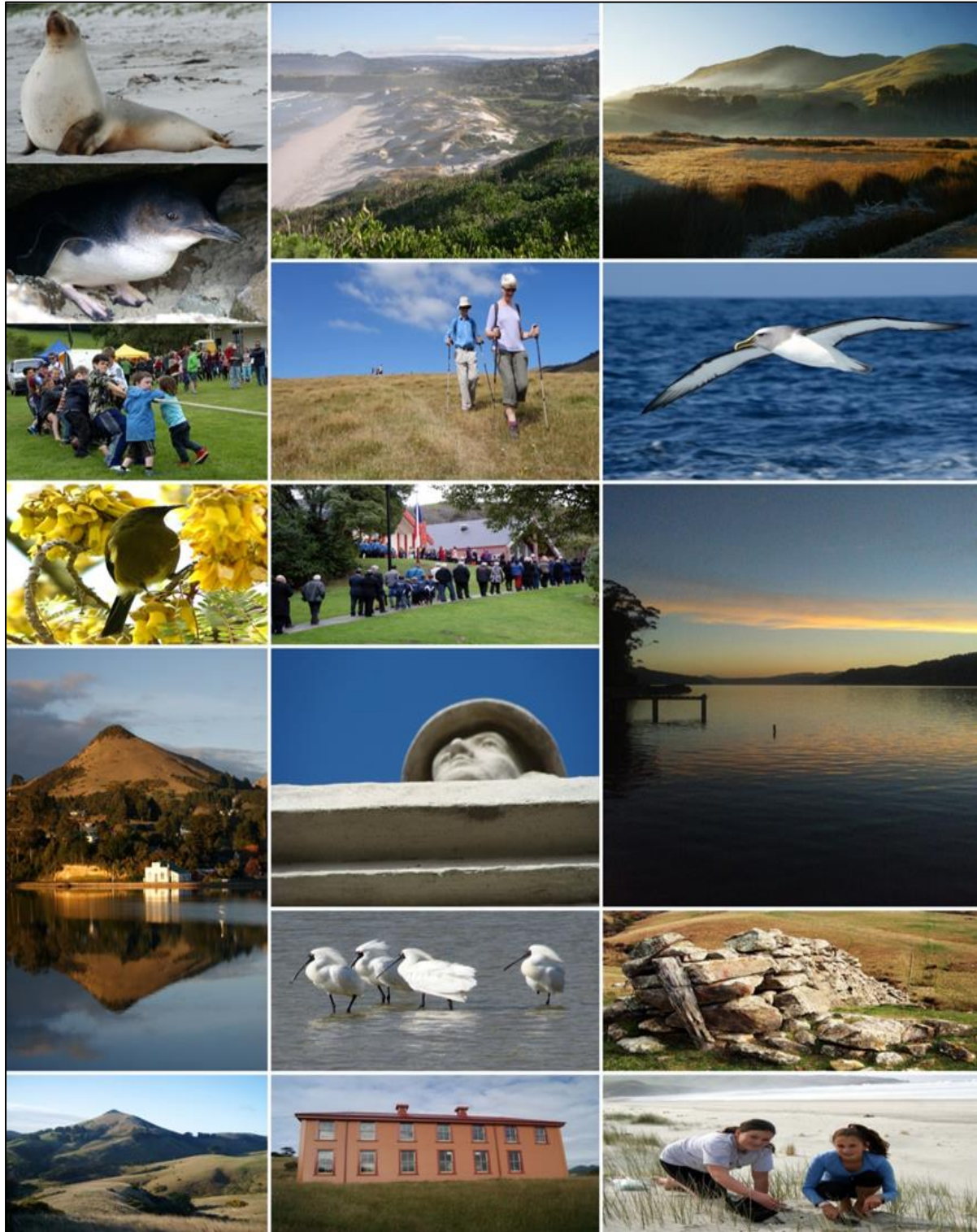


# Otago Peninsula Community Board Long Term Plan Submission to the Dunedin City Council 2021 – 2031



## Executive Summary

<b>Details</b>	<b>Est. Cost</b>	<b>When in 2021-31 10 year plan</b>	<b>Justification</b>
<b>Peninsula Connection Project Harington Pt</b> Completion of roading and landscaping. Footpath creation and upgrades.	Within the existing Annual Plan	2022-2023	Public road safety and ongoing community feedback through public forums and submissions received requesting this.
<b>Climate Change</b> Preparation and improvements to infrastructure in preparation for ongoing climate		2021-2031	The effects of climate change on the infrastructure, landscape and biodiversity will be dramatic in coming years.
<b>Peninsula Connection Interpretation and Art Trail</b>	\$150,000	2022-2025	This adds value to the existing Peninsula Connection Project
<b>Portobello/Harington Point Road Ecological Management &amp; Sea lion management</b>	\$125,000	2022-2026	Invasive weed species have devalued native areas of vegetation
<b>Habitat Restoration and Species Management Support in Emissions</b>	\$100,000/Annum	2021-2031	The Otago Peninsula is under-resourced in wildlife and biodiversity investment
<b>Information Signage with International Symbols for Townships</b>	\$150,000	2022-2024	This adds value to the existing Peninsula Connection Project
<b>Harington Point Battery Restoration</b>	\$100,000	2025-2028	An important historical site to iwi and the wider city
<b>Te Umu Kiri – Wellers Rock</b> Improvements to the carparking, safety, interpretation and cultural management of a highly significant historical site to the area and region.		2021-2023	Te Runaka Otakou have been distressed at the treatment of this area by users and visitors, especially the loss of the traditional sand isthmus.
<b>Impacts of Tourism on our Economy and Environment Research</b>	\$50,000	2022-2025	The impact of Covid 19 needs greater levels of research around recovery
<b>Community Wide Improvements to Street Drainage and Footpaths</b> Including Sealing of gravel roads of Back Bays		2021-2031	Changes in residential construction and high rainfall events due to climate change
<b>Harwood Footpath and Wall Repairs</b>		2022-2026	Changes in residential construction and high rainfall events due to climate change
<b>Greenacres Street Drainage</b>		2022-2026	Changes in residential construction and high rainfall events due to climate change
<b>Tomahawk Road Safety Improvements</b>		2021-2022	Increases in residential building is adding pressure to road safety in the community
<b>Tomahawk &amp; Smaills Coastal Protection</b>		2022-2031	Dune areas are critical to the protection of the community and landscape

<b>Macandrew Bay Beach Public Toilet</b> <i>Installation of a toilet at the beach area</i>		2021 -2023	<i>The current hall toilets require a dangerous crossing from the beach area</i>
<b>Tomahawk Beach Public Toilets</b>		2021 – 2023	<i>The beach has grown in popularity as a destination area</i>
<b>Taiaroa Heads Public Toilets</b>		2021-2024	<i>External public toilets would improve the visitor experience at peak times</i>
<b>Okia Public Toilet</b>		2021 -2024	<i>An extremely isolated area where a public toilet has been part of the management plan for a significant period</i>
<b>Harwood Hall Public Toilet</b>		2021 -2024	<i>An increasingly popular area with visitors that has also had issues with freedom campers</i>
<b>Otago Peninsula Tracks Network</b> <i>The track network offers a significant recreational and tourism asset that would diversify business and visitor opportunities.</i>		2021-2026	<i>Signage, handrails, boardwalks and markers are now nearly 30 years old and have deteriorated where they are a safety issue.</i>

## Introduction

The Otago Peninsula Community Board Long Term Plan Submission identifies key projects and issues for the Otago Peninsula for the next ten years. Like all Council projects they are reviewed and refined every three years in the Annual Plan process.

The purpose of the Otago Peninsula Community Board's Submission is identify key long term projects of significance to the Peninsula community. It signals proposed projects to the Dunedin City Council (DCC) with the ultimate goal that DCC and the Board work in partnership to ensure the current and future needs of the community for good quality local infrastructure, local public services, and performance of regulatory functions are



met in a way that is cost effective for households and businesses.

This plan provides information about our Community Board and integrates the needs of the Peninsula with the city's vision and strategic framework.

The Otago Peninsula is a diverse area covering the residential area of Tomahawk, the townships sites of Macandrew Bay,

Broad Bay, Portobello. Harwood and Otakou as well as the rurally isolated areas of the "back bays" of Hooper's and Papanui Inlets. With this is mind it has been important to identify specific issues for each area as represenative of the people who live there.

Sumbitted on Belhalf of the Otago Peninsula Community Board

A handwritten signature in black ink, appearing to read "Paul Pope".

Paul Pope – Chairman

## Details of the Boards' Submission

### 1. Transport – A Connected City



#### The Peninsula Connection

This project has seen a significant change in safety and access for a wide range of users. However, the unfunded section from Ellison Road to the Otakou Fisheries wharf is of major concern to the community in terms of safety, accessibility and equity. This unfunded area is the narrowest and probably the most unsafe area of the whole project. It is also the shortest being a mere 620 metres of construction work. With the future development of Te Rauone Beach and Wellers Rock the need for better accessibility in this area has become paramount and strategically important.

***Submission*** – *The Peninsula Community Board submits that the Council include this unfunded section of the Connection Project in the LTP as a matter of urgency for the benefit and safety of locals and visitors alike.*

## Safety Improvements for Pukehiki, Smail's Beach and Tomahawk



Currently Pukehiki has no pedestrian footpaths and no infrastructure that allows safer speeds and security for users on foot or cycling. The intersection of Highcliff and Camp has also been problematic and dangerous for locals and visitors alike.

**Submission** – *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 Smail's Beach section of Tomahawk Road has become a site for hooning, burn outs and anti social behaviour. Despite the best efforts of the NZ Police to catch offenders this problem has worsened over recent years to the exasperation of locals.

**Submission** – *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 other issue is the increase in traffic with the development of 69 lot subdivision in Centre Road. The City Council began a process of consultation for curb protrusions and judder bars in the area, but stopped the project due to funding constraints.

**Submission** – *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.*



## Climate Change 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.

**Submission** – *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*

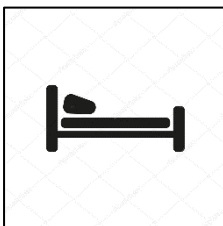
## Streetwide Improvements to Footpaths and Street Infrastructure



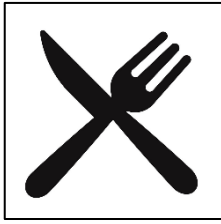
Many of the streets of the residential areas of the Otago Peninsula have little or no pedestrian access and poor street drainage. As our community grows with housing development and the announced changes in the 2GP Housing Provisions, they are and will become more and more difficult places to walk safely to recreational areas, schools and between neighbouring homes.

**Submission** – *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.*

## Information Signage with International Symbols for Townships



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.



**Submission** – *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.*

## **Harwood Road Stabilisation – Stepney Avenue and Tidewater Drive**



Currently the seawall at Tidewater Drive is in urgent need of repair and upgrading to protect the road and houses from flooding. Similarly, in Stepney Avenue where the road and sea wall have become undermined and eroding. In 2015 the City Council did begin to address the issue by dumping rocks along the wall in Micheal Avenue but since then nothing has been done and the problem has worsened.

**Submission** – *The Board submits that Tidewater Drive and Stepney Avenue need urgent attention to protect the roading asset in this area along with associated housing.*

## **2. A Thriving and Diverse Economy**



### **The Impacts of Tourism on our Economy and Environment**

The Otago Peninsula represents \$180 million of ecotourism revenue to the Dunedin economy. In a pre Covid 19 context that has significantly altered with the drop in foreign tourists. It is unknown just how well or how long the tourism sector will recover from the effects of the pandemic. There is a significant opportunity to add value and understanding to the sector by increasing the level of financial and research support on the environmental, societal and economic effects of tourism on the Peninsula.

**Submission** – *The Board submits that there is a need to add value to the sector by developing ongoing reserach of the positive and negative effects of the tourism sector on the Otago Peninsula. This research would assist the community, business and the Council to make better decisions around infrastructure, conservation, promotion and climate change for the Peninsula.*

## Greenhouse Emissions and the Effects of Carbon from the Tourism Sector



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.

**Submission** – *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.*

### 3. A Sustainable City with Healthy and Treasured Natural Environments

#### Habitat Management and Species Support



The promotion of Dunedin as “the wildlife capital of New Zealand” is an envious 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.

**Submission** – *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.*

## Portobello and Harrington Point Road Ecological Management



### Roadside Weed Control

The City Council has legal obligations under the Otago Regional Council “*Regional Pest Management Plan 2019*” to control weeds on its land, including its roadsides. The Otago Peninsula have active individuals and groups undertaking critical weed control on public and private lands across our area. However, there must be a coordinated approach to Council weed control on roadsides to ensure gains made by locals are not lost. The Council need to look more closely at the control work that is undertaken as part of its roadside contracts and take a more ecological approach to such works. In doing this the work would compliment the Peninsula, create a genuine buffer in the landscape and be more sustainable in its herbicide use.

**Submission** – *The Board submits that an ecological approach should be taken in the weed management of these areas to ensure greater effectiveness and delivery of sustainable land management practices that enhance native biodiversity. Staff need to be resourced more appropriately to achieve better long term results than we see now.*

## Sea Lion Road Safety and Species Support Through Transportation

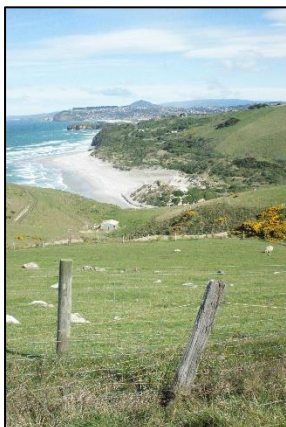


The continual growth of the NZ Sea lion population on the Otago Peninsula has been one of our conservation success stories. However the interactions between people and sea lion can be a difficult one to manage at times. Being wild animals they will roam where they are comfortable for shelter food and company. Increasingly, this leads to the need for management, particularly around public roads on the Otago Peninsula. The City Council do their best, but the Transportation Section of Council are not resourced for signage,

temporary fencing and occasionally road closures.

**Submission** – *The Board submits that the City Council should allocate \$25,000/annum to its Transportation Section to deal with minor traffic works and signagethat keep sea lions and motorists safe.*

## Tomahawk and Smalls Beach Dune Conservation



Both dune complexes are significant to biodiversity, recreation and protection from future sea level rise. However, basic management and maintenance of access, vegetation and restoration would greatly assist this area to be more functional and effective as a landscape and protection asset.

**Submission** – *The Board submits that this area of coastal habitat requires a management and implementation plan that complements community work and aspirations for the wider benefit of the coastal environment.*

## Te Umu Kuri (Wellers Rock Carpark)



Te Runaka Otakou have voiced concern over the management of this area as an important historical site. Poor behaviour of vehicles and freedom camping have seen significant pressure on the small beach. The area is also a traditional boat launching area. Work was started with Council staff in 2020 to limit the vehicle access on the beach and negotiations begun for the development of a carpark on leased land. This process has taken some time, but the issue grows increasingly urgent.

**Submission** – *The Board submits that staff are adequately resourced to complete the lease process and carpark to lessen damage to this historic area.*

## Harrington Point Battery Restoration Project

Representatives of the Board have made significant progress with military restoration experts and the Maori owners of the land for a restoration of the area as a key historical and cultural site.

**Submission** – *The Council support the restoration of the historically important Harrington Point gun emplacements site.*

#### 4. A Creative City with a Rich and Diverse Arts and Cultural Scene



##### Investigation and Development of a Peninsula Art and Interpretation Trail

One of the issues facing the Peninsula Connection Project is understanding both the terrestrial, aquatic, historical and cultural values. It's a blank canvas that has no detail to the stories that make the Peninsula the place that it is. This is not only confusing but limits the experience visitors have when using the opportunities the Connection creates. There is significant value in providing interpretation and investing in public art works that tell the story of our area. It also has the opportunity to provide better information on travel times, behaviour and visitor attractions while using the Connection asset.

**Submission** – *The Board submits that the City Council investigate and invest in terrestrial, aquatic, historical and cultural interpretation & public art for the purposes of tell the Peninsula's story.*

#### 5. An Active City with Quality and Accesible Recreational Spaces and Opportunities

##### Otago Peninsula Track Network



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.

**Submission** – *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.*

## 6. A Healthy City with Reliable and Quality Water, Wastewater and Stormwater Systems



### Conway & Greenacres Street Flooding

In 2015 and 2017 the Conway and Greenacres Street of Macandrew Bay area was badly flooded damaging some houses and destroying part of the Playcentre twice. Work was undertaken on the Conway Street creek but a wider project was planned to pipe water from Conway Street and Greenacres Street. However, that work never eventuated despite the flooding propensity of this area remaining. This is a high volume catchment area that requires appropriate infrastructure to safeguard peoples homes and council roads.

*Submission – The Board submits that the City Council invest in the pipe and drainage work from Conway Street first presented to the Board four years ago for benefit of the residents in this area.*

## 7. Public Toilets on the Otago Peninsula



Public toilets are always a constant issue in community's and the Otago Peninsula is no different. However, its location in the visitor market sees high demand for public toilets across the area.

**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.

**Tomahawk Beach** - There are no public toilets at Tomahawk at all, and this area grows in popularity as a visitor area for recreation and viewing biodiversity close to the city.

**Taiaroa Head** – High level visitor demand places strain on existing assets at this location.

**Okia Reserve Public Toilet** – This is a highly isolated reserve area in Papanui Inlet that has problems with inappropriate activity for some time. A toilet is proposed in the Okia Management Plan but has never been actioned.

**Harwood Hall Public Toilet** – the area has grown in popularity with visitors and there are no available toilets in this area.