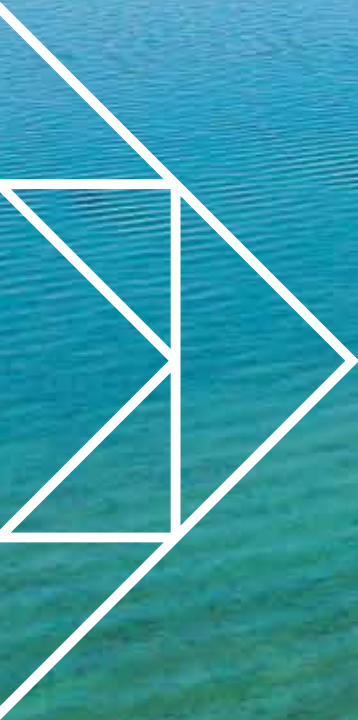


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Otago Harbour Reserves Management Plan

SEPTEMBER 2024



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Introduction

The Otago Harbour Reserves Management Plan (Plan) has been created to ensure the management of the Otago Harbour Reserves (the Reserves) complies with the requirements of the Reserves Act 1977 (the Act). It is the intention of the Plan to provide a policy framework for the use, enjoyment, maintenance, protection, and appropriate development of Dunedin City Council (Council) reserves, land, facilities and assets, that provide access to, or encourage use of, the harbour. This is to ensure consistency in terms of the management of current reserves and the establishment of future reserves. This management plan applies to all Council reserves, land, assets and facilities identified in Appendix A, regardless of classification under the Reserves Act 1977.

The Otago Harbour Reserves Management Plan 2006 (2006 Plan) was adopted in July 2006. The Act requires the administering authority to keep reserve management plans under continuous review.

The Otago Harbour and its surrounding catchment area is highly significant to *mana whenua*. The Plan has therefore been updated to discuss pre-colonial history and the cultural values to be protected and enhanced within the Reserves.

The 2006 Plan did not include the Otago Boat Harbour Recreation Reserve because there were some additional easement and management matters on this reserve to resolve prior to a reserve management plan being finalised. A separate plan was established for the Otago Boat Harbour Recreation Reserve. The Plan has now amalgamated the two reserve management plans to align with the original intent.

Infrastructurally, the addition of the Te Aka Ōtākou (the Otago Vine), the Harbour Shared Path, has created a new management element where the path intersects many of the harbour reserves. Discussion around this issue and management of different users on the reserves is addressed in the Plan.

Finally, the 2006 plan focusses largely on the ongoing maintenance and management of the Reserves. In contrast, the Plan also supports the role of biodiversity, climate change adaptation planning and scenic values of the harbour.

The Reserves are an important asset to the city and fulfil a major role in contributing to the maintenance and enhancements of amenity and recreation values in the city by providing attractive open spaces and facilities for

the enjoyment of active, passive and artistic recreational activities by both residents and visitors. Given the Reserves are highly utilised for a number of recreational activities and highly valued for their cultural and scenic values, their management and maintenance are important to the Dunedin community.

The ongoing management of the Reserves is particularly relevant given its value and increase in recreation users of these Reserves. The Plan draws on feedback from owners/occupiers of neighbouring properties, user groups, leaseholders on the reserves, interested individuals, community groups and organisations, local and national authorities, and internal stakeholder engagement.

1.1 Location

Sites identified to be included in the Plan are those where the principal purpose is to provide access to, or encourage use of, the harbour. Harbour reserves or facilities generally have similar characteristics and purpose, and therefore a single generic plan has been prepared to cover such sites.

The sites are either properties managed by the Council and leased or held in fee simple ownership for the purpose of reserves or reserves which are classified as such under the Act, or facilities owned by the Council. All reserves listed in this management plan will be managed and developed in accordance with the Act, as it is desirable to achieve the same management and development objectives for all reserves of a similar nature. Any additional reserves identified in the future, which are developed to provide access to, or encourage use of the harbour, will be added where appropriate to this management plan in accordance with the Act.

This management plan contains policies for the following reserves and facilities that are owned or managed by the Council:

- Andersons Bay Inlet (bed) (*Puketahi*) and Bayfield Ramp
- Broad Bay (*Whaka Oho Rahi*) Recreation Reserve and Jetty
- Careys Bay Jetty and Ramp
- Crosswharf Reserve (*Customhouse Quay*)
- Deborah Bay Dinghy Ramp and Marina and The Green Recreation Reserve
- Glenfalloch Jetty
- Kitchener Street Recreation Reserve
- Macandrew Bay (*Te Rotopateka*) Recreation Reserve and Boat Ramp
- Otago Boat Harbour Recreation Reserve

- Port Chalmers (*Kōpūtai*) Domain, Jetties, Ramp, and Pontoons (Back Beach, *Te Waitohi*)
- Portobello Jetty
- Ravensbourne Shared Path
- Roseneath Esplanade Reserve
- Te Rauone Recreation and Esplanade Reserve (Te Rauone Beach Domain)
- Vauxhall Recreation Reserve, and Ramps
- Wellers Rock Jetty
- Yellowhead Conservation Area.

Areas not included in this Management Plan

A number of facilities around the harbour are owned by clubs and organisations that lease sites on reserves for clubhouses. The general situation regarding other club facilities around the harbour is also considered within this Plan. This document does not contain policies on how clubs manage their own facilities.

Clubs such as St Leonards and Ravensbourne Yacht Clubs and Portobello Boating Club are not on Council land and have therefore not been specifically included in this Plan. Reserves owned by the Department of Conservation such as Wellers Rock itself (Historic Reserve), and coastal areas at Aramoana are not included in this Plan as they are not under the control of Council.

The Mole at Aramoana is owned by Port Otago and therefore not included.

Quarantine Island (also known as St Martins Island and Kamautaurua) and Goat Island (also known as Rakiriri) are not owned or managed by the Council. The Council manages Pudding Island (Te Pā- o-Titeremoana). This is a scenic reserve, and its management is different to that of the reserves and facilities in this Plan. Pudding Island is highly vegetated, primarily with native species, and has a conservation focus and will instead be incorporated into a more appropriate management plan.

Scope of Otago Harbour Reserves Management Plan

The Plan looks at the facilities and reserves under ownership or management of the Council, which are primarily managed for recreation. This Plan does not provide policy for wider management or issues of the harbour, as this approach is more appropriate for a strategic document that can consider all aspects of the harbour. The management plan is a land-based plan under the Act, and cannot address issues related to water, or the bed of the harbour (except Andersons Bay Inlet bed), as these are not within the Council's jurisdiction.

The Otago Regional Council, in partnership with the Dunedin City Council, Mana Whenua, the Department of Conservation, and other stakeholders, has developed the *Te Awa Ōtākou – Issues and Opportunities* report. The report examines the role of Te Awa Ōtākou (Otago Harbour) in Ōtepoti (Dunedin) and the wider Otago region, highlighting environmental pressures and the need for action. It identifies seven key themes: Accessibility, Environmental Health, Tourism, Arts and Culture, Infrastructure Resilience, and Climate Resilience. A Harbour Catchment Strategy is also being developed to address all aspects of the harbour environment. This Plan will align with *Te Awa Ōtākou Issues and Opportunities* report where relevant to the management of our reserves.

1.2 Purpose of a Reserve Management Plan

A management plan is required by section 41 of the Act to provide for and ensure the use, enjoyment, maintenance, protection, preservation and to the extent that resources permit, the development of the Reserve for the purpose for which it is classified.

Section 17(2)(b) of the Act states that “*where scenic, historic, archaeological, biological, geological, or other scientific features or indigenous flora or fauna or wildlife are present on the reserve those features or that flora or fauna or wildlife shall be managed and protected to the extent compatible with the principal or primary purpose of the Reserve:*

provided that nothing in this subsection shall authorise the doing of anything with respect to fauna that would contravene any provision of the Wildlife Act 1953 or any regulations or Proclamation or notification under that Act, or the doing of anything with respect to archaeological features in any reserve that would contravene any provision of the Heritage New Zealand Pouhere Taonga Act 2014.”

Reserve management planning is a process for determining the management direction that the community and the Council would like to apply to reserves. Reserve management plans outline Council's general intentions for use, development and maintenance of its reserves. The aim of the Act is to ensure that the Reserve development meets the purpose of the Reserve and through the public's involvement ensures their needs are considered while managing the resource in a sustainable manner.

The update of this management plan implements the following action within the Parks and Recreation Strategy 2017 – 2027:

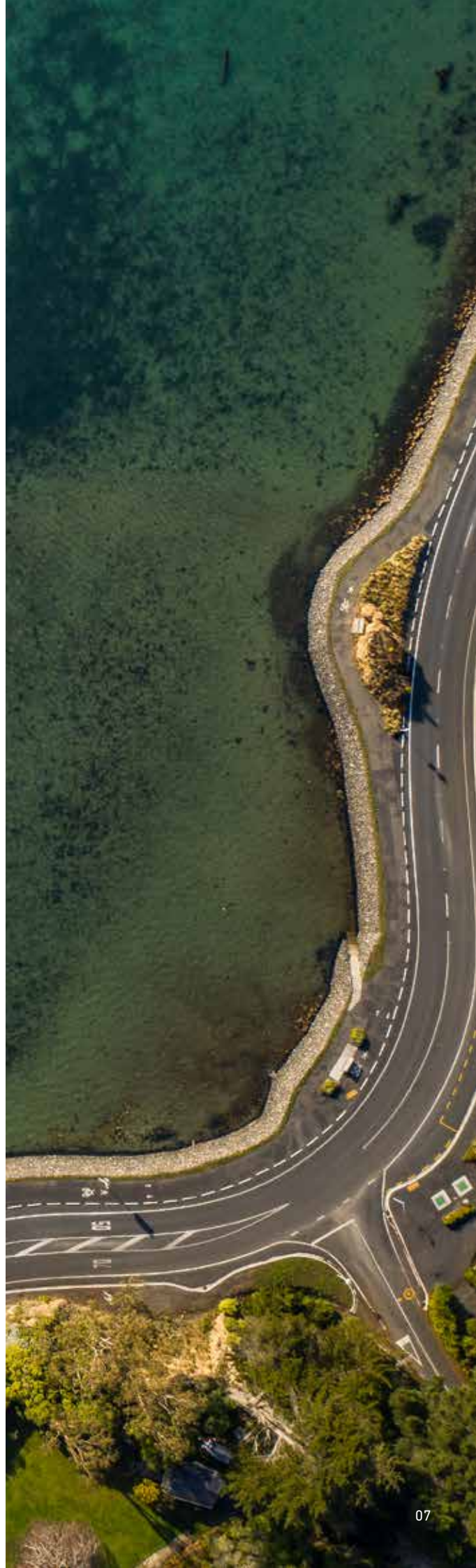
“Review current Reserve Management Plans, including Coastal Reserves, and existing open space policies.”

This Plan is an update of the 2006 Plan. It is intended to identify the unique characteristics of the Reserve and provide a clear vision for its ongoing management and development. When adopted, this Plan will replace the 2006 Plan. Site specific reserve management plans are subject to ongoing review and regular comprehensive reconsideration.

The policies of the *Dunedin City Council Reserve Management Plan – General Policies* (General Policies) are an integral part of this management plan. The General Policies set out general policies applying to the day-to-day administration of all reserves in Dunedin and provides a consistent policy management approach for reserves. This Plan does not replicate the policies in the General Policies as they are under separate review. Where any issue is addressed by both the General Policies and this Plan then the policies within the Otago Harbour Reserves Management Plan take precedence.

The Plan has been drafted for the benefit of the various stakeholders in the Reserves. It will provide clarity to:

- The users of the Reserves regarding the Council's management intent for the Reserves.
- Community groups who actively participate in volunteer activities within the Reserves.
- Council's strategic and operations staff tasked with carrying out the Reserve's ongoing maintenance and development.
- Councillors who are ultimately responsible for the allocation of resources for this Reserves.





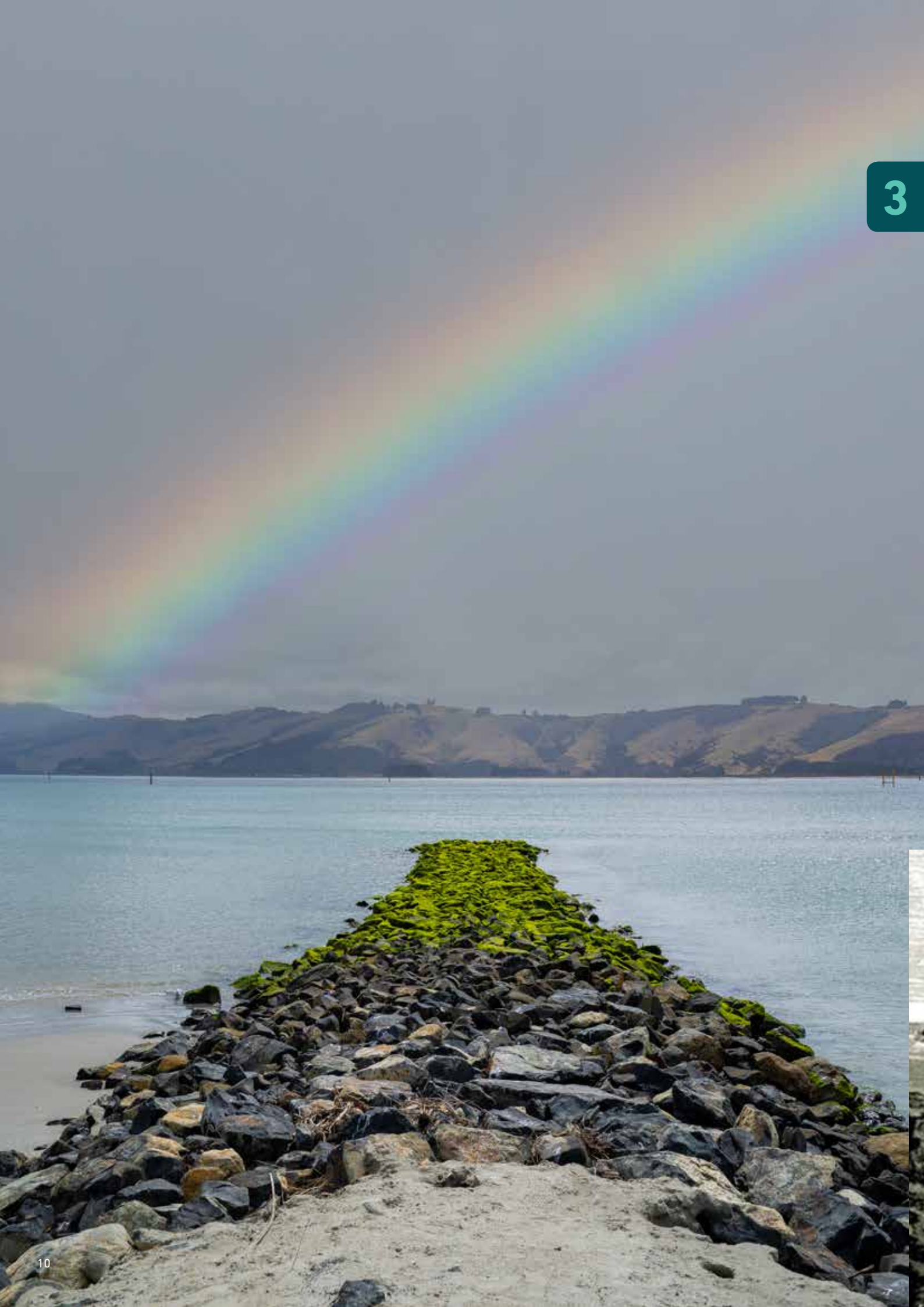
Description of the reserve

2.1 Legal description

The land managed as the Reserves includes is a number of small reserves and facilities that are adjacent to the harbour edge and land managed for similar purposes. The Reserves are made up of 21 parcels of land, with various classifications as noted in Appendix A. Carey's Bay Jetty and Ramp, Deborah Bay Dingy Ramp and Jetty, Glenfalloch Jetty and Wellers Rock Jetty are all assets that are owned and managed by the Dunedin City Council but are located on road reserves.

2.2 Leases, easements and physical assets

Different interests including leases, easements and assets are present on the Reserves. Appendix B to this report provides a list of all current leases and easements held on the land. Physical asset lists are held within asset management plans. Referral to current asset management plans should be made in conjunction to this plan when undertaking any management decisions.



Background information

3.1 Mana Whenua

The landscape now known as Ōtepoti Dunedin is part of the wider ancestral landscape under the mana and rakatirataka of Kāi Tahu whānui. The original inhabitants of the area were Kāti Hāwea and Te Rapuwai, who settled Te Wai Pounamu from Polynesia. Over time, further groups migrated and settled here, including the Waitaha people who are known to have arrived on the Waka Uruao. A well-known tribal ancestor of Waitaha was Rākaihautū, who carved out the lakes and rivers of Te Wai Pounamu with his kō Tūwhakaroria, a supernatural digging implement.

Further migration and settlement by groups from the North Island occurred in the seventeenth and eighteenth centuries, including Kāti Māmoe from the Hastings area, and Kāi Tahu from the East Cape of the North Island. Through conquest and intermarriage, these different whakapapa lines are referenced by the phrase 'Kāi Tahu whānui' encompassing the broader ancestral connections underpinned by this history of migration and settlement.

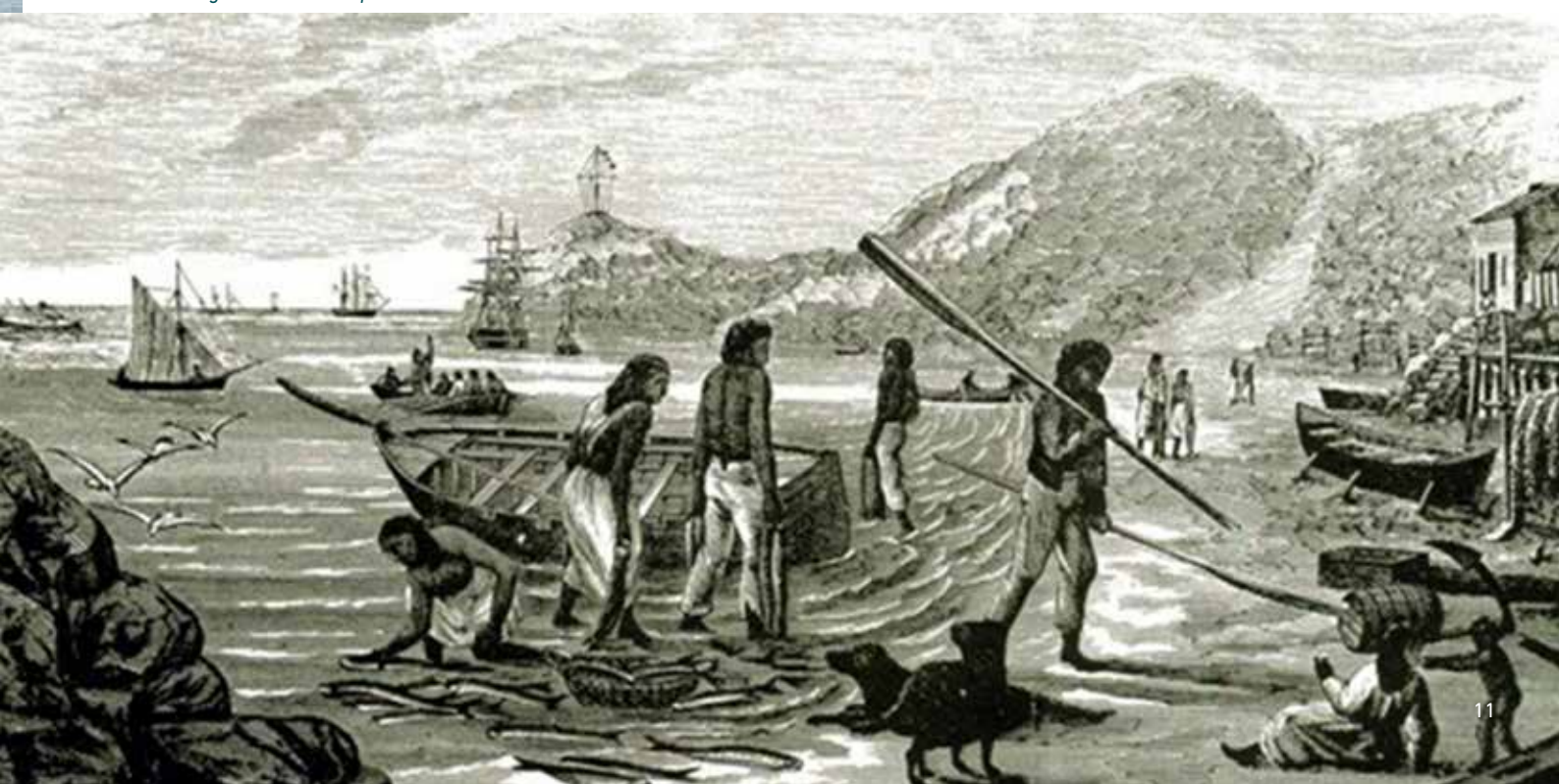
The results of the struggles, alliances and marriages arising out of these migrations were the eventual emergence of a stable, organised and united series of hapū located at permanent or semi-permanent settlements along the coast, with an intricate network of mahika kai (food gathering) rights and networks that

relied to a large extent on coastal resources. Chiefs such as Korako (several), Tahatu, Honekai, Ihutakuru, Karetai, Taiaroa, Potiki, Tuhawaiki, and Pokene being some among a number who had their own villages and fishing grounds. Otago Peninsula (*Muaupoko*) had many kainga nohoanga with a multitude of hapū occupying them. Otago Harbour provided such a plentiful supply of mahinga kai that at one time up to 12 kaika existed along the harbour edge, some larger and more important than others.

The whole of the Otago coastal area offered a bounty of mahika kai, including a range of kaimoana (sea food); sea fishing; eeling and harvest of other freshwater fish in lagoons and rivers; whale meat and seal pups; waterfowl, sea bird egg gathering and forest birds; and a variety of plant resources including harakeke (flax), fern and tī kōuka (cabbage tree) root.

The Otago Harbour was a major source of kaimoana. Tunuku Karetai, a kaumātua interviewed by Beattie in 1920, provided a list of species that were gathered within the harbour. This included shellfish such as cockles (tuaki), pāua, yellow foot pāua (keo), pipi, periwinkles (pupū), roroa (a type of clam), different species of mussels (kuku, pūkanikani and toretore), whākai-o-tama (the Otago Māori word for toheroa) and limpets (whētiko and kākihi). Karetai also cited many fish species such as blue cod (rāwaru), red cod

Figure 1: Artists depiction of Te Rauone



(hoka), rock cod (pātukituki), trumpeter (kohekohe), tarakihi, greenbone (marare), crayfish (koura) and seals (pakakē) provided a mainstay of sustenance for many generations of Kāi Tahu. There was also an abundant species of barracouta (makā) and groper (hāpuku).

There were four species of moa that roamed the Otago Peninsula. Within the harbour area there were two significant moa butchery sites, one at Harwood and another at Andersons Bay. There are many other moa butchery sites some small and some large, including a variety of moa. There were many on the Otago Peninsula and further afield, including Harwood, Andersons Bay, St Kilda, St Clair, Sandfly Bay, Papanui, Hoopers Inlet, and Allans Beach.

The Kai Tahu reliance on these coastal resources increased even further after the land sales of the 1840s and 1850s, and the associated loss of access to much traditional land-based mahika kai.

Kāi Tahu were a nomadic people who travelled extensively on land and sea. They travelled from the Ōtākou villages located near Te Rauone reserve up the Otago Harbour and up into bays and inlets within the Dunedin area, known as Ōtepoti. This area was a landing spot and a point from which the Ōtākou based Māori would hunt in the surrounding bush. Māori would drag their waka into estuaries and walk by foot to food gathering places. The harbour was not only the vehicle for food gathering locally, but a major highway and trade route. Pounamu and tītī (muttonbirds) were traded north with kumara, taro, waka stones resources and carvings coming south.

Te Rūnaka o Ōtākou holds the status of mana whenua over the Harbour area. The coastal takiwā of Ōtākou centres on Ōtākou on the Otago Peninsula and extends from Pūrehurehu Rā to Te Mata-au. The takiwā of Ōtākou stretches inland encompassing the land and mountains to the west coast under shared authority with rūnaka to the north and south.

While the entirety of the Ōtākou Harbour is listed as an area with Wāhi Tūpuna values, sites of specific significance to mana whenua within the harbour reserves include:

Andersons Bay Inlet – Rakiatea was part of the trail along the coast. At the narrow neck of land to the harbour (Andersons Bay inlet) could be crossed and travel continued by boat. This was also a moa butchery site.

Broad Bay Reserve (Whaka Oho Rahi) – there are known midden and greenstone artefacts sites nearby.

Te Rauone Beach – early Māori settlement.

Views from Ōtākou Marae around Upper Harbour (This includes Wellers Rock Jetty)

Te Umu Kuri (Wellers Rock) was the landing point of the first whalers to inhabit Ōtākou shores.

Saltmarsh and spit at Aramoana – a mahika kai and nohoaka. There was a settlement on the spit which was once an island at high tide.

Kōpūtai (Port Chalmers) – a tauraka waka site was set aside for Kāi Tahu as a reserve.

Ōtākou Native Reserve – pā tawhito, kaika, wāhi taoka, urupā, archaeological remains, tūāhu, wāhi pakaka, ingoa tawhito

Another site of significance is the Wāhi Tūpuna of Toitū Tauraka Waka. This was one of several Kāti Māmoe – Kāi Tahu landing places in the Ōtākou Harbour at the time of colonial settlement in the region. Situated beside the Toitū Stream as it emptied into the harbour, the tauraka waka site provided a softly sloped beach for landing waka, a good point of entry to the surrounding bush and mahika kai, as well as access to fresh water.

The loss of this tauraka waka site as a result of reclamation in the city centre of Dunedin, represents a loss of a way of life for mana whenua. This is important context when understanding history of mana whenua and their relationship with the Ōtākou Harbour. See Figure 2.

Ōtākou is now more widely recognised in the Otago area as the name for the entire harbour and the settlement at the lower end of the Otago Peninsula. Otago eventually became the name for that entire southern region that is a modified version of Ōtākou. The origins of the meaning are still somewhat dubious although as Beattie had recorded, the word 'kou' in Ōtākou means an end point, or the 'abrupt end' referred to above.



Figure 2: Image overlay of 1863 map SO 14527 showing historic high-water mark and 2013 aerial imagery of John Wickliffe Plaza (Exchange Square) Princes Street, Dunedin. (Source Huia Pacey, Heritage NZ)

3.2 History of the Harbour Reserves

- The original inhabitants of Ōtepoti Dunedin were the Kāti Hāwea and Te Rapuwai. They settled Te Wai Pounamu from Polynesia. Over time further groups migrated and settled here including the Waitaha people who arrived on the waka Uruao.
- In the 17th and 18th centuries there was migration and settlement from the North Island including Kāti Māmoe and Kai Tahu.
- Te Rūnanga o Ōtākou holds the status of mana whenua over the Ōtākou Harbour.

November 1831

The Weller brothers establish their Whaling Station at Te Umu Kuri, Wellers Rock.

Figure 3: Te Umu Kuri – Wellers Rock



1836

'The Sydney Packet' arrived at Ōtākou with a few influenza cases on board. Immediately the disease attacked the Māori and people died in the hundreds reducing the population to an alarming degree.

1840

Korako and Karetai signed the Treaty of Waitangi at Pukekura.

1844

The sale of the Otago Block from Māori to the Otago Association was concluded at Koputai (Port Chalmers).

1847

The John Wickliffe was the first ship to arrive carrying Scottish settlers.

1863

'Pride of the Yarra' Steamer and 'Favourite' Paddle Steam ship collided in the harbour adjacent to the Roseneath Esplanade Reserve.

1871

Glenfalloch was established by George Russell. The first Glenfalloch Jetty was constructed.

1872

Anderson's Bay Causeway Constructed by Ngāti Ruanui prisoners.

Figure 4: Ngāti Ruanui prisoners



1883

Torpedo boats ordered following Russian scares in previous years. Land acquired at Deborah Bay for a Jetty, slip, sheds, housing and other facilities. This is the location of the Deborah Bay Jetty and Green Reserve.

1892

Port Chalmers Yacht Club was established.

1905 – 1909

Clay groynes constructed at Te Rauone.

Figure 5: Clay Groynes at Te Rauone



1913 – 1915

The Otago Boat Harbour Recreation Reserve was developed as a result of requests by boating and yachting organisations during the development of Pelichet Bay.

1923

Macandrew Bay Boating Club and Broad Bay Boating Club formed.

1929

Vauxhall Yacht Club Formed.

1989

Toroa Sculpture erected at the Customhouse Quay Reserve.

2010

'Harbour Mouth Molars' artwork installed at Kitchener Street Reserve.

2021 – 2023

Te Rauone Beach Restoration work undertaken.

Figure 6: Te Rauone Sculpture and Restoration work undertaken.



2023

Te Aka Ōtākou (the Otago Vine) the Otago Harbour Shared Path completed.

3.3 District Plan

The Resource Management Act 1991 (RMA) requires the Council to prepare a district plan under Section 73. The purpose of district plans is to assist the Council in carrying out its functions as described in Section 31 of the RMA. The District Plan must also reflect the functions and purpose of the RMA, promoting sustainable management.

The zoning and rules for the Reserves under Dunedin City's Second-Generation District Plan (2GP) are operative.

Typically, the Reserves are zoned Recreation. While commonly, the Reserves also feature the following overlays:

- Otago Harbour Walls – Heritage Feature
- Wāhi Tūpuna Mapped Areas – Ōtākou Harbour, Ōtākou Native Reserve
- Urban Biodiversity Mapped Areas
- Hazard 3 (coastal) and (flood) zones

Specific zoning for each individual reserve is identified in section 4.



Individual reserve values

4.1 Andersons Bay Inlet (bed) (Puketai) and Bayfield Ramp

Zoning: General Residential 1, Recreation

Overlays: Archaeological Alert Layer Mapped Area, Hazard 3 (Coastal), Wahi Tupuna Mapped Area, Archaeological Sites (Otago Harbour Walls)

History

The inlet was the location of an established Tauraka Waka site where the gathering of Mahika Kai was transported back to settlements of Ōtākou and further afield.

When colonial settlement became established along the Otago Peninsula, transport to Dunedin City was limited along the shoreline. Given the shallow nature of the inlet, a causeway was built across the inlet to enable an efficient transport link along the harbour's edge. This reclamation continued until 1970's around to Kitchener Street Reserve and Portsmouth Drive to establish the current shape of the Ōtākou Harbour. Ngāti Ruanui prisoners from Taranaki contributed to the construction of this causeway and the seawall.

Site specification

Andersons Bay Inlet is bordered by cliffs of Vauxhall, Andersons Bay (Puketai), and Sunshine, defining its natural character and visual enclosure. Half of the bay was reclaimed to form Bayfield Park, with the Portobello Road causeway separating the inlet from the main harbour. The inlet, which is tidal, allows water to flow through a gap in the causeway. Bayfield Park, primarily used for sports fields, maintains an open nature with low plantings around the inlet.

Aesthetic values centre on the water and bush-clad cliffs, with plantings around the inlet preserving its character. "The Roost" was established in 2009 to provide a safe habitat for shags, gulls and ducks without being disturbed by recreation users on Bayfield Park.

The area serves as a significant recreational hub for nearby suburbs. Access to the water is provided by the Bayfield ramp, and car park due to sea walls encircling the inlet. The inlet's safety and sheltered conditions make it popular for activities such as rowing, canoeing, paddleboarding, kayaking, and teaching white water kayaking. Walking, dog walking, and fishing are also favoured activities along the reserve adjacent to the inlet.

It is noted also that the environment of Anderson's Bay Inlet, like much of the harbour, has been highly modified to support industry and the development of the city over the past 180 years. The area originally would have supported a thriving wetland 200 years ago. This would have acted as a filtration system for the whole of the harbour.

Opportunities

The implementation of storytelling boards, marking the location and educating the public of the historical Tauraka Waka site where mana whenua would distribute mahika kai back to harbour villages.

Investigation into coastal planting, and specifically if there is wetland planting that could be undertaken along the banks of Bayfield Park where there is no seawall.

Figure 7: Location of Anderson's Bay Inlet and Bayfield Ramp



4.2 Broad Bay (Whaka Oho Rahi) Recreation Reserve and Jetty

Zoning: Recreation

Overlays: Archaeological Alert Layer Mapped Area, Hazard 3 (Coastal), Wahi Tupuna Mapped Area, Archaeological Sites (Otago Harbour Walls)

Site specification

Broad Bay beach and recreation facilities are situated on Portobello Road within the Broad Bay (Whakaohorahi) Township.

The Reserve serves as a focal point for the community and offers access to the harbour's edge. It faces northward, providing excellent views of the harbour. The area, reclaimed from the harbour, features open grasslands separated from the road by well-established native plantings. A section of artificial sand beach enhances water access. Facilities include a large car park, a toilet building, and a jetty at the western end. Native plantings buffer the reserve from the road, maintaining aesthetic harmony with the local residential context.

Broad Bay Reserve offers significant opportunities for both passive and active recreation. The artificial beach facilitates swimming and recreation in the water, while expansive grass areas support passive recreational activities such as family picnics, and community events such as festivals.

The Broad Bay Boating Club was established in 1923, it is not a council owned facility. They celebrated their centennial in the 2023/24 season. Their ramp is accessible to public for a small fee, though the club faces challenges with unauthorised use of their facilities. A public jetty is available. Local school sailing and Sailability Otago, which is based at the Broad Bay Boating Club, utilise this reserve.

Part of the Broad Bay Boating Club's facilities, including their building and storage container, are located on the reserve.

Issues

The 2006 Plan, identified issues with dog walking through the reserve. Since then the Dog Control Bylaw has changed to permit dogs on the leash along the path.

Like many other reserves along the harbour, there is conflict between cyclists traversing the reserve and reserve users. This has increased with the development of the shared path network Te Aka Ōtākou (the Otago Vine). This is discussed further in Section 5 as it is an issue affecting all harbour reserves.

Opportunities

Possible rationalisation of the boat storage area on the reserve. This would be undertaken with input from the Broad Bay boating Club.

Figure 8: Broad Bay Recreation Reserve and Jetty



Figure 9: Sailing on the Otago Harbour – Historic image.





Careys Bay

4.3 Careys Bay Jetty and Ramp

Zoning: Township Settlement Zone

Overlays: Archaeological Alert Layer Mapped Area (Heritage), Noise Mapped Area (Port), Hazard 3 (Coastal), Wahi Tupuna Mapped Area (Ōtākou Harbour), Archaeological Sites (Otago Harbour Walls)

History

Careys Bay is characterised by its northeast-facing aspect and steep surrounding terrain. The flat land is limited, mainly occupied by a widened road accommodating angled parking near the historic Careys Bay Hotel. Views extend to Taiaroa Head and the lower harbour, with the Boiler Point container wharf behind the fishing area. During low tide, shipwrecks become visible in the bay.

The Careys Bay Hotel serves as a visual centrepiece for the residential area, which blends into the natural topography with extensive vegetation, preserving the bay's character. Historic elements like stone walls and shipwrecks contribute to the area's established feel. The bay maintains an open character, emphasising its connection to the harbour and offering panoramic views across the water.

Landscaped with native plants and equipped with seating, the foreshore provides public access to the beach, maintained by the Careys Bay Association. This accessibility to the water enhances the area's appeal, complemented by activities such as fishing from the wharves, which diversify the bay's use and contribute to its amenity value.

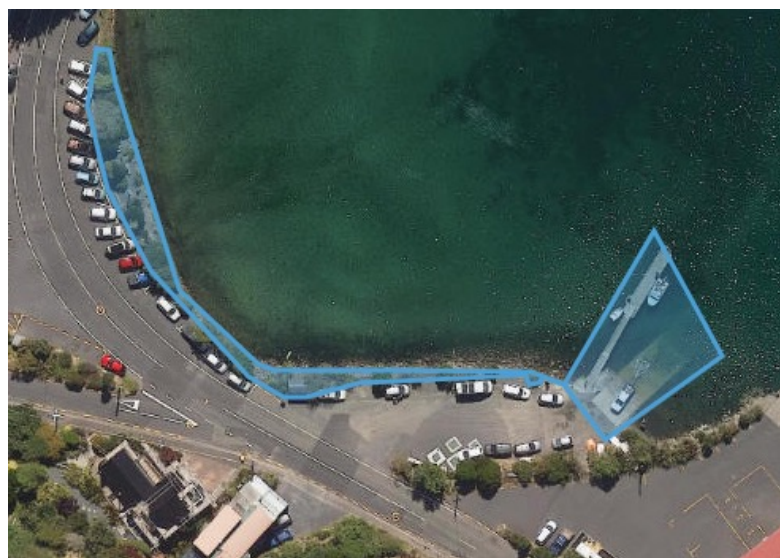
Site specification

Careys Bay is serviced for active recreation users with the ramp and a small jetty. A car park belonging to Port Otago Limited is available adjacent to the facilities and there is some roadside parking. Passive users are less well catered for with a limited amount of room available for pedestrians.

Opportunities

Deborah Bay, Back Beach and Careys Bay wharves all work independently of each other, rather than addressing the wider recreational needs of the Port Chalmers and West Harbour community. Particularly the provision of adequate berths, space for access to the water for recreational users and how these facilities interact with the commercial activity of Port Otago from a health and safety perspective. A review of the facilities being provided for these three wharves need to be combined together so that maintenance or possible upgrades can be addressed as a whole.

Figure 10: Location of Careys Bay Jetty and Ramp



4.4 Crosswharf Reserve

Zoning: Harbourside Edge

Overlays: Archaeological Alert Layer Mapped Area (Heritage), Road Classification Hierarchy Mapped Area, Hazard 3 (Flood), Hazard 3 (Coastal) Wahi Tupuna Mapped Area (Ōtākou Harbour)

History

The Crosswharf Reserve (often also referred to colloquially as the Customhouse Quay Reserve) was originally the location of wharf sheds that adjoined the HM Custom Wharf Office. This office (now the location of the Harbour Grill Restaurant) was built in 1938, was built as the Wharf Office of the Customs Department. The reserve originally functioned as a wharf for large vessels – as can be seen in Figure 12 – SS Moroia at Cross Wharf (circa 1900–1916). Over the years, wharf use in the Customhouse Quay has declined in favour of the deeper Port Otago in Port Chalmers, and the wharf has been passed to the DCC for the management and use of the wharf as a reserve for recreation purposes.

Figure 12: Moroia docked at the Cross Wharf (circa 1900–1916)

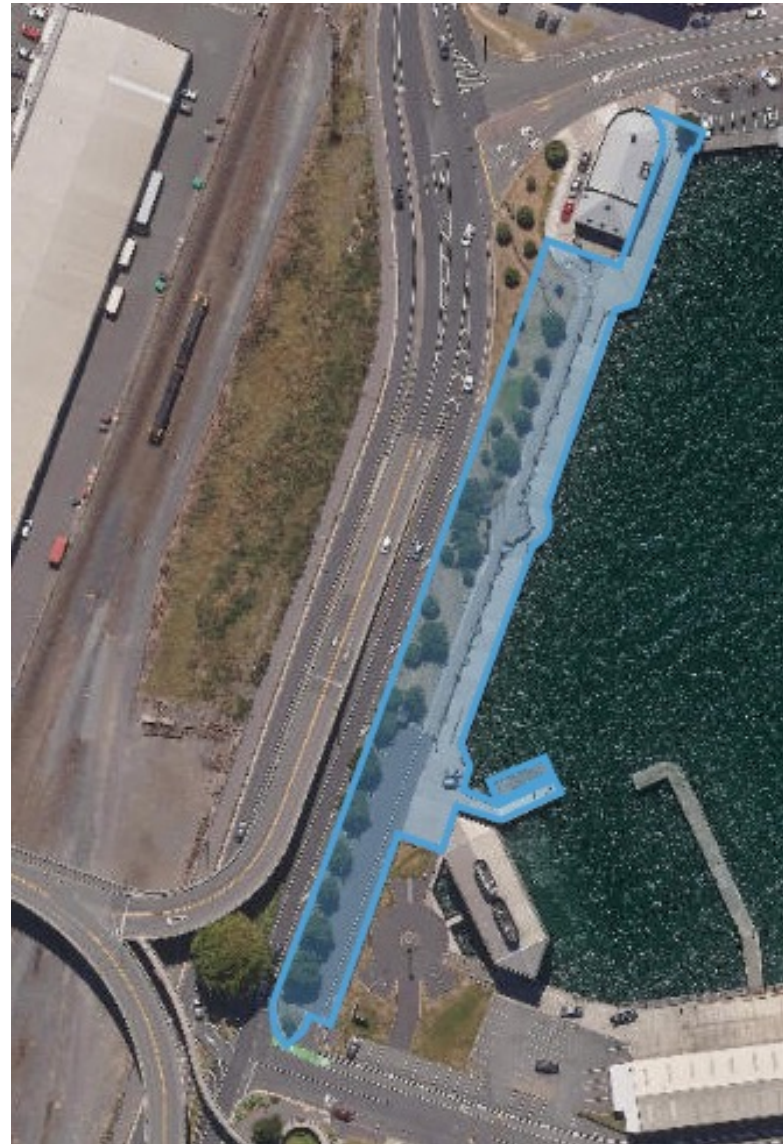


Figure 13: Cross Wharf Reserve

Site specification

The site contains plantings, a harbour promenade, carpark, and pontoon and wharf facilities. The sculpture 'Torora' by Peter Nicholls is housed on the reserve.

Recreational activities such as fishing are undertaken from the wharf's edge, while the reserve is used for public events such as the Matariki performances in June 2023.

The reserve is adjacent to Wharf Street and the overbridge for the Railway lines. This creates an overwhelming sense of concrete and industry. While the heritage values of wharf activity are important to promote, striking a balance of nature and connection to water is also important.

Opportunities

Over the years, connection from the Central City to the Wharf has been promoted to create a forward-facing city to the harbour, promoting the integral value the harbour provides to our city, and connecting the city to the water. This has been identified in the Te Awa Ōtākou – Issues and Opportunities report. Crosswharf Reserve is likely to be an integral part of any future plans, and the management of the reserve should enable these goals.

Plans suggest a pedestrian link from Queens Gardens to the harbour to better connect the city and waterfront. Even without this link, the reserve serves as Dunedin's urban harbour event space. It is also the nearest harbour reserve to the city. Redeveloping it into a vibrant civic space that links the city to the awa is a suitable approach.

Some items that should be considered for this reserve through any redevelopment are:

- The strip of trees on the reserve is within a 10m corridor of grass verge. Given the considerable built form that surround the reserve, this area would benefit from being entirely planted out. The planting would soften the surrounding concrete elements and provide a recreation space that would not be overwhelmed by the road environment. When also including the grass that is within the legal road, this area is 1,500m², which could establish a decent urban forest plot.
- Review of the pontoon structure and potential for increased marina and provision of water-based infrastructure.
- Review of the reserve in how it provides access and promotes connection to the harbour.

Figure 14: ?



4.5 Deborah Bay Dinghy Ramp and Marina and The Green Reserve

Zoning: Deborah Bay Rural Residential 1 The Green Coastal Rural

Overlays: Archaeological Alert Layer Mapped Area (Heritage), Noise Mapped Area (Port) Road Classification Hierarchy Mapped Area, Hazard 3 (Coastal), Wahi Tupuna Mapped Area (Ōtākou Harbour)

History

In 1883, amidst concerns over Russian threats, New Zealand ordered torpedo boats for its main ports. Deborah Bay was chosen to house these boats, with plans for facilities including a jetty and housing. However, the planned boat shed and slipway were never built, and by 1902, the only boat, the Tairaroa, was deemed unnecessary and decommissioned.

Deborah Bay also holds remnants of historical vessels like the Don Juan, originally the Daniel Elfstrand Pehrsson, a ship involved in controversial activities transporting Chinese labourers. The bay's landscape features a rural character, nestled between Rocky Point and Acheron Point, offering panoramic views and housing predominantly at the harbour's edge.

Culturally, Deborah Bay includes significant sites such as a depression-era stone wall and archaeological remnants like a midden at Rocky Point, showcasing its historical and archaeological importance recognised by the Historic Places Trust.

Figure 15: Location of Deborah Bay Dinghy Ramp and Marina



Site specification

Deborah Bay offers various recreational opportunities with its Green Reserve and aquatic facilities. The Green Reserve features limited water access but is used for swimming and offers car parking and grassy areas. Children engage in water activities here. The bay includes a 12-berth marina, one berth is a public berth for pick up and drop off purposes, the other 11 are licensed to vessel owners and a public ramp primarily for dinghies. The bay's deep waters cater well to large yachts. Private facilities like a jetty, ramp, and boat winch are available near the public wharf, while additional moorings are overseen by the Otago Regional Council and are separate from the marina operations.

Issues

Currently, Deborah Bay lacks an official parking area for users of its recreational facilities. Some parking is available near the marina, which could be improved with better dinghy storage options. The Council may need to explore purchasing land for additional parking if demand warrants it in the future.

Dinghies are currently stored on the grass adjacent to the jetty. Implementing a lockable storage rack for dinghies could tidy up the area, and free up space for parking.

There is a community desire for public toilets near the marina, but since there is no reserve land associated, this option is currently not feasible. Long-term plans may consider toilet facilities on reserves or in conjunction with other facilities, contingent on factors like public use, community needs, and costs.



Figure 16: Location of The Green Reserve

Opportunities

Deborah Bay: Suggestions for development include improving traffic safety in the road environment, and a dinghy storage area for amenity and rationalisation of space, in an area very limited by it. This will require approval and cross departmental work with Council's Transport department to achieve these outcomes.

The Green: Review access to the water from the Green. Suggestions from the community include:

- Access to enable those with mobility needs.
- Access for those with kayaks and paddleboards etc.

Figure 17: Outlook from The Green Reserve



4.6 Glenfalloch Jetty

Zoning: Hill Slopes

Overlays: Archaeological Alert Layer Mapped Area (Heritage), Hazard 3 (Coastal), Wahi Tupuna Mapped Area (Ōtākou Harbour), Archaeological Sites (Otago Harbour Walls)

Site specifications

Glenfalloch protrudes from a small reclamation on the harbour side of Portobello Road. This area provides pleasant views back toward the city. The jetty is occasionally used by commercial operators to drop off or pick up people visiting Glenfalloch restaurant and gardens. Wedding photos are often taken on the jetty as part of functions associated with Glenfalloch restaurant and gardens. The best time to use this facility is one hour either side of the high tide.



Figure 18: Glenfalloch Jetty

Opportunities

Glenfalloch Jetty is a well-maintained jetty that is largely used for specific use for drop-offs to the restaurant by commercial and recreational vessels, and occasional use for recreational fishing. Submissions have suggested that a floating pontoon would be appropriate to serve recreation and commercial requirements for the area.

4.7 Kitchener Street Recreation Reserve

Zoning: Recreation / Harbourside Edge

Overlays: Archaeological Alert Layer Mapped Area (Heritage), Harbourside Edge Public Walkway Mapped Area, Hazard 3 (Coastal), Wahi Tupuna Mapped Area (Ōtākou Harbour), Archaeological Sites (Otago Harbour Walls)

Site specification

Kitchener Street Reserve is situated on narrow reclaimed land between Portsmouth Drive and Kitchener Street, within an industrial area near the harbour. The portion of land adjacent to the site of the former Watercooled Sports is leased from Chalmers Property Group and managed for recreation by the Council's Parks and Recreation Services department. The Northern section of Kitchener Street Recreation Reserve was previously not included in the 2006 Plan. This because the area is leased to the Council by the Port Otago and currently within Council's property portfolio. Currently PARs manage the upkeep of this land and there are four leases held on the property, Otago Rowing Club, Otago Girls' High School, Dunedin Windsurfing Association, and NZ Coastguard. These leases have been included in Appendix B for reference.

The reserve is mostly a flat, grassed area with sparse vegetation. Pohutukawa trees line the water's edge, with additional plantings at the southern end. The site features the art sculpture "Harbour Mouth Molars" by Regan Gentry (Figure 15). The industrial surroundings impact its visual quality, although a gravel drive provides a buffer between the industrial area and the grassed reserve. The area's character is industrial, but expansive views across the harbour towards the peninsula and Andersons Bay enhance its appeal.

The reserve offers both passive and active recreational opportunities. It is frequently used for relaxation, popular among people who enjoy views from their cars during lunch breaks. Its primary use is as a rigging and launching area for windsurfing and kite surfing. The site is not suitable for large or motorised craft due to the ramp's type and water depth. Additionally, a rowing course is located in the harbour basin area.

Opportunities

Given the windy nature of the site, wind sports users have identified the need for a rigging area to be sheltered from the wind during set up and dismantling of craft. Any future planting for the site should consider this.

It is also identified that Kitchener Street Reserve may also be able to alleviate pressures on the Otago Boat Harbour Recreation Reserve. This should be considered as part of any development review.

If the northern section of Kitchener Street Reserve falls under Parks and Recreation administration, inclusion of this space into future plans would be appropriate.



Figure 19: Kitchener Street Recreation Reserve

Figure 20: The Harbour Molars





Figure 22: Recreation Users at Macandrew Bay Beach

4.8 Macandrew Bay (Te Rotopateka) Recreation Reserve and Boat Ramp

Zoning: Recreation

Overlays: Archaeological Alert Layer Mapped Area (Heritage), Hazard 3 (Coastal), Wahi Tupuna Mapped Area (Ōtākou Harbour), Archaeological Sites (Otago Harbour Walls)

Site specification

Macandrew Bay Reserve, situated along Portobello Road in Macandrew Bay (Te Rotopateka) Township, features reclaimed land with amenities such as two car parks (accommodating approximately 28 cars) and an artificial sand beach. The reserve is a central point for the community, offering grass areas, native plantings for aesthetic enhancement and to conceal infrastructure like a pumping station. It features views across the harbour to St Leonards and the City.

The reserve supports both passive and active recreation including picnicking, swimming, water sports like kayaking, paddleboarding and boating. Facilities on site are leased to the Macandrew Bay Boating Club, which manages public access to jetties and a floating pontoon. Management challenges include regulating motorised craft use to avoid conflicts with beach activities, addressed through signage and policy enforcement.

At the time of the development of the shared path, little consideration was given to the conflicts that would arise at this very popular beach reserve, between recreation users and cyclists. The grass area directly adjacent to the path often features picnickers and young families, something cyclists are likely not prepared for, and it is not clear when moving through the two carparks where cyclists should be.

Opportunities

Review of the shared path interaction with the reserve is an area of improvement for the safety of the reserve.

Figure 21: Macandrew Bay Recreation Reserve





Figure 24: Te Aka Ōtākou – Bridge over Water of the Leith

4.9 Otago Boat Harbour Recreation Reserve

Zoning: Recreation

Overlays: Archaeological Alert Layer Mapped Area, Hazard Facility Mapped Area, Noise Mapped Area (Stadium), Hazard 3 (flood) Overlay Zone, Hazard 3 (Coastal), Wahi Tupuna Mapped Area, Archaeological Sites (Otago Harbour Walls)

History

The Otago Boat Harbour Recreation Reserve (Boat Harbour Reserve) was initially developed between 1913 – 1915 by the Otago Harbour Board in response to requests from yachting and boating organisations during the development of Pelichet Bay (now Logan Park). The Otago Harbour Board intended to use it for

disposing of dredged material, with clubs allowed to build facilities without guaranteed tenure. Due to increasing pressure from the clubs, ownership eventually transferred to the Council in 1985, following a Deed of Agreement dated 20 August 1979 that specified the land as a Recreation Reserve for aquatic recreation purposes.

Site description

The Boat Harbour Reserve underwent access improvements in December 2003 with the completion of a rail crossing, addressing previous limitations like low clearance and flooding at the old rail underpass. The underpass remains for pedestrian and cycle access. The development of the Te Aka Ōtākou has resulted in a bridge linking the Boat Harbour Reserve

Figure 23: Otago Boat Harbour Recreation Reserve



over the Water of the Leith, this can be seen above in Figure 19. The Reserve features clubrooms, jetties, a leased 'open air' storage area and a sheltered marina on its western end, contrasting with nearby industrial buildings partly softened by planted areas along its inland edge. The site also features the artwork "Kuri / Dog" by Sculptor Stephen McQueen. It was designed to look towards the harbour entrance as a cultural guardian looking after Dunedin and surrounds. The northern portion of the reserve has been developed and now is identified as the "Ravensbourne Shared Path"; this is discussed further below in Section 4.12.

The reserve features public toilets and changing rooms. These are available for touring recreational sailors. Unfortunately, consultation undertaken in 2024 has indicated that sailors are opting to avoid Dunedin because of silt build up restricting access to the Boat Harbour.

Recreation use

The recreational value of the Reserve is based on its accessibility to the water's edge. This is reinforced by the number of water-related activities having clubrooms on the Reserve. The Reserve is also used as a passive recreational area, mainly for the harbour views and for watching the activities on the water. This Reserve has high use. The Reserve is the best training location for rowing in close proximity to the city, being the most sheltered area in the upper harbour and adjacent to the harbour edge where shore-based instruction can be relayed to the rowers. This area also provides access to good sailing courses and windsurfing areas. The development of the track on the Reserve will assist with shore-based coaching. Kayaking and Waka Ama clubs also have clubrooms on the Reserve, as this is the most popular launching point for these vessels.

Caretaker

The Otago Yacht Club has a resident caretaker on the Reserve. There was a residence on the site when the Reserve was vested in the Council, and therefore the Council was required by the Deed of Agreement in 1979 to permit this under the lease. The original caretaker's building has since been replaced. Subject to Minister consent the Act permits use of any part of the reserves as a site for buildings considered desirable or necessary for the proper and beneficial management of the Reserve. The caretaker exists primarily for the security of the yacht club and for the boats stored on the Reserve. However, this presence on the Reserve assists with security for the whole Reserve.

Issues

As discussed briefly above and in more detail in Section 5, siltation issues within the harbour affect the ability of larger craft being able to access the boat harbour. This includes visiting yachts. Provisioning and disposal needs of these yachts also require review.

The Boat Harbour has reached its peak densification on the reserve, if more clubs and organisations wished to establish facilities on the reserve there would be no more available space.

Opportunities

Largely, issues regarding the reserve relate to the water environment that is adjacent to the reserve. Because of the silt deposits that are discharged from the Water of the Leith, the Boat Harbour is experiencing restricted access for larger vessels. Given this issue requires large inputs from the Otago Regional Council, the appropriate place for it to be addressed is the higher strategic document of Te Awa Ōtākou Issues and Opportunities report. DCC will work jointly with the ORC to review this issue.

Consideration of facilities and where they are best placed are likely to coincide with the above strategy regarding siltation. Kitchener Street Reserve is one reserve that may be able to support larger vessels, Crosswharf Reserve being another reserve with this potential.

Figure 25: "Kuri/Dog" Sculpture by Stephen McQueen facing Te Umi Kuri – Wellers Rock



4.10 Port Chalmers (*Kōpūtai*) Recreation Reserve, Jetties, Ramp, and Pontoons (Back Beach, *Te Waitohi*)

Zoning: Recreation

Overlays: Archaeological Alert Layer Mapped Area (Heritage), Urban Biodiversity Mapped Area, Hazard 3 (Coastal), Wahi Tupuna Mapped Area (Ōtākou Harbour), Archaeological Sites (Otago Harbour Walls), Heritage Buildings and Structures (Otago Harbour Walls)

Landscape

Port Chalmers Recreation Reserve spans approximately 9 hectares, encompassing Back Beach (Te Waitohi), the vegetated hillside, Monkey Beach (below the Sawyers Bay Road), and land housing Dunedin City Council Community Housing.

Back Beach, situated on the southeast side of Port Chalmers Peninsula, offers views of Goat Island, Quarantine Island, Portobello, and Otago Peninsulas. It features amenities like a public boat ramp, jetties, floating pontoons, the Sea Scouts' clubhouse, and various boat sheds, facilitating good water access. The beach itself consists of mud and stone, bordered by an old stone wall along Peninsula Beach Road.

A narrow gravel road runs along the foreshore within the reserve, passing small boat sheds. The topography rises steeply toward residential areas of Port Chalmers, while the vegetation includes both native and exotic species, with some weed and animal pest challenges. Despite these issues, the coastal shrublands harbour significant botanical and entomological diversity, with notable species like *Helichrysum lanceolatum*, *Urtica ferox*, and *Muehlenbeckia australis*.

The reserve's character is open and maintains a strong connection to the harbour, nearby islands, and Otago Peninsula. While structures like Port Otago's reclamation and warehouses to the north affect visual harmony with the harbour, other small-scale built features enhance rather than detract from its recreational appeal.

Site specification

Back Beach is a vital area for both passive and active recreational activities, featuring small boat sheds, a ramp, jetties, and pontoons that provide strong links to water access. It is popular for swimming, fishing, and exploring, especially among children, due to its proximity to Dunedin and safe waters. Overcrowding at the boat ramp can occur at times, the ramp is designed to accommodate two vehicles at a time.

Painting lane marking on the ramp for two vehicles only will help to manage usage of the boat ramp.

Several tracks within the Port Chalmers Recreation Reserve connect Peninsula Beach Road to the hillside housing area. Boat sheds, some extending over the water, encourage use of the reserve and have permits from the Otago Regional Council or licenses from the Dunedin City Council.

Lease arrangements include a nominal rental agreement with Port Otago for the Back Beach car park area, contingent on council maintenance. Boat sheds over water have permits from the Otago Regional Council, while those on landward sides hold licenses from the council. However, historical lease discrepancies, such as the Bowling Club's lease, have been resolved through new lease arrangements established in 2015. While there are multiple boat sheds along Peninsula Beach Road, only three sheds require lease arrangements with the DCC. The rest are within the riparian margin and require authorisation from the ORC.

The reserve is held as a Recreation Reserve under the Act. There was an outdated interest from the 1901 Act restricting leasing or sale. This 1901 restriction was repealed by section 29 of the Reserves and Other Lands Disposal Act 2015.

Figure 26: Location of Port Chalmers Recreation Reserve, Jetties, Ramp, and Pontoons (Back Beach, Te Waitohi)



Issues

Peninsula Beach Road: This narrow gravel road along the reserve's foreshore is popular for walking and scenic drives but raises concerns about vehicle speed, pedestrian safety, and littering.

Commercial Use: There is a small amount of commercial use of the jetties at Back Beach as they provide recreational cycle users a ferry service across the harbour. While generally, commercial use of Back Beach would not be promoted, when the function of the commercial use is to serve recreational users, as long as their use does not compromise other recreation users, it is considered that it is the most appropriate place for these providers to operate.

Vegetated Hillside: The steep hillside area features a mix of exotic, native, and weed species intersected by tracks.

Opportunities

1. **Peninsula Beach Road:** Assess the feasibility of restricting vehicle access to a section of the road beyond the Back Beach boat sheds and the house at 37 Victory Place. The road would remain wide enough for accessibility, improving transport safety and recreational use. Any proposal would undergo public consultation. In a section of the road.
2. **Pest Plants:** Managing weeds and pests would benefit landscape quality. Illegal dumping along vegetation boundaries needs addressing to mitigate environmental impact.
3. **Development/Enhancement:** Enhancing landscaping, scenic lookouts and picnic sites could promote passive recreation and increase shore facility use by water users, improving overall area appeal and enjoyment. This will provide opportunities to better showcase the marine environment, biodiversity of the region and Ōtākou's cultural heritage.
4. **Water Infrastructure:** There is potential to improve ramp and pontoon infrastructure. A review of the facilities at this location would be appropriate. Any upgrades on one side of the harbour should be mirrored on the other side of the harbour.



Figure 27: Location of the Portobello Jetty

4.11 Portobello Jetty

Zoning: Township and Settlement,

Overlays: Archaeological Alert Layer Mapped Area (Heritage), Hazard 3 (Coastal), Wahi Tupuna Mapped Area (Ōtākou Harbour), Archaeological Sites (Otago Harbour Walls)

Site specification

The Portobello Jetty is located on Portobello Road on the Portobello approach from the city.

The jetty is largely utilised by the Port-to-Port Ferry and the Monarch Wildlife Cruises. It is also where the Te Awa Ōtākou (The Ocean River) reaches its current end. Proposals to extend this further to Taiaroa Head have been designed however lack of funding has postponed works.

This jetty and Back Beach jetty are critical pieces of infrastructure for Te Aka Ōtākou (The Otago Vine). At times, the carpark can be overwhelmed.

Opportunities

Monitoring usage of the jetty to see if carparking upgrades are required.



Figure 28: Ravensbourne Shared Path

4.12 Ravensbourne Shared Path

Zoning: Recreation

Overlays: Archaeological Alert Layer Mapped Area (Heritage), Noise Mapped Area (Stadium) Road Hazard 3 (Coastal), Wahi Tupuna Mapped Area (Ōtākou Harbour), Archaeological Sites (Otago Harbour Walls)

Site specification

Part of the Te Aka Ōtākou (The Otago Vine) has been in use since 2023. Te Ara Moana (The Ocean Path) is located along the Western side of the Harbour to Port Chalmers. The Ravensbourne Shared Path makes up a portion of Te Ara Moana and is under the management of the DCC. The area identified below is owned by DCC, ORC and KiwiRail. The area specifically adjacent the Boat Harbour Reserve is owned and managed by the DCC and has a number of plantings and assets established on the reserve area.

The site, as well as featuring the shared path, features several spaces for picnics, exercise and play equipment, and planted areas. Te Ara Moana continues from this reserve area into the Boat Harbour Reserve which is directly adjacent to the reserve on the southern boundary.

Issues

The main identified issue with the reserve relates to the carparking that is utilised in the Boat Harbour Reserve. Cyclists will often enter the carpark at high speeds and there is no designated area for cyclists and cars to navigate around each other. The path at this location is also excellent for people with mobility

issues because it wide, sealed and flat, however there is no mobility carpark allocated within this carpark.

Opportunities

Marked mobility carparking and the shared path identified with line marking through carpark area to connect to the path on Magnet Street.

Figure 29: Entrance to the Ravensbourne Shared Path





Figure 30: Roseneath Esplanade Reserve

4.13 Roseneath Esplanade Reserve

Zoning: Rural Residential 1

Overlays: Archaeological Alert Layer Mapped Area (Heritage), Hazard 3 (Coastal), Wahi Tupuna Mapped Area (Ōtākou Harbour),

History

Archaeological findings indicate a Māori oven (midden) site located near the north-eastern end of the Reserve, highlighting its historical significance, and use by mana whenua precolonial settlement.

Off Kilgour's Point, Roseneath, the 'Pride of the Yarra' steamer and the 'Favourite' paddle steam ship collided during the night on 4 July 1863. The 'Pride of the Yarra' was transporting the Campbell family and their servants, along with many other passengers, from the ship 'Matoaka' which had anchored at Koputai Bay after coming up the harbour from an overnight anchorage at the Otago Heads. The 'Pride of the Yarra' sank with the loss of thirteen lives (McCluskey, 1995).

Site specification

The esplanade reserve on Roseneath Peninsula's southern slope is characterised by steep terrain descending sharply to the water. The area features a mix of exotic weeds, pasture, and regenerating native bush. Its natural quality is preserved, offering a strong connection to the harbour with undeveloped land extending to the water's edge.

Opportunities

Currently underutilised, the Reserve holds potential for a track development encircling the base of Roseneath Peninsula, integrating the esplanade reserve and adjacent road reserve to enhance recreational opportunities.

4.14 Te Rauone Recreation and Esplanade Reserve (Te Rauone Beach Domain)

Zoning: Recreation

Overlays: Archaeological Alert Layer Mapped Area (Heritage), Native Reserves Mapped Area, Hazard 3 (Coastal), Wahi Tupuna Mapped Area (Ōtākou Native Reserve).

Te Rauone Reserve, located on Harington Point Road between Wellers Rock (Te Umu Kuri) and Taiaroa Head, features diverse landscapes, cultural values, recreational opportunities, and ecological importance.

Landscape

The reserve spans between Harington Point and Wellers Rock headlands. It includes hills with pasture, occasional macrocarpa and bush, and residential properties along the roadside. The reserve itself contains a mix of exotic and native plantings, open spaces, dunes along the beach, and large trees such as *Pinus radiata* and *Eucalyptus*. Marram grass and young Ngaio trees dominate the dunes, with Pikao (*Desmoschoenus spiralis*) near the accessway. The crescent-shaped beach offers views across the harbour to Aramoana and Port Chalmers.

Cultural values

Te Rauone was once a large village, now partly covered by sand dunes due to erosion. Nearby Te Ruatitiko was another significant village affected by sand movement. The area holds cultural and spiritual importance to the rūnaka. The beach also hosts Tuaki (cockle) beds, important to local Rūnaka for gathering mahika kai.

More recently, with the redevelopment of Te Rauone Reserve, the sculpture “Tomokaka/Gateway” has been erected.

Recreation values

The reserve provides open spaces and beach access for activities like picnicking, walking, and exploring. It is a popular spot for passive recreation and enjoying views of the harbour. A new playground, BBQ facilities and basketball court have been installed on the reserve in 2023.

Ecological values

Te Rauone is recognised for its significant insect life, particularly native Lepidoptera. A locally significant population of an undescribed copper butterfly feeds on *Muehlenbeckia australis* within the reserve. Rock pile structures were installed in 2023 in various

places on the reserve as habitat shelters for the southern grass skink populations on the reserve.

Customary rights

Te Rauone Beach also sits adjacent to the Ōtākou Mātaitai Reserve. The area subject to the reserve is shown in Figure 27 below. A mātaitai reserve is an identified traditional fishing ground in fisheries waters established for the purpose of customary food gathering. Therefore, any fishing or kaimoana gathering on Te Rauone Beach is subject to the Fisheries (South Island Customary Fishing) Regulations 1999.

Figure 31: Te Rauone Reserve



Issues

Erosion: Te Rauone Beach has experienced significant changes due to harbour developments over the past century, leading to ongoing erosion and sand movement. Key issues include the interruption of sediment supply from the open coast, linked to the historical construction of the Aramoana Mole (1880s) and Long Mac (1900s). Additionally, seabed and beach lowering, along with downcoast erosion, have been associated with riprap revetments, which have been constructed at properties along the beach since the late 1960s.

Historically, erosion has been influenced by northerly storms and shifts in the harbour mouth channel, with harbour construction playing a role in altering coastal processes. The installation of clay groynes initially helped stabilise the shoreline, but long-term changes have led to continued erosion concerns.

Since 1950, shoreline movement has reversed, with the southern end of the beach accreting while the central and northern ends erode. This shift is attributed to altered wave dynamics and the 'end wall effects' of protective structures inhibiting sediment supply. Accelerated erosion near these structures has prompted a project led by the local community to restore the beach environment.

Recent activities aimed at restoring a high tide beach at Te Rauone include:

- In 2021-22, the placement of 27,000m³ of sand (beach nourishment) and construction of three rock groynes to slow the southward movement of this sand. Periodic sand recycling and renourishment have been established through post-construction monitoring by Port Otago Ltd.
- In 2023, planting and fencing to retain sand on the upper beach was undertaken by Dunedin City Council.

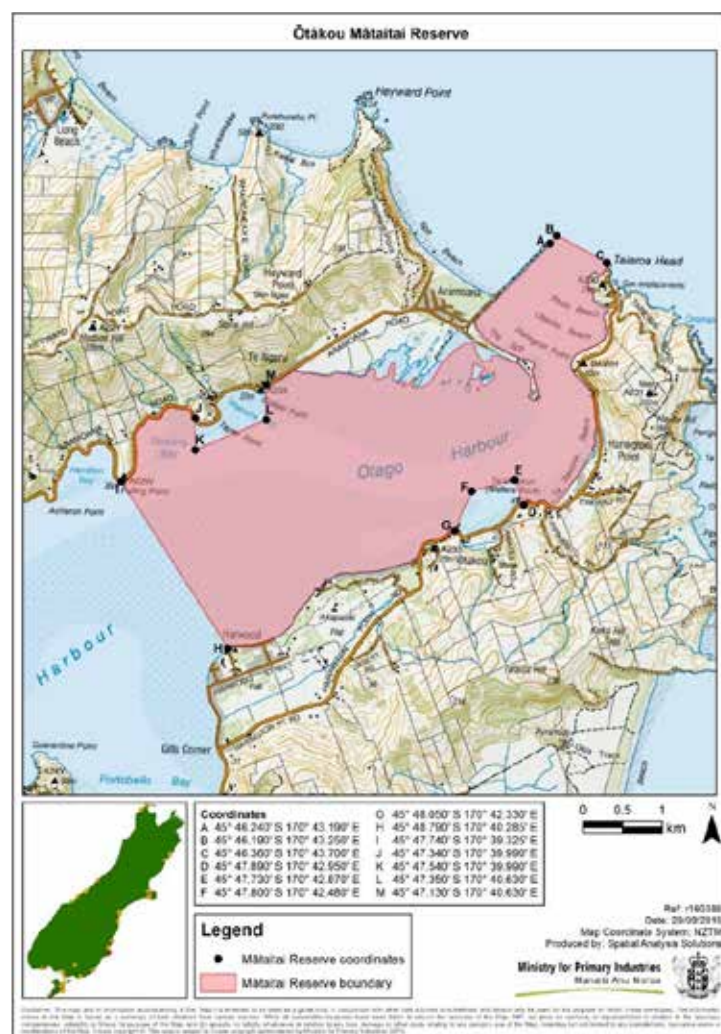
Additional protective measures have included sand fencing, dune re-establishment, an updated playground and recreation infrastructure, and support for local planting efforts by the community. Continued monitoring of the reserve remains ongoing to assess the effectiveness of these efforts in stabilising coastal movement.

Opportunities

Ongoing monitoring of Te Rauone to understand the coastal movement on the beach should inform future coastal projects and if further intervention is required.

Review of potential management of the carpark area to enable clear access for kayaks, paddleboards etc to the track and beach.

Figure 32: Map of the Ōtākou Mātaitai Reserve (Source Ministry for Primary Industries)



4.15 Vauxhall Yacht Club Reserve, and Ramps (including Andersons Bay Scout Ramp)

Zoning: Recreation

Overlays: Archaeological Alert Layer Mapped Area (Heritage), Hazard 3 (Coastal), Wahi Tupuna Mapped Area (Ōtākou Harbour), Archaeological Sites (Otago Harbour Walls)

Site specification

The Vauxhall Yacht Club and the ramp adjacent to the Andersons Bay Scout facilities are both reclaimed areas of land held in the same legal parcel of land. They are spaced approximately 700 metres apart on Portobello Road. Both sites have similar features including ramps, club facilities, carparks and the historic seawall. Otago Harbour Seawalls are recognised in the List Rārangi Kōrero (List no. 4726, Category 1). The seawalls are the largest listed item in New Zealand being 37.1 km long. Recreationally, the area supports both passive and active activities, with convenient access to water and a large car park for boating equipment setup, though car access can be challenging due to visibility issues, especially from the north. Pedestrian access has significantly improved with new reclamations and footpath/cycle ways.

Vauxhall Reserve is a large reclamation featuring boat ramps, a jetty, pontoon wharf, ample car parking, and open picnic areas, alongside part of the Vauxhall Yacht Club. Plantings serve as a buffer between the car park and Portobello Road, with additional picnic areas recently reclaimed and interspersed with native shrubs. The reserve offers scenic views across the upper harbour to the city and its wharves, characterised by a suburban feel enhanced by its waterfront proximity.

The Northern parcel is held by the Council, the reserve includes two concrete ramps and a public toilet. The Vauxhall Yacht Club, established in 1929, erected present rooms in 1949-1950, extending beyond the mean high-water mark and under Otago Regional Council jurisdiction, with ongoing negotiations since 1994 to formalise a lease for the portion on reserve land. In the 1990s, the club upgraded jetties and ramps with decking, available for public use outside of club activities and sailing programs.

Issues

With the increase of use due to the Harbour Shared Path, the carpark at Vauxhall is under pressure. Cars with boat trailers end up having no designated location to park.



Figure 33: Vauxhall yacht Club Area

Andersons Bay Scout Ramp Area

The ramp area adjacent to the Andersons Bay Scout facilities is an area that is largely a carpark and ramp. From a safety perspective, the club has very little room off the road reserve, which creates a conflict with shared path users, the road environment and users in the reserve.

This parcel is held within the same title as the Vauxhall Yacht Club Parcel.

Review of the facilities should be considered if a more appropriate location for this group is identified.

Opportunities

March 2024 Consultation identified the rationalisation of carparking areas to create differentiation for parking for cycle users and boat users, would be appropriate.

Review the function of the carpark as part of a wider review of facilities on the harbour to ascertain the safest outcomes for recreation users.

Figure 34: Andersons Bay Scout Ramp area



4.16 Wellers Rock (Te Umu Kuri) Jetty

Zoning: Peninsula Coast

Overlays: Archaeological Alert Layer Mapped Area (Heritage), High Class Soils Mapped Area, Native Reserves Mapped Area, Hazard 3 (Coastal), Wahi Tupuna Mapped Area (Ōtākou Harbour), Wahi Tupuna Mapped Area (Ōtākou Native Reserves)

Site specification

Wellers Rock (Te Umu Kuri) is located on the Harington Point Road approximately 24 kilometres from Dunedin, between Ōtākou and Te Rauone. Wellers Rock (actual rock area) is a Historic Reserve named after the Weller brothers and managed by the Department of Conservation. As such, the management of this area does not fall under this management plan. The jetty is owned by the Council and is located about 50m to the north of Wellers Rock. This management plan addresses management of the jetty. See Figure 30 to see the extent of Parks and Recreation jurisdiction.

The area provides extensive views in all directions across the harbour. The aesthetic value of the site is high given its lack of development and strong relationship to the harbour.

The jetty is well used, especially by commercial tourist operators. Public consultation indicates that use by residents and children had been high in the past but had decreased due to the impact of commercial users.

Recreation opportunities at Wellers Rock are often in conjunction with Wellers Rock jetty. Wellers Rock is located at the tip of a headland. Small beaches on either side of the strip of land provide access to the water. Wellers Rock is used for scuba diving, and a natural sand ramp on the beach allows water access for launching boats. The strip of land connecting the rock to the road has been used as a car park in the past. Rocks have been placed to allow launching of boats but restrict car parking. Cars often park in the shared path making it difficult for cyclists and pedestrians to navigate their way around the corner safely.

The jetty is well used by a number of commercial operators. This commercial use can place pressure on the area and facilities.

There is limited parking at both Wellers Rock and the jetty. There is a general desire from the community for increased parking areas for vehicles and trailers, particularly as cars regularly park in the cycle lane, as can be seen in Figure 35.

Opportunities

Increased parking would be beneficial near Wellers Rock Jetty and Wellers Rock.

Physical barriers to prevent vehicles parking in the shared path will increase safety for all road users at this location.

Figure 35: Wellers Rock Jetty location



Figure 36: Wellers Rock (Te Umu Kuri) Jetty.



4.17 Yellowhead Conservation Area

Zoning: Township and Settlement

Overlays: Archaeological Alert Layer Mapped Area (Heritage), Hazard 3 (Coastal), Wahi Tupuna Mapped Area (Ōtākou Harbour), Scheduled Heritage Sites (Yellowhead Reserve)

Site specification

The small, but significant outcropped headland of the Yellowhead Conservation area consists of approximately 3000m² of legal road located on the edge of the Broad Bay Cemetery. It is the only outcrop of public land on the Otago Peninsula that is not located next to the main arterial peninsula road. It therefore has unique recreational features, which are not easily replicated on other harbour reserves.



Figure 37: Yellowhead Conservation Area

Ecological features

The conservation area features remnants of original native scrub and herbaceous vegetation. A vegetation study was undertaken by botanist Peter Johnson in 1991. It identifies that the site, although very small, retains examples of original native scrub and herbaceous vegetation, and uncommon elements of native flora, such that has now been lost from Otago Harbour shores. The major threat to these remnants is being competed out by pines and macrocarpas, the spreading roots of which use most of the available soil moisture.

Scenic values

The site is a focal point from both approaches along the harbour arterial road. The yellow clay provides a prominent contrast to the water environment it is adjacent to. Photographers and artists often capture this site from Broad Bay Reserve. While the existing macrocarpa trees contribute to scenic views, native

planting will be implemented in the future when these trees need to be replaced.

Recreational values

Because the site has the cemetery adjacent to it, and is removed from the road environment, the location is quiet and calm. Access to get to the area is limited, as it requires nimble feet to walk to the outcrop. This further adds to the untouched nature of the space, and a sense of adventure for people discovering the harbour. This escapist recreational element is a value to be protected.

Opportunities

Removal of macrocarpas on the headland and enhancement of the original native scrub is important to protect biodiversity values. Given the quiet nature of the reserve, it is also likely to attract native fauna if appropriate plantings are at the site. Consideration of trees that would promote roosting and food for Kererū, Kākā and seabirds would be appropriate.

Community requests for this area include establishing adequate protections for the entire esplanade strip to prevent any development of this last portion of natural coastline. This includes Beach Road which is a paper road under Transport's maintenance department. Investigations to establish the road reserves (functioning as paper roads) into scenic or esplanade reserves will be undertaken.



Figure 38: View of Yellowhead Conservation Area, Broad Bay Reserve



Site analysis

5.1 Values

5.1.1 Mana whenua cultural values

The Ōtākou Harbour “is significant as a mahika kai (particularly for tuaki), a means of transport and for the relationship between those living there and the water. The ability to provide highly valued food such as tuaki to visitors was, and remains, important for the mana for local Māori. The harbour is still a mahika kai resource today.” (A4.23 2GP)

Kaitiakitaka is the value of guardianship of the sky, the sea and the land. Local rūnaka consider themselves kaitiaki (guardians) of the Ōtākou Harbour. This care does not begin and end at the harbour’s edge or have defined boundaries in the way that pakeha values exist. Māori prefer a more holistic view of the Ōtākou Harbour. Where the water’s edge of harbour is the central value, then the catchment area extending beyond the mountains on the West Harbour and entirety of the peninsula is an extension of the Ōtākou Harbour and therefore contributes to the health and wellbeing (hauora) of the Ōtākou Harbour.

The Reserves are within this larger holistic catchment area. Many of these Reserves also exist as a result of reclamation and the industrialisation of the harbours edge.

Values to be protected within the Reserves are mahika kai (food gathering) such as the Mataitai Reserve at Te Rauone, Kāika (village sites) such as Te Raunone, Wāhi taoka (resources, places and sites treasured by mana whenua) and Tauraka Waka (canoe landing sites)

The fortification of the harbour’s edge for roading, reserves and the establishment of Dunedin City has resulted in reclamation, activities affected water quality, seabed disturbance (including dredging), Sedimentation as a result of river outflow from Ōwheo, the Leith, and changes to the harbour hydrology. This extensive development has dramatically changed the Harbour and the ecological health of the Ōtākou Harbour. This is discussed further in section 5.1.4. These activities are also considered to be principal threats to mana whenua values.

5.1.2 Heritage values

The Otago Harbour features a number of physical heritage sites within the Reserves along the harbour’s edge. This includes the Category 1 listed Seawall. These locations are discussed in detail in Section 4. These physical sites should be preserved to acknowledge and gain mātauranga wisdom from and build the communities’ overall sense of pride and place.

Te Umu Kuri, Wellers Rock marks the location where the first whalers landed in Dunedin. This site is important to both mana whenua and NZ European people as the site that marks the beginning of our shared history. While this site is not part of the Reserves, it is important to note its significance as part of the greater harbour catchment.

The Wharf precinct provides a distinct industrial character, which should be promoted through reserve storytelling. The surviving buildings tell a story of the fast-growing settlement of the gold mining industry of the late 1800s. The Warehouse Precinct Revitalisation Plan identifies the importance of linking the Warehouse District with the Harbour Basin. Crosswharf Reserve is a crucial link in establishing a connection between the city and the harbour. The harbour being the first place travellers arrived when they settled in Ōtepoti Dunedin. Customs, industry and arrival history tell the story of Victorian pioneers. These values that should be promoted in connecting the city with the harbour.

Overall, the harbour is rich in history, where every corner tells a story of the people who have made Ōtepoti Dunedin their home. These values are important to protect and incorporate into reserve storytelling.

5.1.3 Landscape values

The Upper and Lower harbour landforms offer broad views out over the harbour. While heavily modified through farming and development, the harbour still provides an open connection to the water which provide significant amenity values. It is these values that artists and photographers are drawn to and utilise the reserve spaces to undertake these activities.

Established native forest pockets of the Reserves such as Port Chalmers Recreation Reserve, Roseneath Esplanade Reserve and Yellowhead Conservation Area should be protected and enhanced to promote landscape values within the harbour, particularly along the harbour's edge.

Engagement with the community in March 2024 confirmed that natural and calm reserve spaces adjacent to the harbour were highly desirable and should be sought and established by Council.

5.1.4 Ecological values

Dunedin boasts rich ecological values, particularly in its proximity to diverse wildlife habitats like albatross and seal colonies, as well as Yellow-eyed penguin habitats. These natural assets are not only cherished by locals but also serve as key attractions for tourism, offering the opportunity to view these species in their natural environments.

Forests once covered almost all of the harbour catchment prior to the 1860's and remnants of these are still visible. While conservation efforts have been working to restore habitats since the 1980's, historical evidence points to the Otago Harbour being in "recovery" and by no means restored to its original state precolonial settlement. Whales were known to calve in the harbour, while fish species in the harbour are present in severely low levels. Large bird species such as Weka, Kererū, Kākā, and various species of Moa (extinct) made their home on the peninsula.

Restoration of habitats for these animal species are a community goal, with volunteer pest control and planting groups being active in the West Harbour and Peninsula. Promotion of biodiversity and ecological values within our Reserves is a high priority.

Note: most recent ecological knowledge of the Otago Harbour should be taken into account when considering the ecological values of harbour catchment area. Te Awa Ōtākou Issues and Opportunities report was the most recent report commissioned by the ORC and should be used in reference to this document.

5.1.5 Recreation values

The recreational activities in the Reserves are diverse and cater to various interests across its lower harbour reserves and upper harbour reserves. Informal activities such as salmon fishing, yachting, rowing, and windsurfing are popular in the lower harbour, where clubhouses for rowing and yachting are clustered. Windsurfing, being less formal, utilises multiple launching points like Vauxhall, Boat Harbour, and Kitchener Street.

Over time, the nature of boating has evolved, with more enthusiasts storing boats at home and using public ramps for launching, posing challenges for space and facilities.

The Upper Harbour features recreational salmon fishing and accommodates larger yachts. Canoe, kayak, and outrigger clubs either store equipment nearby or transport it to various sites. Beyond water sports, the harbour fringe offers opportunities for casual activities like fishing, swimming, walking, cycling, picnicking, birdwatching, and holidaying.

Facility provision, including ramps, jetties, and pontoons, is essential and often discussed in consultations. The Council manages many facilities accessible to the public, while clubs may have restricted access or charge fees for non-members. There is a recognised need for more public facilities such as showers and toilets, especially at high-use sites.

Supporting these recreational activities is often the primary function of most of the Reserves, being boat ramps, facilities and clubs, therefore promoting recreation values is a high priority for the Reserves.

5.1.6 Access values

Water

The Reserves and facilities along the harbour are largely for the purposes for access to the water. Provision of safe, well maintained, access points are considered to be important to the effective functioning of the reserve.

Clear sightlines around the water at ramps for entry and exit of boats and vehicles, and to enable passive observation helps improve safety outcomes.

These values should be promoted and implemented on the Reserves.

Transport

Water sports utilise large equipment which require transport to the reserves, prior to launch. This requires carparking and launching facilities.

Access for vehicles is therefore a priority for the Reserves, particularly where boat ramps and jetty facilities are available and should be protected and maintained.

5.1.7 Economic values

Port operations in Dunedin are pivotal to its historical settlement and economic vitality. Port Otago, facilitated by Dunedin's harbour, serves as a crucial hub for exporting pastoral, forestry, and manufactured goods, playing a central role in the regional economy.

However, the operational nature of the port, while essential, is not universally admired for its aesthetic appeal and consumes significant shoreline space.

Despite these concerns, parts of the port are accessible to the public, offering opportunities for recreational activities like angling and walking. Management plans ensure these areas balance public use with operational needs. Additionally, Dunedin's harbour supports tourism through wildlife tours, showcasing albatross, penguins, seals, and sea lions. Managing visitor interactions with wildlife is crucial to minimise adverse impacts.

Beyond its economic and tourism roles, Dunedin's harbour facilitates cruise ships, bringing substantial numbers of visitors to the city, contributing further to its cultural and recreational attractions.

While generally, commercial use of reserves is not promoted, when the function of the commercial use is to serve recreational users, it can be permitted. Licenses and leases to use our water structures are required. Applicants must establish their use does not compromise other recreation users. Te Aka Ōtākou is an example of this. The shared path promotes tourist operators using reserve wharves to ferry cyclists from Back Beach Reserve to Portobello Jetty. This is where commercial

activity is appropriate and can be promoted within the Reserves.

5.2 Issues

5.2.1 Environmental issues

Silting/dredging

The siltation of Otago Harbour is a significant environmental issue, particularly affecting certain user groups. While it is often attributed to the removal of vegetation from the surrounding hills—a process initiated by European settlers—siltation is also a natural occurrence. Before industrialisation, Otago Harbour functioned as a wetland and estuary, where sediment deposition was an ongoing process. Streams flowing into the harbour carry large amounts of suspended sediment, which settles out upon reaching the calmer waters. This natural dynamic, combined with human-induced changes, necessitates frequent dredging of the main channel. Continuous siltation remains a persistent problem, requiring regular dredging of the channel. However, the dredging process itself contributes to the issue by generating high volumes of silt. This silt reduces light penetration, affecting photosynthesising organisms in the plankton, and also obstructs filter-feeding invertebrates.

From a recreation perspective, the Otago Boat Harbour is particularly subject to the sediment being washed out of the Water of the Leith. The water is too shallow for most boats to enter the boat harbour, including Coastguard boats. This is resulting in the restriction of access from touring sailors who cannot access facilities, and other medium to large sized recreational vessels. While DCC does not own the water area, this issue is severely impacting the use of the reserve space.

A resource consent with ORC would be required to dredge at the Boat Harbour to address the silting issue.

Reclamation

Reclamation has played a crucial role in shaping modern harbour landscapes, driven by the demand for flat land to accommodate industry, port operations, transportation infrastructure, and recreational facilities. Significant reclamation efforts were

undertaken between 1870 and 1920, marking a pivotal period in harbour development. Since then, ongoing reclamation projects have continued to transform the area. Notably, the most recent reclamation in 1999 expanded upon the earlier Vauxhall reclamation efforts.

These reclamation projects, aimed at creating land for urban development, industry, and recreation spaces, have come at a significant environmental cost. Coastal habitats like wetlands, estuaries, and salt marshes were, and are, particularly vulnerable. These ecosystems provided crucial breeding grounds for marine life, buffered against coastal erosion, and supported biodiversity. When reclaimed, these habitats were largely lost, disrupting marine ecosystems by altering water flow, sediment dynamics, and nutrient cycles. This disruption has caused harm to marine species and reduced water quality due to increased sedimentation and pollutant runoff, impacting the harbour beds.

Moreover, reclamation can exacerbate climate change effects, weakening natural defences against sea-level rise and threatening communities reliant on coastal resources for their livelihoods and cultural identity. Careful planning and mitigation strategies are essential to balance development needs with the preservation of coastal ecosystems and community well-being.

Seawalls

The dry-stone revetment lining most of the harbour shoreline is the largest single stone-built object in Dunedin. About 34 kilometres is under Council management, supporting either roads or reserves, and 8.5 kilometres supports railway causeways. The walls are considered archaeological sites and Heritage New Zealand Pouhere Taonga have classified the walls as Category 1 (List no 4726). The road walls on the eastern side of the harbour from Vauxhall to Harington Point were built between 1865 – 1880.

The road walls near St Leonards and at Blanket Bay are the old railway walls built before 1872. The road walls from Port Chalmers to Aramoana and the railway causeways were built and rebuilt from 1872 through to the 1940s mostly by Taranaki Māori prisoners (ORC & DCC, 1991a). The walls are subject to a very aggressive environment of

salt, wind and wave action. Once that outside layer of stones is damaged the walls absorb wave energy and erode relatively quickly resulting in the wall slumping or degrading (City Consultants, 1993).

Management of the wall is expensive, yet essential to protecting the coastline. Increased coastal activity due to climate change is likely to increase cost and maintenance requirements for this wall.

Biosecurity

As a major seaport, Otago Harbour is a high-risk area for the introduction of marine and other plant and animal pests. The Reserves, and aquatic facilities such as jetties, are valuable sites to monitor for the introduction of new, unwanted species, and the spread of established pests such as the seaweed *Undaria pinnatifida*. Providing signage to educate boat-owners and other reserve users about how to identify, and how to avoid spreading, unwanted species, is one way of involving the community in border control and biosecurity issues.

Rubbish

One of the largest issues identified by the harbour community during the March 2024 consultation was concerns of rubbish blowing off the Reserves and into the harbour environment. Two reasons identified by the community were:

1. Lack of bins
2. Rubbish escaping from non-lidded bins during high wind events.

Evidence to support rubbish is collecting in the harbour has been supported by the Royal Albatross Centre who report that they can clear the beach adjacent to Taiaroa Head one day with a school group and then the following day the beach will be full of plastic waste again.

Parks and Recreation management policy regarding bins is generally not to provide bins because experience has indicated that when there are no bins, people take their rubbish home with them. It also reduces fly tipping where people leave their household rubbish on reserves.

Unfortunately, once rubbish is in the water it becomes increasingly hard to collect. Review of PARS policy as it relates to the Reserves is appropriate.

5.2.2 Climate change issues

"Despite our increasing understanding of Earth systems, the future remains inherently hard to predict, especially because there is socio-political uncertainty about the rate of global emissions reduction. The responses of ocean and ice environments to climate change have long lag times, their effect is progressive and ongoing, but they are accelerating, and surprises cannot be ruled out" (Nga pumate takutai me te arahitanga huringa ahurangi, Coastal hazards and climate change guidance MfE 2024)

The Reserves are all entirely located along the harbour's edge, and therefore will be subject to any, and all, of the effects of climate change as the harbour environment changes over the next 100 years.

Over the next 30 years, sea level is projected to rise on average 0.25 – 0.3 metres. Given the reclaimed nature of most of the Reserves and the established seawall along the edge of these reserves, these reserves should have a period of grace before harbour waters encroach on reserve land.

DCC is beginning to undertake a city-wide adaptation strategy which will review the harbour and city extents and the potential effects of climate change on our coastal environments. Consideration of the reserves and the climate response for the entire harbour will be undertaken as part of this work. It is considered that the reserves are closely linked with decisions made about the harbour arterial road. If a decision is made to fortify the arterial road and raise the seawall, then the protection of the reserves is more feasible.

Impacts from increased rain events, storm surges and more saltwater effecting the salinity of reserve soils is likely over time. Planting appropriate coastal plant species to improve resilience is considered crucial to the performance of the reserves.

5.2.3 Public and private utilities

Reserves are often perceived as convenient and logical places to locate public and private utilities. The placement of public and private utilities in reserves can be appropriate if the utilities serve reserve activities. However, the location, construction, operation, maintenance and decommissioning of utility structures can

have significant impacts on the reserve and wider open space network values, and vice versa, particularly as vegetation in the reserve can threaten the integrity of infrastructure over time (for example, through root intrusion). Individually, and cumulatively, utilities can result in a range of adverse effects on reserves values. General Policies Section 2.5.9 addresses these issues and outline the formal process of acquiring easements through the Act.

5.2.4 Harbour issues

Limited access

Visually, the harbour is accessible from numerous vantage points all over Dunedin City. The harbour is a valuable visual asset. The harbour edge is well serviced by a major road around most of its periphery and whilst this brings the harbour closer to the people, in practical terms, access to the water itself is extremely limited. Much of the western side of the harbour, including the stretch from Portsmouth Drive, is in private ownership, and severely restricts access to the water's edge and for the development of recreational facilities.

Storage of boats on Reserves

Boat owners occasionally leave vessels on trailers parked in a reserve car park. These stored vessels may reduce parking available for users or restrict access to facilities. There are also environmental and public safety issues associated with the long-term storage and maintenance of vessels on reserves. For example, there may be adverse environmental effects from the use of chemical products, such as anti-fouling paints, and the discharge of these into land and water. There are safety concerns with the stability of trailers and other hard-stand support structures for vessels undergoing outside hull maintenance on a reserve. The use of power tools in the open also creates a safety hazard. The term 'storage' refers to any such vessel, excluding dinghies, left on a reserve for longer than 24 hours whether on a trailer or not. The owner will be responsible for meeting all costs associated with the removal of the vessel from the reserve. Storage of club vessels within existing buildings is appropriate. There are notable exceptions to this where clubs have negotiated 'open air' storage agreements with Council. These are discussed above in Section 4.9. The Council has no liability in respect of the storage of boats on Reserves.

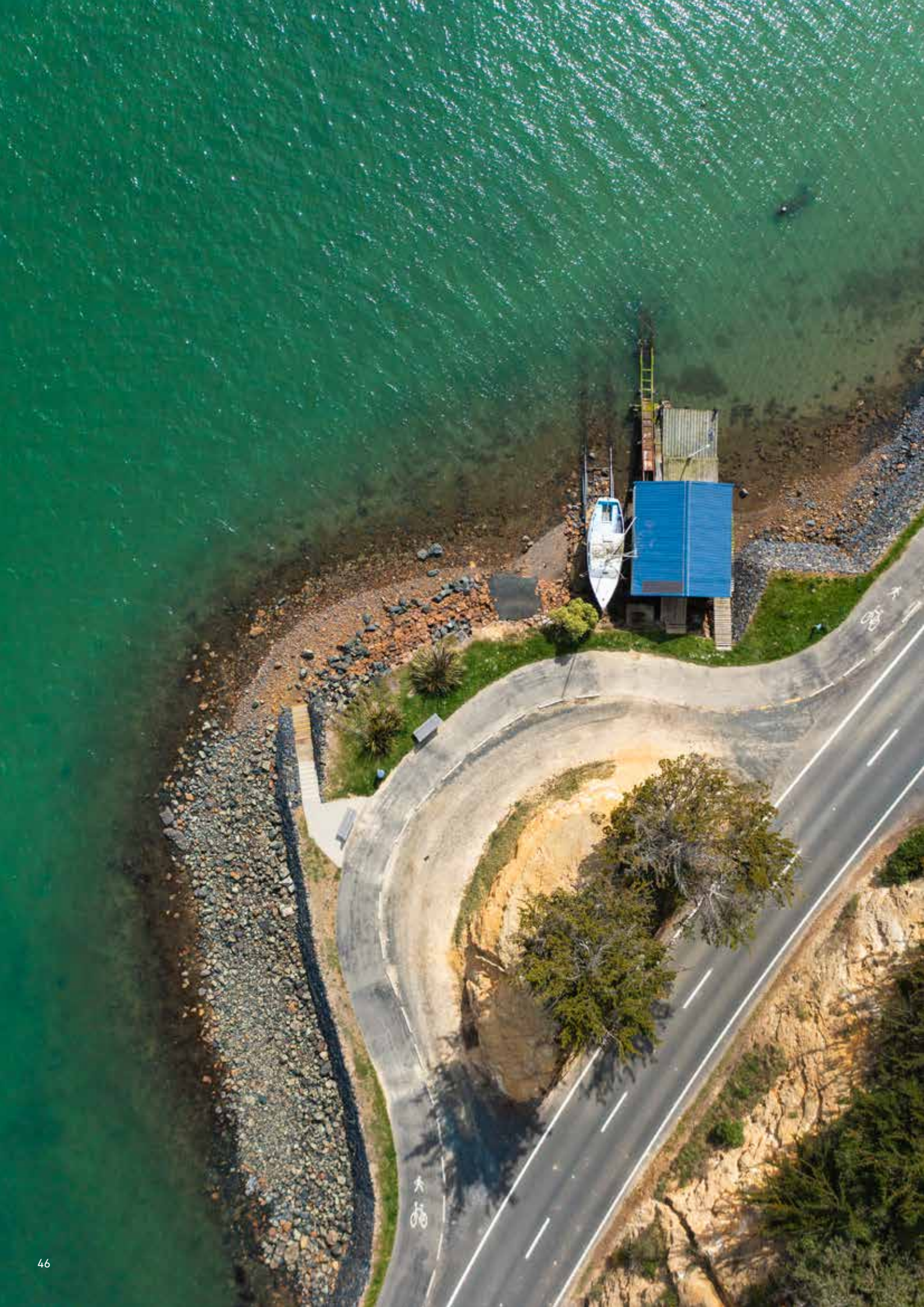


Opportunities

Section 4 above discusses site specific history and analyses the specific features and values of the individual reserves of the harbour. Opportunities for these specific areas have been identified as part of these site-specific summaries.

Section 6 seeks to discuss opportunities for the Reserves as a whole.

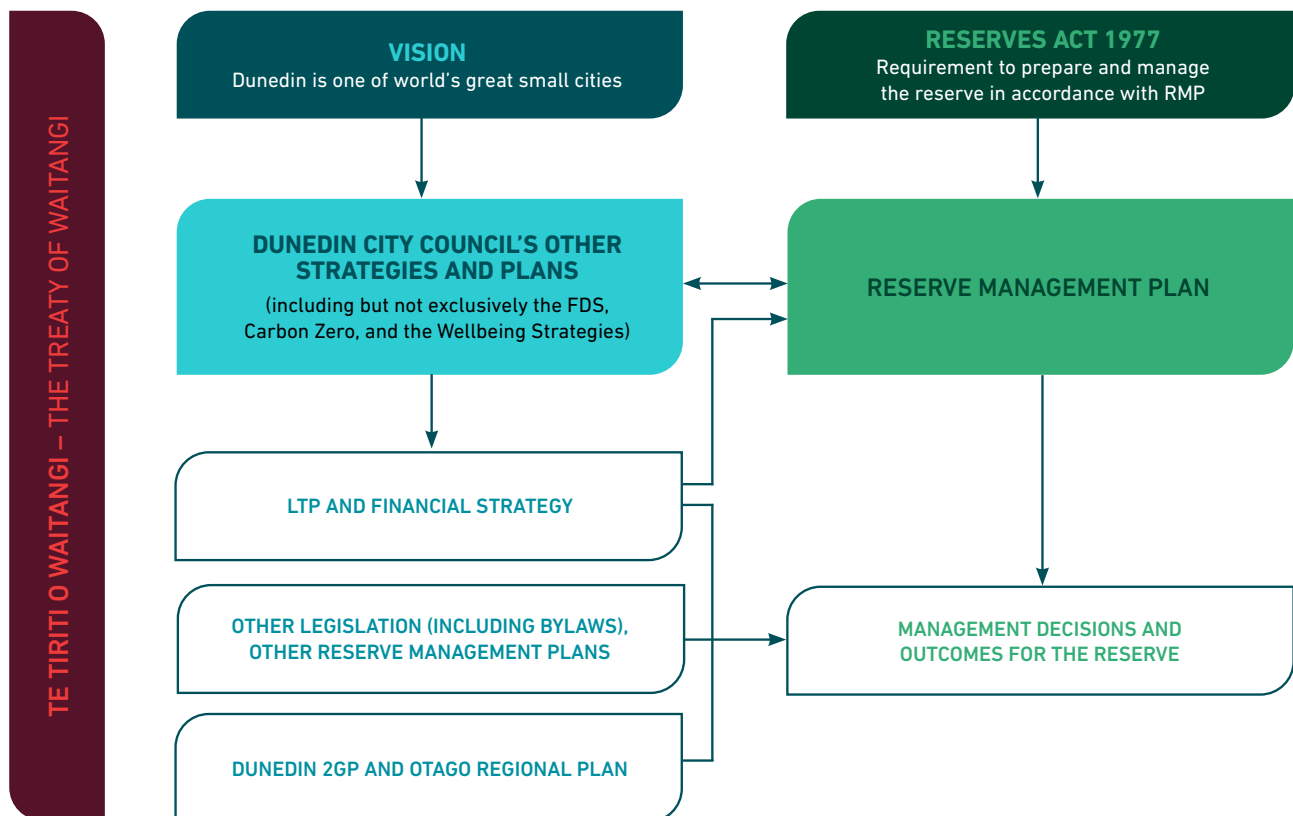
- 6.1 Identify, preserve, enhance and manage the heritage, landscape, ecological, cultural, educational, recreational and access values of the Reserve in a way that visitors can both enjoy and be made aware of these values.
- 6.2 Cultural design opportunities that strengthen Mana Whenua identity and communicate mana whenua history, values and narrative across the harbour reserves.
- 6.3 Look for opportunities to improve access for all levels of mobility providing for and enabling enjoyment and participation of recreational activities within the Reserve.
- 6.4 Look for opportunities to promote biodiversity health within the reserves, specifically in water margins and targeted planting to promote wildlife travel down the peninsula and lessen the effects of land-based activities on the moana.
- 6.5 Support recreation values by reviewing provision of reserve assets for popular activities. Increased bike racks or air pumps for paddleboards and bikes, for example, may be appropriate.
- 6.6 Identify and mitigate safety risks throughout the Reserve, specifically, improving transport and water access safety outcomes, this could include improved signage.
- 6.7 Review the functioning of the marine infrastructure in the Reserves and how it serves the recreation users of the harbour.
- 6.8 Review siltation issues at Otago Boat Harbour Reserve in partnership with Otago Regional Council. This may be done in conjunction with Te Awa Ōtākou Issues and Opportunities report – Otago Harbour Strategy workstreams or through an alternate collaborative project.
- 6.9 Review any proposed plans for the rationalisation of recreational boating facilities in the Port Chalmers area, and work with the clubs and associations to find best solutions.
- 6.10 Review rubbish bin policy for the Reserves, investigate providing lidded bins that are resilient to wind, and frequency of clearance.
- 6.11 Increased coastal planting in Harbour Reserves to ensure resilience and stabilisation of soils as weather and coastal environment changes due to climate change.
- 6.12 Maintain robust development and utilities policy to protect Otago Harbour values.
- 6.13 Establish ways to communicate and receive communication from the public with specific regard to the Reserve. An Otago Harbour email account and newsletter could be appropriate.
- 6.14 Enable Community Groups and Volunteers to undertake projects to promote reserve values.



Strategic methology

The management strategy for the Reserve outlines a set of strategic outcomes, management objectives and policies which are informed by the conclusions of the site analysis, the vision, identified opportunities, and the wider Dunedin City Council strategic framework.

This section of the Plan works by co-ordinating the ongoing management and development of the Reserve to achieve the vision for the Reserve and to contribute towards the delivery of Dunedin's wider strategic framework and the overall vision to be one of the world's great small cities. The diagram in Figure 34 below demonstrates how the Plan integrates into the wider strategic framework to deliver the strategically aligned management decisions and outcomes for the Reserve.





Management objectives and policies

8.1 Introduction

The aim of the Plan is that it should reflect the classifications of the Reserves under the Act. It will provide a framework for any future proposals for development/ enhancement, or any other form of action which may have an impact on the Reserves.

The objectives of the Plan have been oriented towards actions and providing the basis for developing specific policies on matters that Council may need to address. The management objectives operate as a filter to assess the suitability of all activities within the Reserves, and to identify the controls required to maximise benefits and to minimise impacts. The degree to which the activities affect the objectives (or the management activities which enact the objectives) will define the management policies.

The policies enable the objectives to be achieved. Over time, as certain specific objectives are attained or require change, relevant policies will also be amended. The policies in the Plan guide all current and future aspects of the Reserves and provide a framework for continuity of management. Note that all general management policies for Reserves are described in a separate document entitled Reserve Management Plan – General Policies (General Policies), which should be read in conjunction with this Plan. The General Policies fully apply to the management of the Reserves unless they are specifically over-ridden by the policies of this Plan. The reader should refer to the General Policies as if it were a physical part of this Plan but note that those policies are under constant review to ensure continual relevance.

To provide cohesion and understanding throughout the plan, objectives have been organised in the same order that values (Section 5.1) and issues (Section 5.2) have been discussed above in Section 5.

8.2 Objective 1 – Enable the protection of mana whenua values

To enhance, protect and manage mana whenua values of Reserves.

8.2.1 Policies

- 8.2.1.1 Policies in the 'Cultural and Historic Heritage' section of the Reserves Management Plan – General Policies should be read in conjunction with this section.
- 8.2.1.2 Engage with Iwi regarding appropriate ways of recognising the mana whenua status and cultural heritage in the management of the Reserve, which may include indigenous plantings, interpretation, cultural design and appropriate Kāi Tahu names.
- 8.2.1.3 Important sites of significance to Kāi Tahu within the Otago Harbour Reserves will be protected and preserved.
- 8.2.1.4 Enable sculptures and artwork within the Reserves when they reflect the mana whenua associations, landscape or environmental values of the reserve.

8.3 Objective 2 – Enable the protection of Victorian Heritage sites

To enhance, protect and manage Victorian Heritage values of the reserves.

8.3.1 Policies

- 8.3.1.1 Policies in the 'Cultural and Historic Heritage' section of the Reserves Management Plan – General Policies should be read in conjunction with this section.
- 8.3.1.2 Important heritage sites within the harbour reserves will be protected and preserved.
- 8.3.1.4 Enable sculptures and artwork that promote and enhance the history of the Otago Harbour.

8.4 Objective 3 – Promote landscape amenity values

Enhancement of the Reserves should be undertaken with a view to create natural quiet pockets, outward looking to the harbour, to promote enjoyment of the scenic values of the harbour.

8.4.1 Policies

- 8.4.1.1 Placement of assets and planting shall be undertaken to create quiet spaces in the Harbour Reserves.
- 8.4.1.2 Reserves that contain areas with high ecological values, such as the Yellowhead Conservation Area, and Roseneath Esplanade Reserve should be protected from overdevelopment. Facilities on these areas should be prohibited. Assets should be limited to tracks and seating.
- 8.4.1.3 Port Chalmers Recreation Reserve could investigate if reduced access is possible along Peninsula Beach Road, only providing access to Clubs and Facilities. This would be to enable priority to scenic values and enable better picnic opportunities for residents.

8.5 Objective 4 – Strengthen and enhance ecological values

Protect, maintain and enhance the Reserves by protecting existing flora and fauna and encouraging the restoration of habitats for indigenous flora and fauna by removing invasive pest species, protecting and enhancing existing indigenous vegetation within the Reserve.

8.5.1 Policies

- 8.5.1.1 An Ecological review of the Reserves should be undertaken to inform locations for coastal restoration and biodiversity planting. This would include a Revegetation and Landscape Plan and include investigation into “Kererū hopping stations” with the aim to provide shelter and food for Kererū and other large native birds.
- 8.5.1.2 Planting of exotic plants and trees can be supported in the Reserves so long as they are resilient to the coastal habitat and can provide food sources for wildlife.
- 8.5.1.3 As far as possible, undesirable pest plants and species are to be eliminated. Where elimination is not feasible, undesirable pest plants are to be restricted to levels specified in relevant legislation.
- 8.5.1.4 Council will actively control animal pests in the Reserves and reduce their numbers to a point where they have minimal detrimental effect on the native flora and fauna.
- 8.5.1.5. Sand will be replenished on artificial and modified beaches as required for the appropriate management of the site.
- 8.5.1.5 Consider entering into a process to change the current road reserve areas at Yellow Head and Roseneath into conservation reserve to allow public access to these areas.

8.6 Objective 5 – Enable rational organisation of facilities on reserves

Ensure appropriate assets on reserves to enable recreational activity and prohibit inappropriate storage of private equipment.

8.6.1 Toilets

- 8.6.1.1 Consideration will be given to the construction of toilet/shower facilities where there is a proven need, and where adverse environmental effects can be avoided.
- 8.6.1.2 The public has access to use the toilet and shower facilities owned by the Otago Yacht Club.

8.6.2 Boat storage

- 8.6.2.1 The Council will respond to complaints about private vessels stored on the Reserves (excluding those permitted) by taking action to have them removed.
- 8.6.2.2 Costs associated with the removal and storage of offending vessels will be at the owner’s expense.
- 8.6.2.3 Storage of vessels within existing buildings is permitted.
- 8.6.2.4 Long-term maintenance of vessels will not be permitted on the Reserves.

8.6.3 Facilities

- 8.6.3.1 Prior to the development of new facilities, clubs are required to show that due consideration has been undertaken to explore sharing facilities or using existing facilities to meet their needs.
- 8.6.3.2 Any new proposal to improve recreational facilities on the Reserves, Council will consult clubs and facilities independently to ensure balanced interests are represented, prior to giving landowner approval.
- 8.6.3.3 Any permission granted under the Act in addition to any required under the Resource Management Act 1991. All new facilities and services must comply with the requirements of any District or Regional Plan, Building Act or any relevant statute or by-law.
- 8.6.3.4 Council will consider offers to take over aquatic recreation facilities (e.g., ramps, jetties, wharves) associated with Council reserves on a case-by-case basis. This decision will consider the condition of the facility, the need for facilities at that location and the use by the public.
- 8.6.3.5 The sections on 'Occupation Agreements', 'Encroachments' 'Buildings and Structures' in the Reserves Management Plan-General Policies applies in conjunction with this management plan.
- 8.6.3.6 Disbanded clubs with facilities on Reserves will be responsible for the removal of those facilities (including buildings) if they are not transferred to an appropriate owner or Council.
- 8.6.3.7 The taking over of facilities by Council does not guarantee the long-term future of those facilities.

8.6.4 Reserve closure

- 8.6.4.1 Reserves will be open for public use, except where restrictions and limitations are necessary for the reserve's protection, management, or public safety.
- 8.6.4.2 Enclosed leased areas will not generally be available for the public to access for reasons of safety and security.

8.6.5 Accessibility policies

- 8.6.5.1 To ensure any new parking areas and assets (e.g., toilets, seating, drinking fountains etc) are accessible and useable to all.
- 8.6.5.2 Consideration will be given to the accessibility of any new tracks developed. Tracks that are accessible to all users will be prioritised.

8.7 Objective 6 – Enable safe access within water environment and transport network

8.7.1 Car parking policies

- 8.7.1.1 The 'Car Parking' section of the Reserves Management Plan-General Policies applies in conjunction with this plan.
- 8.7.1.2 If proven to be necessary, consideration will be given to options for providing additional parking at identified reserves or aquatic facilities.
- 8.7.1.2 Where there are conflicts between different users in car parking environments, Council will review and make appropriate safety improvements to these spaces.
- 8.7.1.3 Where necessary, Council will secure occupation arrangements/agreements to provide car parking on private land, such as Port Otago Limited land.
- 8.7.1.4 Sealing of public car parks will be programmed in the Dunedin City Council Parks Asset Management Plan as required.

8.7.2 Water access

- 8.7.2.1 Organisation of Reserves shall enable clear sightlines around ramp facilities to enable safe access in and out of the water.

8.8 Objective 7 – Management of dredging and reclamation

Manage dredging and reclamation so that detrimental environmental and cultural effects are minimised.

8.8.1 Policies

- 8.8.1.1 Dredging and reclamation proposals will be evaluated with consideration to recreational, environmental, cultural and community impacts.
- 8.8.1.2 Appropriate consultation with local iwi and the community will be carried out when considering any proposal for dredging or reclamation.
- 8.8.1.3 Dumping of dredged material on the reserves is not permitted, unless specifically determined appropriate by Council.
- 8.8.1.4 Reclamation of Andersons Bay inlet that will significantly impact on aquatic recreational values is not permitted.

8.9 Objective 8 – Management of rubbish

Enable practical waste management on the Reserves.

8.9.1 Policies

- 8.9.1.1 Undertake a rubbish bin asset review for the Reserves. Look into introduction of lidded bins on the Reserves, and whether increased bins within the Reserves is appropriate.
- 8.9.1.2 Consider a temporary campaign yearly in association with “Clean-up Week” to promote waste responsibility in the Reserves.
- 8.9.1.3 Any commercial activities requiring leases, licenses or permits in DCC reserves must demonstrate responsible waste management for their activity.

8.10 Specific management for Te Rauone Recreation and Esplanade Reserve

Maintain and enhance Te Rauone Recreation and Esplanade Reserve.

8.10.1 Policies

- 8.10.1.1 Ongoing monitoring and review of coastal dune movement will be undertaken to understand effects of adaptation measures and to help guide future management decisions.
- 8.10.1.2 Enable Mana Whenua or Ministry of Primary Industries to provide information signs regarding Ōtākou Mātaihai Reserve if requested.
- 8.10.1.3 Any Coastal Dune remediation shall be done in line with the recommendations of DCC’s Coastal Engineers and should be consistent with the Coastal Dune Reserve Management Plan.

8.11 Specific management for the Otago Boat Harbour Reserve

To enable specific management of the Boat Harbour Reserve.

8.11.1 Policies

Dredging

- 8.11.1.1 The Council does not accept responsibility for dredging the Boat Harbour or for the mooring piles contained within it.
- 8.11.1.2 Council will support the review of siltation issues at the Boat Harbour Reserve in partnership with Clubs located at the Boat Harbour and the Otago Regional Council. This may be done in conjunction with Te Awa Ōtākou – Otago Harbour Strategy workstreams or through an alternate collaborative project.

Storage of boats

- 8.11.1.3 Where permitted storage of boats and vessels on the Otago Boat Harbour Reserve is confined within lease areas.
- 8.11.1.4 Existing permitted boat storage areas are not extended beyond current lease areas.

Access

- 8.11.1.5 Enable the review of the carparking environment at the end of the Reserve adjacent to the Ravensbourne Shared Path will be undertaken to improve accessibility and transport safety.

Appendix A – Otago Harbour Reserves Table of Land Status (OG)

Land Parcels						
Name	Description	Area	Record of Title	Classification/Purpose	Gazette	Comments
Andersons Bay Inlet	Section 12 Block II Andersons Bay Survey District	14.3663 ha	OT11B/1048	DCC Freehold		
Broad Bay Beach Reserve 683A Portobello Road, Broad Bay, Dunedin	Sections 1 and 2 SO Plan 23874 and part Legal Road	0.3461ha	RT 37632	DCC Freehold		
Crosswharf Reserve 16 Wharf Street, Dunedin	Lot 2 Deposited Plan 365863	3915ha	RT 458634	DCC Freehold (held for Local Purpose Reserve (Esplanade) subject to Reserves Act 1977)		Vested on deposit of DP 365863
Kitchener Street Reserve 9 Kitchener Street and 23 Portsmouth Drive, Dunedin	Lot 1 DP 20138 See List of Leases held by Council for Reserves	0.1346ha	OT11B/641	Leased and managed by DCC as recreation reserve		Owned by Chalmers Properties Ltd and leased by DCC
21 Kitchener Street	Lot 2 DP 20138 See List of Leases held by Council for Reserves	0.5668ha	OT11B/642	Leased and managed by DCC as recreation reserve		Owned by Chalmers Properties Ltd and leased by DCC
Portsmouth Drive	Part Lot 1 DP 22365	0.8782ha	OT14C/951	DCC Freehold		Administered jointly by DCC Parks and Property
	Part Lot 1 DP 15686	0.0053ha	OT10C/594	Freehold Chalmers Properties Ltd		Owned by Chalmers Properties Ltd but has DCC harbour shared path over it
Macandrew Bay Beach 470 Portobello Road, Dunedin	Section 64 Survey Office Plan 22074	0.7300ha	RT 40977	DCC Freehold		
Otago Boat Harbour Recreation Reserve 10 Magnet Street, Dunedin	Lots 1-2 Deposited Plan 16674	4.4862ha	RT 95148	Recreation Reserve subject to Reserves Act 1977	1985 page 2167 and 1985 page 4768	
Port Chalmers Recreation Reserve 2 Wickliffe Terrace, Port Chalmers	Lot 5 Deposited Plan 389391 Part Lot 1 DP 24989 See List of Lease held by Council for Reserves	8.9716ha 0.2650ha approx.	RT 360774 Part RT 1023509	DCC Freehold subject to Reserves Act 1977 Held under a Licence from Port Otago Ltd		Back Beach Carpark managed by DCC

Land Parcels						
Name	Description	Area	Record of Title	Classification/Purpose	Gazette	Comments
Ravensbourne Shared Path	Lot 1 Deposited Plan 22138	2.5100ha	OT13C/693	DCC Freehold		Vested in DCC by Port Otago 2019
	A portion of Ravensbourne shared path is on land not owned by Council, but asset is managed by PARs maintenance teams.		Balance OT249/279			The shared path is developed on some land owned by Port Otago Ltd
Roseneath Esplanade Reserve	Lot 2 Deposited Plan 23139	1.0500ha	OT15B/53	DCC Freehold (subject to Reserves Act 1977)		Vested on deposit of DP 23139 as Local Purpose Reserve (Esplanade)
Te Rauone Recreation and Esplanade Reserve 935 Harington Point Road, Dunedin	Lot 1 Deposited Plan 6468	4.1885ha	RT 99423	DCC Freehold held as Local Purpose (Coastal Protection) Reserve subject to Reserves Act 1977		
	Lot 2 Deposited Plan 18598	0.5050ha	RT 40236	DCC Freehold held as Local Purpose (Coastal Protection) Reserve subject to Reserves Act 1977		Vested on deposit of DP 18598 as Local Purpose (Coastal Protection) Reserve
	Lot 2 Deposited Plan 375006	0.0252ha	RT 307226	DCC Freehold held as Local Purpose (Coastal Protection) subject to Reserves Act 1977		Vested on deposit of DP 375006 as Local Purpose (Coastal Protection)
Vauxhall Yacht Club Reserve 139 and 153 Portobello Road, Dunedin	Section 5 SO Plan 394230	0.0880ha	RT403802	HMK Freehold held for Local Purpose (Recreation) Reserve subject to Reserves Act 1977	2008 page 188	DCC Appointed to Control and Manage only
	Section 1 SO Plan 394230	0.1612ha	RT 403802	HMK Freehold held for Local Purpose (Recreation) Reserve subject to Reserves Act 1977	2008 page 188	DCC Appointed to Control and Manage only
	Section 14 Block IV Andersons Bay Survey District	0.2790ha	OT9A/219	DCC Freehold		
Yellowhead Conservation Area	Unformed Beach Road and Virginia Avenue at Broad Bay, Dunedin			Unformed Legal Road		Conservation area is a paper road – under DCC (Parks and Recreation) Management

Appendix B – Lease information table

List of Existing Leases/Licences/Agreements/Easements on Reserves

Otago Harbour Reserves

Reserve	Occupier	Type of Occupation	Building Ownership	Agreement Type	Area m2	Term	Expiry Date
Otago Boat Harbour	Otago Yacht Club Inc	Clubhouse, caretakers house and yacht storage	Lessee	Lease	1.0183ha	20yrs	31 March 2035
	St Clair Surf Life Saving Club Inc	Clubrooms	Lessee	Lease	0.0155ha	19yrs	31 March 2035
	Otago Canoe & Kayak Club Inc	Clubrooms	Lessee	Lease	0.0336ha	8yrs	30 June 2028
	Otago University Students Association	Aquatic Centre	Lessee	Lease	0.1455ha	20yrs	31 March 2035
	Otago Boys' High School Board of Trustees	Clubrooms	Lessee	Lease	0.225ha	20yrs	30 June 2038
	North End Rowing Club Inc	Clubrooms	Lessee	Lease	0.1268ha	20yrs	30 June 2039
	Fire in Ice Outrigger Canoe Club	Canoe storage	NA	Lease	0.0324ha	5yrs	30 June 2025
	Columba College Board of Governors	Clubrooms	Lessee	Lease	0.0320ha	21yrs	30 June 2035
	Aoraki Dragon Boat Association	Boat storage	NA	Agreement	0.0080ha	2yrs	30 June 2025
	Ravensbourne Boating Club Inc	Clubrooms	Lessee	Lease	0.1378ha	7yrs	31 Oct 2026
Ravensbourne Shared Path	Aurora Energy Ltd	Cable and transformer	-	Easement	-	-	-
Vauxhall Recreation Reserve	Vauxhall Yacht Club Inc	Rescue Boat Storage Container	NA	Agreement	-	2yrs	31 August 2024
Kitchener Street Reserve 23 Portsmouth Drive, Dunedin	Cullen Marketing Limited	Egress from private land	Licensee	Licence	-	6yrs	31 September 2027

Reserve	Occupier	Type of Occupation	Building Ownership	Agreement Type	Area m2	Term	Expiry Date
Kitchener Street Reserve extn 23 – 29 Kitchener Street	Otago Rowing Club Inc	Clubrooms	Lessee	Lease	0.1408ha	10yrs	30 September 2028
	Otago Girls' High School Board of Trustees	Aquatic sports clubrooms	Lessee	Lease	0.0398ha	10yrs	30 August 2028
	Dunedin Windsurfing Assn	Clubrooms	Lessee	Lease	0.0890ha	10yrs	31 December 2028
21 Kitchener Street (part former TS Waireka building)	NZ Coastguard						Check with DCC Property for details of this lease
Port Chalmers Recreation Reserve	Various Back Beach boat sheds	Historic occupation by Private Boat sheds	Licensee	Licence			Various
	Port Chalmers Bowling Club	Clubrooms	Lessee	Lease	0.2148ha	10yrs	30 June 2025
Deborah Bay Marina	Various	11 x Berths	Licensees	Licence	NA	3yrs	30 June 2027
Broad Bay Recreation Reserve	Broad Bay Boating Club	Boat park area	Licensee	Licence	0.0500ha	5yrs	31 March 2028
Macandrew Bay Beach	Macandrew Bay Boating Club Inc	Clubrooms	Lessee	Lease	0.0186ha	20yrs	30 June 2035

List of Leases held by Council for Reserves

Kitchener Street Reserve

Reserve	Lessor	Type of Occupation	Legal Description	Agreement Type	Area m2	Term	Expiry Date
Kitchener Street Reserve	Chalmers Properties Ltd	Recreation	Lot 2 DP 20138 (9 Kitchener Street)	Lease	0.5668ha	21yrs	30 Sept 2027
Kitchener Street Reserve	Chalmers Properties Ltd	Recreation	Lot 2 DP 20138 (23 Portsmouth Drive)	Lease	0.1346ha	21yrs	30 Sept 2027
Port Chalmers Recreation Reserve (Back Beach)	Port Otago Ltd	Carpark	Part Lot 1 DP 24989	Licence	0.2650ha approx.	Perpetual (while boat ramp present)	NA

Appendix C – Schedule 103 Statutory acknowledgement for Te Tai o Arai Te Uru (Otago Coastal Marine Area)

Specific area

The statutory area to which this statutory acknowledgement applies is Te Tai o Arai Te Uru (the Otago Coastal Marine Area), the Coastal Marine Area of the Moeraki, Dunedin Coastal and Molyneux constituencies of the Otago region, as shown on SO Plans 24250, 24249, and 24252, Otago Land District, and as shown on Allocation Plan NT 505 (SO 19901).

Preamble

Under section 313, the Crown acknowledges Te Rūnanga o Ngāi Tahu's statement of Ngāi Tahu's cultural, spiritual, historic, and traditional association to Te Tai o Arai Te Uru as set out below.

Ngāi Tahu association with Te Tai o Arai Te Uru

The formation of the coastline of Te Wai Pounamu relates to the tradition of Te Waka o Aoraki, which foundered on a submerged reef, leaving its occupants, Aoraki and his brothers, to turn to stone. They are manifested now in the highest peaks in the Kā Tiritiri o Te Moana (the Southern Alps). The bays, inlets, estuaries and fiords which stud the coast are all the creations of Tū Te Rakiwhānoa, who took on the job of making the island suitable for human habitation.

The naming of various features along the coastline reflects the succession of explorers and iwi (tribes) who travelled around the coastline at various times. The first of these was Māui, who fished up the North Island, and is said to have circumnavigated Te Wai Pounamu. In some accounts the island is called Te Waka a Māui in recognition of his discovery of the new lands, with Rakiura (Stewart Island) being Te Puka a Māui (Māui's anchor stone). A number of coastal place names are attributed to Māui, particularly on the southern coast.

The great explorer Rakaihautu travelled overland along the coast, identifying the key places and resources. He also left many place names on prominent coastal features. Another explorer, Tamatea, sailed along the Otago coast in the waka Takitimu. After the waka eventually broke its back off the coast of Murihiku, Tamatea and the survivors made their way overland back to the North Island, arriving at the coast by the place Tamatea named Ō-amaru (Ōamaru).

Place names along the coast record Ngāi Tahu history and point to the landscape features which were significant to people for a range of reasons. For example, some of the most significant rivers which enter the coastal waters

of Otago include: Waitaki, Kakaunui, Waihemo (Shag), Waikouaiti, Kaikarae (Kaikorai), Tokomairiro, Mata-au (Clutha), and Pounawea (Catlins). Estuaries include: Waitete (Waitati), Ōtākou (Otago), Makahoe (Papanui Inlet), Murikauhaka (Mata-au and Kōau estuaries), Tāhaukupu (Tahakopa Estuary), and Waipātiki (Wapiti Estuary). Islands in the coastal area include Ōkaihe (St Michael's Island), Moturata (Taieri Island), Paparoa, Matoketoke, Hakinikini, and Aonui (Cooks Head).

Particular stretches of the coastline also have their own traditions. The tradition of the waka (canoe) Arai Te Uru and its sinking at the mouth of the Waihemo (Shag River) has led to the coastal area of Otago being known as Te Tai o Araiteuru (the coast of Arai Te Uru). Accounts of the foundering, the wreckage, and the survivors of this waka are marked by numerous landmarks almost for the length of the Otago coast. The boulders on Moeraki coast (Kai Hīnaki) and the Moeraki pebbles are all associated with the cargo of gourds, kūmara and taro seed which were spilled when the Arai Te Uru foundered.

For Ngāi Tahu, traditions such as these represent the links between the cosmological world of the gods and present generations. These histories reinforce tribal identity and solidarity, and continuity between generations, and document the events which shaped the environment of Te Wai Pounamu and Ngāi Tahu as an iwi.

Because of its attractiveness as a place to establish permanent settlements, including pā (fortified settlements), the coastal area was visited and occupied by Waitaha, Ngāti Mamoe and Ngāi Tahu in succession, who, through conflict and alliance, have merged in the whakapapa (genealogy) of Ngāi Tahu Whānui. Battle sites, urupā and landscape features bearing the names of tūpuna (ancestors) record this history. Prominent headlands, in particular, were favoured for their defensive qualities and became the headquarters for a succession of rangatira and their followers. Notable pā on the Otago coast include: Makotukutuku (Ōamaru), Te Raka-a-hineatea (Moeraki), Te Pā Katata, Pā a Te Wera, (Huriawa Peninsula), Māpoutahi (Pūrākaunui), Pukekura (Taiaoroa Head), and Moturata (Taieri Island). The estuaries from the Waitaki River to the Chaslands also supported various hapū.

Tūpuna such as Waitai, Tukiauau, Whaka-taka-newha, Rakiāmoa, Tarewai, Maru, Te Aparangi, Taoka, Moki II, Kapo, Te Wera, Tu Wiri Roa, Taikawa, and Te Hautapanuiotu are among the many illustrious ancestors of Ngāti Mamoe and

Ngāi Tahu lineage whose feats and memories are enshrined in the landscape, bays, tides and whakapapa of Otago.

The results of the struggles, alliances and marriages arising out of these migrations were the eventual emergence of a stable, organised and united series of hapū located at permanent or semi-permanent settlements along the coast, with an intricate network of mahinga kai (food gathering) rights and networks that relied to a large extent on coastal resources. Chiefs such as Kōrako (several), Tahatu, Honekai, Ihutakuru, Karetai, Taiaroa, Pōtiki, Tuhawaiki, and Pokene being some among a number who had their own villages and fishing grounds. Otago Peninsula (Muaupoko) had many kāinga nohoanga with a multitude of hapū occupying them. At one time up to 12 kāinga existed in the lower Otago harbour, some larger and more important than others.

The whole of the coastal area offered a bounty of mahinga kai, including a range of kaimoana (sea food); sea fishing; eeling and harvest of other freshwater fish in lagoons and rivers; marine mammals providing whale meat and seal pups; waterfowl, sea bird egg gathering and forest birds; and a variety of plant resources including harakeke (flax), fern and tī root. In many areas the reliance on these resources increased after the land sales of the 1840s and 1850s, and the associated loss of access to much traditional land-based mahinga kai.

Many reefs along the coast are known by name and are customary fishing grounds, many sand banks, channels, currents and depths are also known for their kaimoana. One example is Poatiri (Mt Charles - Cape Saunders) the name of which refers to a fish hook. Poatiri juts out into the Pacific, close to the continental shelf, and is a very rich fishing ground. Another example is Blueskin Bay which was once a kōhanga (breeding ground) for the right whale, although it is well over 150 years since it has seen this activity.

Other resources were also important in the coastal area. Paru (black mud used for dyeing) was obtained from some areas. Some of the permanent coastal settlements, such as those at the mouth of the Mata-au (Clutha River), and at Ōtākou and Pūrākaunui, were important pounamu manufacturing sites. Trading between these villages to the south and north via sea routes was an important part of the economy.

The Otago coast was also a major highway and trade route, particularly in areas where travel by land was difficult.

Pounamu and tītī were traded north with kūmara, taro, waka, stone resources and carvings coming south. Travel by sea between settlements and hapū was common, with a variety of different forms of waka, including the southern waka hunua (double-hulled canoe) and, post-contact, whale boats plying the waters continuously. Hence tauranga waka (landing places) occur up and down the coast in their hundreds and wherever a tauranga waka is located there is also likely to be a nohoanga (settlement), fishing ground, kaimoana resource, rimurapa (bull kelp - used to make the pōhā, in which tītī were and still are preserved) with the sea trail linked to a land trail or mahinga kai resource. The tūpuna had a huge knowledge of the coastal environment and weather patterns, passed from generation to generation. This knowledge continues to be held by whānau and hapū and is regarded as a taonga. The traditional mobile lifestyle of the people led to their dependence on the resources of the coast.

Numerous urupā are being exposed or eroded at various times along much of the coast. Water burial sites on the coast, known as waiwhakaheketūpāpaku, are also spiritually important and linked with important sites on the land. Places where kaitangata (the eating of those defeated in battle) occurred are also wāhi tapu. Urupā are the resting places of Ngāi Tahu tūpuna and, as such, are the focus for whānau traditions. These are places holding the memories, traditions, victories and defeats of Ngāi Tahu tūpuna, and are frequently protected in secret locations.

The mauri of the coastal area represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force, and all forms of life are related. Mauri is a critical element of the spiritual relationship of Ngāi Tahu Whānui with the coastal area.

Purposes of statutory acknowledgement

Pursuant to section 215, and without limiting the rest of this schedule, the only purposes of this statutory acknowledgement are—

- (a) to require that consent authorities forward summaries of resource consent applications to Te Rūnanga o Ngāi Tahu as required by regulations made pursuant to section 207 (clause 12.2.3 of the deed of settlement); and
- (b) to require that consent authorities, Heritage New Zealand Pouhere Taonga, or the Environment Court, as the case may be, have regard to this statutory

acknowledgement in relation to Te Tai o Arai Te Uru, as provided in sections 208 to 210 (clause 12.2.4 of the deed of settlement); and

- (c) to enable Te Rūnanga o Ngāi Tahu and any member of Ngāi Tahu Whānui to cite this statutory acknowledgement as evidence of the association of Ngāi Tahu to Te Tai o Arai Te Uru as provided in section 208 (clause 12.2.5 of the deed of settlement).

Limitations on effect of statutory acknowledgement

Except as expressly provided in sections 208 to 211, 213, and 215,—

- (a) this statutory acknowledgement does not affect, and is not to be taken into account in, the exercise of any power, duty, or function by any person or entity under any statute, regulation, or bylaw; and
- (b) without limiting paragraph (a), no person or entity, in considering any matter or making any decision or recommendation under any statute, regulation, or bylaw, may give any greater or lesser weight to Ngāi Tahu's association to Te Tai o Arai Te Uru (as described in this statutory acknowledgement) than that person or entity would give under the relevant statute, regulation, or bylaw, if this statutory acknowledgement did not exist in respect of Te Tai o Arai Te Uru.

Except as expressly provided in this Act, this statutory acknowledgement does not affect the lawful rights or interests of any person who is not a party to the deed of settlement.

Except as expressly provided in this Act, this statutory acknowledgement does not, of itself, have the effect of granting, creating, or providing evidence of any estate or interest in, or any rights of any kind whatsoever relating to, Te Tai o Arai Te Uru.



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