

# Submission to the Dunedin City Council 2025-2034 Long Term Plan

## Otago Peninsula Community Board

### Executive Summary

The Otago Peninsula Community Board represents 4500 people with an additional 325,000-350,000 visitors per annum. The Otago Peninsula Community have 5 key priorities based on its current Community Plan. These are:

1. Complete the 3 remaining sections of Te Awa Ōtākou (Peninsula ) in this draft Long Term Plan period.
2. Deliver the landscaping and play/recreation/landscape hub on the old school site, that has been promised almost a decade ago and never initiated.
3. Provide a new public toilet facility at Macandrew Bay Beach to deliver a safe option for users on a dangerous section of road and to meet the significant demand from users in this area.
4. Provide reticulated water and sewage services as raised by the community in the Future Development Strategy and empower landowners to develop their properties as well as improve the environment.
5. Make tangible plans and implementation of works that will safeguard our community from climate change and inundation from human induced sea level rise.

### One – Te Awa Ōtākou – Peninsula Connection

The Board submits that the Dunedin City Council must complete the 3 sections held within the *Draft 2025-2034 Long term Plan* in order to fulfil the works promises to the community made in previous consultations over the years. It is also imperative that the particularly dangerous areas at Portobello School and Ōtākou Fisheries be improved for the safety of our community and visitors.



**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:

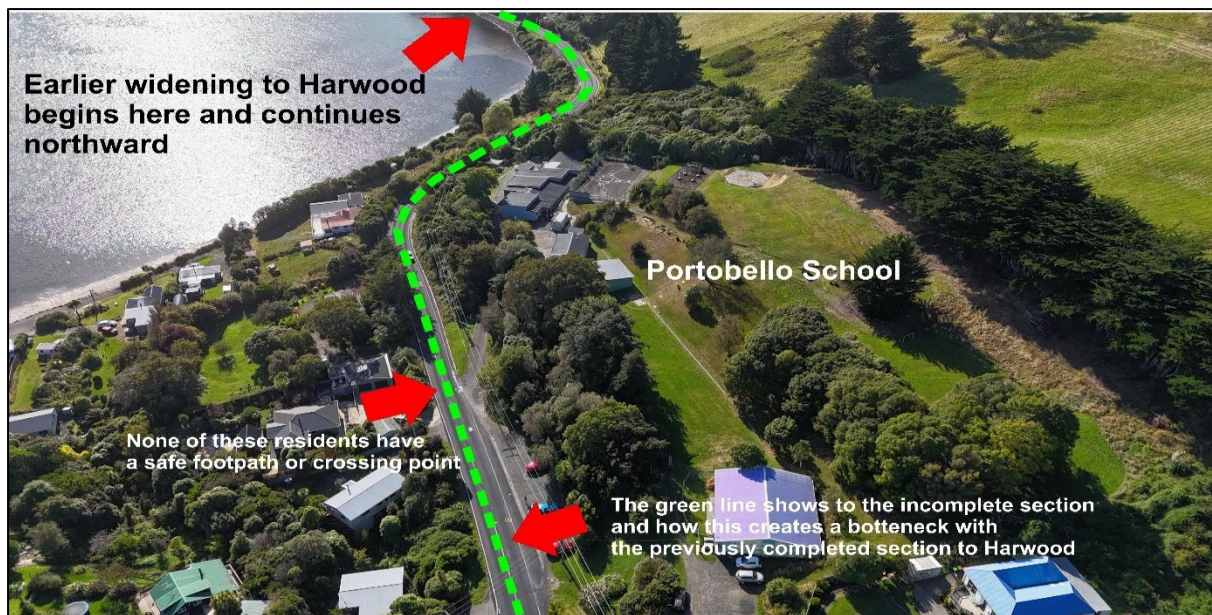
1. A dangerous bottleneck that does not connect the two connected sections either side and fails to provide safe cycle and pedestrian access.
2. At only 400 metres long this area does not require reclamation.

The Board submits that the 400-500 metre section from the Ōtākou Fisheries wharf on Harington Point Road should also 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.
5. Is critical to Ōtākou marae and the tourist businesses in the area as their only road access.



**Figure 2** – Ōtākou 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.



**Figure 3** The Portobello School section of Harington Point does not connect to a previously widened section and increases the bottleneck issues with this area.

The *Draft 9 Year Plan 2025-2034* sets out the order as Ōtākou, Tidewater Drive (Inland Route) and Portobello School. However, the Board submits that the order should be based on the safety issues that the Peninsula Community faces in these areas. Therefore, the Board submits the following revised order:

1. Ōtākou Fishery Wharf 2026/2027
2. Portobello School (Described as Portobello to Weir Road in the draft Plan) 2027/2028
3. Tidewater Dr to Ellison Rd (Inland Route) 2028/29



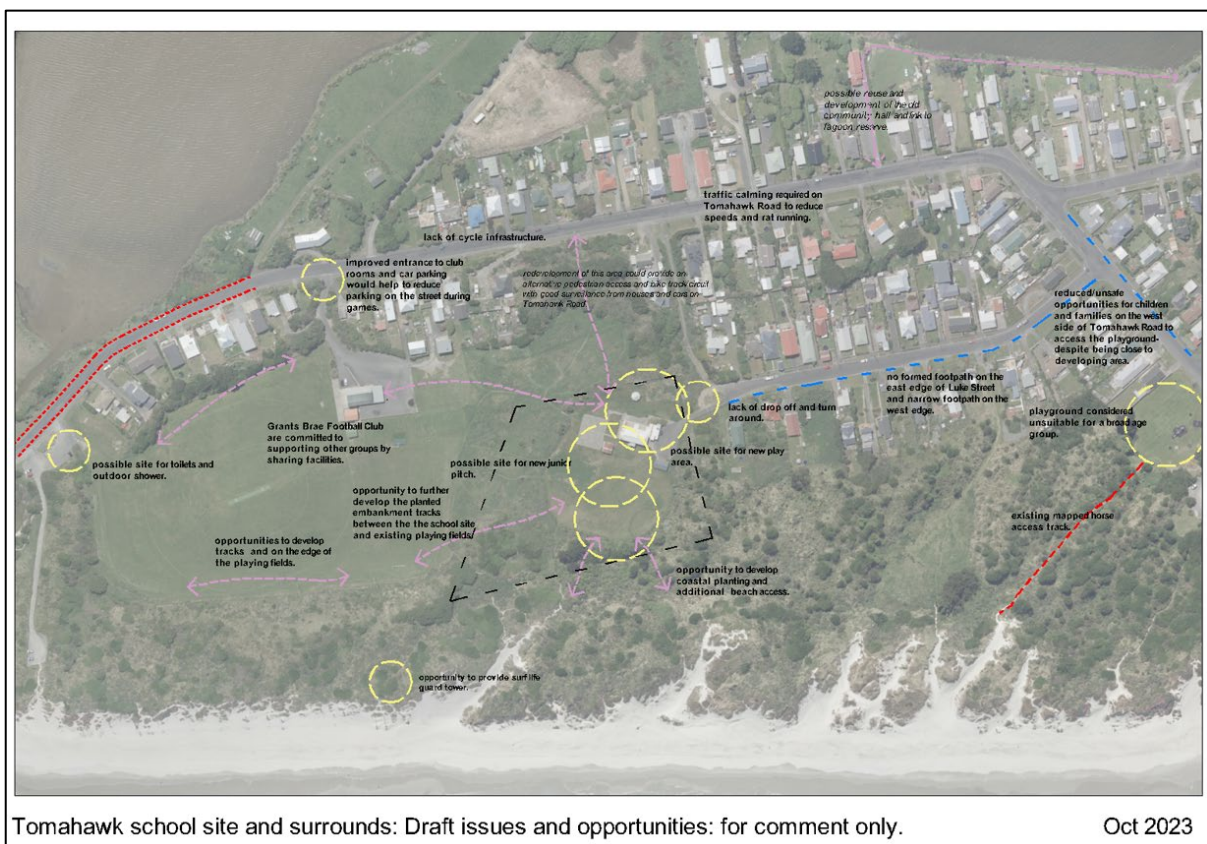
## Two - Tomahawk School Development

The school closed in 2010 and was bought by Ngāi Tahu in January 2012. The DCC bought the school a month later. The site has been sitting vacant since that time – there have been a few options put forward and considered over the years, but none have progressed.

The DCC have previously investigated options for the site, particularly when the school buildings were still on site. These fell into a state of disrepair (with a roof leak that wasn't remedied), and were demolished in 2016/2017. A report commissioned by the DCC highlighted that the site was unsuitable for residential development due to concerns about coastal hazards, including erosion and sea level rise.

DCC started consultation with the community about the site in 2018, the staff member leading this left and this stalled. A further proposal for consultation was made to Council in 2019. However, Covid came so was put on hold again. In October 2023 the community got together again and with help from staff developed the beginnings of a design for the area, but Council once again went cold on the concept. The Board has continued to support the community over this issue and by and large the community have been united in seeing this project come to fruition.

There is strong community interest in this site being developed as a recreation hub for both the local and wider community and extending native plantings out from the Tomahawk back dunes.



**Figure 4 – This initial discussion plan was developed with the community and Council staff in October 2023. The process has been stalled and interrupted for the last 15 years.**

- Tomahawk is experiencing significant residential growth with developments now bringing an additional 70 homes to the area.

The basic concepts for the site are simple and practical and include:

- A designated central hub for play, open space and sport.
- full or half-court basketball / netball court
- A pump track
- Moving the play equipment to the hub from Tomahawk Road
- Improved landscaping and walking track linking the community to the area and the sports hub.

### Three – Macandrew Bay Beach – Toilet Provision

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 5 & 6** Dangerous crossing points 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.





**Figure 7 – Aerial view showing the present position of public toilets and the popular Macandrew Bay Beach. The site has limited pedestrian access on uncontrolled crossings and limited visibility.**

## **Four – Future Development Strategy – Provision of Reticulated Services**

The Board have through its work in the community over recent years identified the need for key water and waste reticulation services for the community's east of Portobello. All of our community from Portobello onwards have no access to reticulated water or sewage services. This was recognised in the joint Council Future Development Strategy, and in particular the submission made by Aukaha representing Te Runanga O Ōtākou. The provision of 3 Waters Infrastructure will provide healthier options for landowners relying on tank water and septic tanks. This is particularly prevalent in all low-lying homes from Harwood to Pukekura. With future predictions around sea level rise this will create a significant effect on the health of the Otago harbour. The community have already seen these effects occur in the 2015 and 2017 flood events. Significantly, while the resident population of this area is modest, pressure from tourism adds to the need for reticulation. There are also between 800-1200 landowners in this area who have no ability to develop their land for their whanau in the future due to the lack of 3 Waters infrastructure.



***Figure 8 - The lack of 3 Waters infrastructure in the area east of Portobello limits the development of Maori land for many landowners.***



## Five – Climate Change Preparedness and Future Mitigation

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 Board also seeks future funding for better street drainage, curb and channel and guttering across the whole Community to cope with high rainfall events.



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.

**Figure 3** *Flooding events on the Otago Peninsula area have become more prevalent from Tomahawk to Pukekura. In some cases, older infrastructure or the lack of it combined with changeable weather patterns caused by climate change make our region highly vulnerable.*

In Harwood, 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 10 & 11** *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.*

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Written and Presented on Behalf of the Otago Peninsula Community Board

A handwritten signature in black ink, appearing to read 'Paul Pope', enclosed within a thin black rectangular border.

**Paul Pope Chairman**