



Otago Peninsula Community Board

Annual Plan Submission

2023

Executive Summary

Peninsula Connection

- Complete the Portobello boardwalk as passed in Council in 2022
- Connect Portobello School to already completed section towards Harwood (400m)
- Undertake the Otakou Fisheries Wharf section as a matter of urgency for the community
- Review parking areas on the Peninsula Connection to improve accessibility by members of the disabled community.

Climate Change and Community Resilience

- Undertake the Otakou Fisheries Wharf section of road widening as a matter of urgency for the community before the road deteriorates any further and the marae, community and essential businesses are cut off.
- Develop a plan for the improvement and protection of roads in the “Back Bays” at Papanui and Hooper’s Inlet to protect them from inundation
- Rebuild and improve the sea wall at Tidewater Drive in Harwood to protect the community from storm and inundation events.
- Prepare and implement a programme of suitable street drainage and footpaths to ensure the community is able to cope in high rainfall events.
- Develop a comprehensive ecological approach to the management of Portobello Road in terms of re-planting, tree removal and weed control that assists in stabilising the road and its environs for the future.
- Invest in the planting of 100,000 trees over 10 years for habitat creation to offset negative effects of the carbon emissions associated with cruise ships and other tourist activity.

Road Safety and Transport

- Undertake the Otakou Fisheries Wharf section as a matter of urgency for the community
- Connect Portobello School to already completed section towards Harwood (400m)
- Develop the beach reserve at Macandrew Bay to remove the bottleneck between the completed connection areas.
- Complete road safety improvements for Tomahawk for the benefits of the community and in light of an additional 80 new houses being built in the area.
- Develop a comprehensive ecological approach to the management of Portobello Road in terms of re-planting, tree removal and weed control that assists in stabilising the road and its environs for the future.
- Complete road safety improvements for Pukehiki for the benefits of the community
- Prepare and implement a programme of suitable street footpaths to ensure the community can safely access areas of their community, for e.g., Beaconsfield Rd, Grieg St and Luss Road.

Recreation, Public Facilities and Landscape

- Invest in the Otago Peninsula Tracks network to allow the creation of a world class visitor attraction not met by current maintenance or the new Track Strategy
- Invest in the planting of 100,000 trees over 10 years for habitat creation to offset negative effects of the carbon emissions associated with cruise ships and other tourist activity.
- Invest in the redevelopment of new separate public toilets at Macandrew Bay Beach.

The Peninsula Connection



Figure 1 The ongoing failure to connect the school area to the completed section of the Connection Project is a major safety issue that limits the effectiveness of the work.

The Board submits that the connection of Portobello School, North to the completed section on Harington Point should be treated as a matter of urgency. This section is:

1. A dangerous bottleneck that does not connect the two connected sections and fails to provide safe cycle and pedestrian access.
2. Only 400 metres long and does not require reclamation, but reconfiguration along the lines of the previous removed design.

The Board submits that the 400-500 metre section from the Otakou Fisheries wharf on Harington Point Road should be treated as a matter of urgency. This section is:

1. Currently failing as the sea continues to undermine its structure.
2. Being flooded and inundated during high tides and storm events,



3. Critically vulnerable to the effects of future sea level rise scenarios.
4. The narrowest section of the road more so due to its imminent collapse.
5. Critical to marae and tourist businesses in the area as the only road access.

Figure 2 – Otakou Wharf section of Harington Point Road is narrow, being undermined and vulnerable to high tides and sea level rise that will shut off the marae and important businesses unless dealt with as a matter of urgency.



The Board submits that the Macandrew Bay Beach Reserve lies between two sections of completed Peninsula Connection. The failure to connect this area has created a dangerous bottleneck that does not provide the required level of safety for reserve users, pedestrians and cyclists. This section:

- Requires urgent redesign of the reserve and connection to provide the required level of safety for all users.

Figure 3 – Macandrew Bay Beach has become a dangerous bottleneck between two completed sections of the Connection Project and needs to be redesigned to ensure all users safety.

Road Safety and Transport

The Board submits that funding for better pedestrian safety, speed reduction and improvements to the troublesome Camp Rd/Highcliff Rd intersection be allocated to this area.

- The Smalls Beach section of Tomahawk Road – The Board submits that this area needs speed



control in the form of judder bars or other infrastructure to discourage the anti-social behaviour and give locals peace of mind.

- Tomahawk Road has been problematic for the community for some years with speed and poor behaviour, especially at night. The Board submits that this work be funded to provide better safety and ambience to the local community in wake of future residential developments in the area.
- Many of the streets of the residential areas of the Otago Peninsula have little or no pedestrian access and poor street drainage. The Board submits that more development and improvement of footpaths and residential drainage is required in areas across the Peninsula community to accommodate new development, safety and accessibility.

Figure 4 Many of the streets on the Peninsula have no footpaths or associated drainage that is unsafe for pedestrians and will become more of a problem during high rainfall events associated with climate change.

- Harwood Tidewater Drive. Currently the seawall at tidewater Drive is in urgent need of repair and upgrading to protect the road and houses from flooding. While minor repairs have been achieved this area must have a more permanent and sustainable solution to protect the roading asset in this area along with associated housing.



Figure 5 & 6 Tidewater Drive in Harwood is a low-lying where the current sea wall is inadequate to protect people or property from storms, high tides and sea level rise.

Climate Change & Community Resilience

Predictions of greater extremes of rainfall due to climate change have been borne out in the 2015 and 2017 events on the Otago Peninsula. Slipping and flooding have taken their toll on the roading network and will continue to do so in the future.

- The Board seeks future funding for ensuring the resilience of our scenic and important “back bays” areas of Papanui and Hoopers Inlets.



The Otago Peninsula is a biodiversity hotspot of national and international significance. The ecotourism sector is a significant part of both business and ecological management of many endangered species. However, the ecotourism sector heavily is reliant on high carbon emission transportation such as air, bus, camper van and motor car travel. At the same time the City Council is “land rich” in terms of recreational and ecological space on the Peninsula suitable for the development of tree planting mitigation projects. These would create measurable impacts on tourist carbon and provide important strengthening of threatened habitat important to the taoka species of our area.

- The Board submits that the City Council plant 100,000 trees on the Otago Peninsula over the next 10 years to assist in mitigating the effects of tourism carbon emissions and support habitat creation for critical species on the Otago Peninsula.

Figure 6 Hoopers in full flood after heavy rain and high tides. The “Back Bays” areas are vulnerable to sea level rise through climate change.

Recreation and Facilities

The promotion of Dunedin as “the wildlife capital of New Zealand” is an enviable title but there must be a continued vigilance and work to maintain that mantle. The Otago Peninsula is fortunate to have many hard-working community groups and individuals who dedicate their time and hard work to sustain ecological restoration and conservation here. However, species such as the Hoiho face extinction on the mainland in a matter of a few years if we are not able to remove predators, repair habitat and provide the best opportunities for breeding. The City Council has a leadership and landowners’ role to play in this work but must invest more capital into such works in partnership with agencies and the community to halt further decline in our taoka and our landscape.

- The Board submits that the City Council must increase its investment in its reserve lands, community groups and agency partnerships on the Otago Peninsula to protect vulnerable species and habitats from further decline.

The business community on the Otago Peninsula is pivotal to the tourism and visitor market for our region and city. However, our information signage regarding accommodation services, eating establishments, services and attractions is poor. In the post Covid 19 economy we need all efforts we can provide to support businesses as they redefine themselves in the current market.

- The board submits that the City Council invest in more visible place-based signage denoting the place, facilities, attractions and services available in township areas of the Otago Peninsula to support business and groups. The Board also requests that township and place name signage be bilingual, using the English and Te Reo versions to give deeper cultural and historical meaning to our community.



The Otago Peninsula track network is a significant recreational asset that provides a coastal and terrestrial linkage between St Clair and Victory Beach. It encompasses significant areas of the Peninsula such as Sandfly Bay, Boulder Beach, Sandymount and Hereweka Harbour Cone. However, the signage, hand rails, marker posts, and boardwalks on parts of the network were first installed in the mid 1990’s. Subsequently, they have fallen into disrepair due to a lack of maintenance and care. This has led to a devaluing of the Peninsula track experience for users and a missed opportunity to diversify the visitor market.

- The Board submits that the Otago Peninsula Track Network is a world class asset that has been allowed to degrade and depreciate due to a lack of maintenance and care. This asset requires capital investment and maintenance to see it reach its real potential.

Figure 7 The Councils failure to invest and maintain its track assets on the Otago Peninsula is a significant loss for business and the community.

Macandrew Bay - In Macandrew Bay the problem is the location of the toilets at the hall rather than at the beach recreation area. It is a difficult crossing point on a busy section of road to get from the beach to the hall and a toilet at the beach site would be safer and more convenient. This area has become significant for visitors and this past season has shown its popularity.



Figure 8 & 9 A dangerous crossing point and a popular beach of significance means that access to available toilets is a problem for this area. The Board submits that a new toilet facility or a shared facility with the boat club should be explored and developed.



Residents on the Otago Peninsula have been asking the Board for some time to have a dog park that allows visitors and locals a safe place to exercise and train dogs. The Board recently heard from a group in Harwood wishing to have support from Council in terms of planning and reserve policy advice to look at the feasibility of the project.

- The Board submits that staff be requested to look at development of a dog park area on the Otago Peninsula

Written and Presented on Behalf of the Otago Peninsula Community Board

Paul Pope Chairman