid for by the general ratepayer which reduces the burden paid by the user.
AP25-0055	Daphne & James	Ledgerwood	Financial/ Rates	Same comments as apply to above really. Please try to live within your means as I'm sure you have to do with your personal spending. Rates should not be seen as free money to be squandered.	1. No Change to AP - no action	This feedback appears to relate to rates rather than fees and charges and replicates the general Annual Plan feedback received from the submitter and addressed by staff in the Policy recommendations section.
AP25-0042	Kim	Hayward	Fees and Charges	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?	1. No Change to AP - no action	<p>A full copy of fees and charges can be found here https://www.orc.govt.nz/your-council/plans-and-strategies/annual-plans/changes-to-fees-and-charges/ under scale of charges. At a high level there are some new fixed fees for certain types of consents, which replace charges calculated based on time spent. Most compliance performance monitoring fees have increased. Whether these apply varies on a consent by consent basis based on the monitoring required.</p> <p>Some fixed audit fees have also increased and a cap has been introduced for gravel extraction fees.</p> <p>The new Dairy Audit fee is charged on a per audit, rather than a per farm basis. Most farms are audited once in a season, depending on risk some farms are not audited every year and some are audited more than once.</p>
AP25-0019	Helen	McLagan	Environmental Fund	Yes: the environmental fund should be increased.	1. No Change to AP - no action	This comment relates to the environment fund rather than fees and charges and replicates the general Annual Plan feedback recieved from the submitter and addressed by staff in the Policy recommendations section.
AP25-0038	Brian	Dixon	Transport	I consider it is appropriate to keep public transport fares at the current subsidised levels to further encourage use of public transport.	1. No Change to AP - no action	This feedback relates to public transport fares rather than fees and charges and has been addressed by staff in the Policy Recommendations section.
AP25-0046	Liam	Harrison	Fees and Charges	No, I don't know all too much about these, and expect they do not directly affect me. I would say that dairy farming (and area I have not ever been involved in) is a terribly unsustainable use of our land that generates excessive methane and nitrous emissions, and reduces water quality (generally).	1. No Change to AP - no action	