

Mosgiel Taieri Community Board (MTCB) Comment to the Southern Link Inland Port Fast Track Consent Expert Panel 12 August 2026

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Comment:

To the Fast-Track Consent Panel,

The Mosgiel-Taieri Community Board appreciates the opportunity to comment on behalf of the community and would welcome the opportunity to speak to its submission, if this were a possibility.

We have arranged this into key points, followed by the longer text below, to give a fuller context if required.

Key points:

- MTCB supports the economic opportunities the Southern Link Inland Port could bring to Mosgiel, Dunedin and the wider Southern region, but seeks assurance that roading and stormwater infrastructure will be planned, funded and delivered before the development reaches full scale.
- Without coordinated upgrades, increased freight traffic, extensive sealed surfaces and altered watercourses could impose safety, congestion and flood risks on Mosgiel residents and vulnerable road users.
- Expected heavy-traffic volumes at full capacity, including stage 3 warehousing and freight forwarding, remain unclear. MTCB requests an independent assessment (in addition to the NZTA assessment) of projected movements before consent is granted.
- Upgrades to SH87/Gordon Road and an alternative access corridor, including Riccarton Road–Dukes Road, should be linked to the consent process. Independent experts should identify the road, intersection and speed-limit changes needed to protect vulnerable users, particularly where intersections already operate beyond capacity.
- Reducing truck movements on SH88 and through Dunedin would shift traffic and emissions to Mosgiel. Consent conditions should ensure that wider benefits are not achieved at Mosgiel's expense and that local impacts are mitigated before freight volumes increase.
- Consent conditions should materially address risks to pedestrians, cyclists, school children, older residents, families and other users of narrow freight corridors. MTCB requests an independent local assessment in addition to NZTA's national-level analysis.
- Measures to address congestion and queuing between SH1 and Mosgiel should be in place before freight volumes rise further.
- The Board requests that consent conditions require the identification, planning and funding pathways (local and central government) for necessary transport upgrades prior to the commencement of later development stages - funding for the necessary roading infrastructure in Mosgiel is not currently in the long-term planning for DCC or the NZTA and this needs to be rectified.

Further detail to elaborate on the above points:

Benefits of the project for Mosgiel and the Wider Region:

The Southern Link Inland Port could deliver significant economic benefits for Mosgiel, greater Dunedin and the wider Southern region. Port Otago and the Dynes Group estimate substantial gains during the 10-year construction phase, with the ODT reporting up to \$190 million in local economic activity and as many as 1,500 jobs. These benefits should be matched by requirements for the infrastructure needed to support the development.

Moving freight from SH88 and Dunedin's urban roads to rail may reduce traffic and emissions there, but it would transfer pressure to SH87 and other Mosgiel roads. Mitigation should therefore be delivered before additional freight arrives, so benefits to one community are not achieved at another's expense.

Otago and Southland's wool, meat and wood producers contribute significantly to the regional and national economy. Strong logistics capability must be supported by safe, fit-for-purpose roads that protect residents and vulnerable users.

A significant proportion of Dunedin's growth is occurring in Mosgiel but infrastructure upgrades don't reflect this:

Mosgiel offers Dunedin's most accessible flat land for expansion and commercial development of this scale. However, much of Dunedin's growth is already occurring in Mosgiel, including substantial residential and commercial development beside major transport routes, and this pressure is not currently being addressed.

SH87/Gordon Road is narrow through the shopping area and carries freight beyond its original design expectations. Parked cars, footpaths and uncontrolled crossings leave limited space for pedestrians, cyclists and other users. Freight also uses local roads as informal bypasses, adding pressure to the SH1–Riccarton Road intersection, narrow Riccarton Road and the over-capacity Dukes Road/SH87 intersection.

Roading plans and funding must be settled before the hub reaches full scale, particularly before warehousing increases distribution traffic. Any temporary reduction from shifting freight to rail during early stages does not remove this long-term need.

MTCB asks that consent conditions secure commitments from central government and the DCC to accelerate these upgrades.

An independent assessment should quantify freight traffic at each development stage and test projections against comparable inland ports with warehousing operations.

MTCB is concerned that current projections may underestimate traffic in stages 1 and 2 and once warehousing in stage 3 serves Central Otago, centres north and south of Dunedin, and local stores.

Although public funding is limited, upgrades supporting the logistics hub should be prioritised alongside the project. Investment should reflect where economic value and productivity are generated, rather than relying only on population-based measures.

Flood Mitigation:

The MTCB acknowledges that the Otago Regional Council will provide technical expertise on the project's stormwater and flood-mitigation requirements. We also ask the expert panel to consider an independent assessment of any additional flood risk or changes to stormwater runoff that could result from the extensive sealed surfaces and building roofs proposed for stage 3, including warehousing and distribution facilities.

Additional Community Concerns:

The inland port may affect neighbouring properties through light spill, operational noise, construction dust, road closures, and truck braking and turning at Dukes Road. MTCB requests an independent assessment, with particular attention to overnight effects on nearby homes and to White Robe Lodge's livestock welfare and breeding operations.

Potential mitigations include downward-facing lighting, a no-engine-braking zone, restricted operating hours, acoustic barriers around the site and construction scheduling that avoids the foaling season.

Members of the community have also expressed some concern that the road frontage will detract from the rural character of the location so there has been a suggestion that the trees on the road frontage should be retained to screen the industrial buildings and operations beyond.

There has also been some concern from the community that the SLIP development is being considered in isolation from other significant developments in Mosgiel and beyond. The MTCB requests that this development be considered alongside these other developments to ensure all potential interacting factors are assessed.

Once again, the Mosgiel-Taieri Community Board appreciates this opportunity to contribute during the expert panel assessment of the consent for this significant development, and we thank you for your time in reading this.

Yours faithfully,

Rebecca Shepherd

Mosgiel-Taieri Community Board - Chairperson