



CS/WCC/9098

# Island Bay Seawall

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**Submissions closed 10 November 2014**

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**Sharon Bennett**

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**From:** Rachael.Findlay <Rachael.Findlay@tekura.school.nz>  
**Sent:** Wednesday, 5 November 2014 1:28 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Re Island Bay Seawall Submission

Hi there WCC people

As a lifelong resident of Island Bay, I'd like to vote for option 4 – close The Esplanade between Shorland Park and the beach. Here is an opportunity to do something innovative and exciting for future generations and a chance to show that people are more important than traffic movement. It would also give a chance to fix up the mess at the Derwent/Parade intersection (where vehicles frequently park across the footpath) and the appalling Derwent/Beach/Esplanade intersection, currently a confusing mess of concrete islands with poor visibility.

Keeping the status quo or tinkering with the road alignment are cop out, short term solutions - go for Option 4 and the chance for doing something new and different.

Regards

*Rachael Findlay*

Te Kura Library

Te Aho o Te Kura Pounamu

The Correspondence School

0800 659 988 x8502

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**Sharon Bennett**

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**From:** rm <quercusdream@gmail.com>  
**Sent:** Wednesday, 5 November 2014 2:48 p.m.  
**To:** BUS: Policy Submission

Sea levels rising  
Don't do a chch build dunes to protect naturally  
Rob meredith

**Sharon Bennett**

---

**From:** BUS: Policy Submission  
**Subject:** RE: Option 4 or 5 please

Hello, my personal opinion is guided by the experience of being a father to my son who loves the Island Bay Park more than any other park in Wellington.

My five year-old son loves Island Bay and we often can catch the bus from Brooklyn (#29 or connect to #1) to visit. A visit to Shorland Park and its big slide is always a thrill for him and it's always felt a shame that the wonderful playground isn't intimately connected to the sea, so he can run around and work up some heat then skip across to the beach for a cooling dip.

There isn't really another place in Wellington that can have a great, well-developed open grassy playground directly connected to a sandy, sheltered (for the most part) beach within easy reach of public transport. It could be Wellington's little version of the North Shore's Long Bay.

Connecting the park to the beach will provide a wonderful asset to the area, and to the city as a whole. I also suggest that, in my opinion, have such an attractive asset in the location will encourage more people to visit and boost the local economy with cafes and light retail (beach wear, crafts etc). To me, the equation doesn't stack up: providing hours of safe enjoyment for families with a beach-park paradise, or saving a few seconds of journey time for those who are zooming through.

I humbly submit my preference for Option 4 as top preference, option 5 second.

Many thanks,  
Phil

**Sharon Bennett**

---

**From:** Stan Wheatley <stanleyjw@xtra.co.nz>  
**Sent:** Thursday, 6 November 2014 4:37 p.m.  
**To:** BUS: Policy Submission

Please return the wall to it's original condition.

S J Wheatley  
67 Eden St.  
Island Bay

**Sharon Bennett**

---

**From:** Teresa Elenio <teresaliberata@gmail.com>  
**Sent:** Friday, 7 November 2014 8:42 a.m.  
**To:** BUS: Policy Submission  
**Subject:** Submission on the beach wall

My name is Teresa Elenio and I have lived in Island Bay for 27/ years, all of my life. I care deeply about preserving the best things of Island Bay and one of those is our beach wall.

An 80-metre section of the wall was demolished by the sea and wind during a southerly storm last year and so far nothing has been done to replace it. Now the council is considering replacing the wall with sand dunes and possibly cutting off the road, The Esplanade at Reef Street or at Brighton Street.

I am totally opposed to these options for the following reasons:

1. Heritage. The beach wall has been part of our suburb's landscape for more than 70 years and has remained standing through many storms and despite the council's lack of maintenance on the wall. We have leaned on it, sat on it and used as a vantage point for looking over our bay, the fishing boats and beyond. My grandparents did that in the 1950s and my parents have done so since. It is a gathering place for locals and is used to its maximum effect during events such as the blessing of the Island Bay fishing fleet and the Big Dig. The road is also part of our Wellington heritage - it is part of a coastal road that skirts the sea and the city from Oriental Bay to Owhiro Bay. This would be lost by cutting the road.
2. It won't work. The sand dunes will take more than five years to develop, we are told, and yet we know that, just as has occurred in other localities, the prevailing winds in both directions and the rising sea and natural erosion will eat away at the dunes to the point they will be a waste of money. You can expect people living in Reef Street, the Esplanade, Brighton Street and other nearby streets to be complaining of the kilos of sand in their front or back yards as occurs at Lyall Bay.
3. Traffic/parking. Cutting the Esplanade to allow the sand dunes to "meet" Shorland Park will force traffic to use the narrow nearby residential streets - Trent, Brighton and lower Derwent Streets and, in particular, heavy vehicles heading for the Happy Valley tip will have to wend their way through those same streets or, worse, use the other access, Severn Street, a steep and dangerous road.

Please accept this as a submission in favour of retaining and replacing the beach wall - we do not want it to be removed for sand dunes and we do not want the Esplanade cut off.

Teresa Elenio  
021 02546918



**Sharon Bennett**

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**From:** Katie Underwood <kt@danzat.co.nz>  
**Sent:** Saturday, 8 November 2014 11:57 a.m.  
**To:** BUS: Policy Submission  
**Subject:** Island Bay seawall

Greetings

In the past I have been to Shoreland Park to play with the kids. I love eating fish and chips on the sea wall – that must still be available whatever option is chosen.

I don't have any really strong views one way or another but for the following comments:

Option 1: I have no problem with restoring it the way it was but this is an opportunity. As long as the seawall is replaced with like, then this is fine.

Option 2: Not sure what this will provide that is much different. Won't the sand just be washed away in the next storm?

Option 3: this is my preferred option. It makes the beach bigger (so the beach can be more natural i.e. seaweed and other storm detritus). While leaving the ability to cycle around. Yes, it makes shoreland park smaller and takes some of the dog exercise area but there must be other spaces available or areas there for the doggies.

Option 4: This is not acceptable to me. There are a lot of cyclists that use the south coast as a fantastic circuit for pleasure and training. To block off the road, just leaves cyclists open to more intersections having to cycle around. Having a cycle route mingled in with walkers and dogs and children is also not a good idea. It also reduces the viewing options for the South Coast drive i.e. from Evans bay via Shelly bay and right around the coast.

Thanks for the opportunity to comment.

Regards

**Catharine Underwood**

027 248 2061

04 894 3717

[kt@danzat.co.nz](mailto:kt@danzat.co.nz)

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

We are keen to get your views on the options for the Island Bay seawall.

You can have your say by:

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- completing this form and posting it using the FreePost form at the back of this booklet

Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Jeff Dilks

Street address\*

62 Southgate Rd

Phone/mobile

Email

0210766700

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

1

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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## Section two - questions

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
Option 1	<input checked="" type="radio"/>	2	3	4	5
Option 2	1	2	3	4	<input checked="" type="radio"/>
Option 3	<input checked="" type="radio"/>	2	3	4	5
Option 4	1	2	3	4	<input checked="" type="radio"/>
Option 5	1	2	3	4	<input checked="" type="radio"/>

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

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Do you have any other comments you would like to make?

[Empty box for comments]

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**Thank you for your comments. Please  
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Wellington City Council**  
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Wellington City Council  
PO Box 2199  
Wellington 6140

# Island Bay Seawall: SUBMISSION FORM

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Pauline (Polly) Dear

Street address\*

4/30 Avon St, Island Bay, Wellington

Phone/mobile

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021771105 peterandpolly@slingshot.co.nz

\* Mandatory fields

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option: 1 = The seawall has been there for 75 years + one storm has taken a slice out of it. You could replace the wall as it is + with today's engineering skills the next wall would last for everever who knows!

I walk around that area a lot + its a place I love to be, the wall adds protection from the wind + sea + I just think some things should be left the way they are, why do we always have to change something that works well + an over reaction to one storm!

Option 4 + 5 = As a rate payer I object to these two options as the cost would be unlimited + the rate payers who live in these streets would be adversely affected, the value of their homes etc + why they brought there in the first place would be taken away from them. These two options should not be options.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

see section two. Option one is my preferred option.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

No alternative idea, we won't be here in 75 years etc so that's for the next generation to decide, we should only look ahead to the next 30-50 years who knows what the weather & world will be like.



Do you have any other comments you would like to make?

No.  
 Except the Council needs to realise  
 Rate Payers pay rates for them to  
 take care of basics, lets not  
 start Empire Building

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Dion Basile

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335 The Parade Island Bay

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Option 1	①	2	3	4	5
Option 2	1	②	3	4	5
Option 3	1	2	3	④	5
Option 4	1	2	3	4	⑤
Option 5	1	2	3	4	⑤

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Closing that part of the Esplanade means all the traffic has to go through the south end of the Parade and through Reef St. That intersection is already dangerous as it is narrow and the trees and bushes from the park make it blind. ~~It is already dangerous~~ If you are joining the Parade from Reef St you have to stop halfway across the road to see if any cars are coming from the left. So with more cars and trucks coming from that way an accident is waiting ~~to~~ to happen.

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Build bigger, stronger sea walls.

Do you have any other comments you would like to make?

If you want to make it safer and easier for people to go from the park to the beach you could always build some sort of pedestrian bridge going from the park to the beach. Obviously you will have to have some sort of cover over the bridge so kids don't drop things on cars going underneath.

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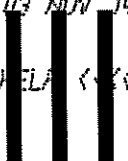
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## Island Bay Seawall: Submission

We select option 1:status quo

### Section two

*Do You have any feedback or comments on the five options that have been identified*

- We can see no advantages in moving the seawall only disadvantages including loss of history, access, traffic, high cost and higher ongoing maintenance costs for other the options. Nearly all of the options except for Option 1 state there will be increased sand problems onto the park, footpath, road and could also affect The Marine Reserve.
- The seawall has stood for over 70 years with little or no maintenance. It with stood the Wahine storm when many other more substantial structures failed.
- In The Council's Report "Dune Restoration plan 2009", which refers to The South Coast Management plan it states "**The heritage seawall will be maintained and protected**". The ongoing management of Island Bay must be in accordance with the South Coast Management Plan (2002). Yet little has been done to the seawall to maintain and protect it.
- All ages like and use the seawall as it is, and the way the generations use it has not changed since it was built nor is it likely too. Very young like to walk on top hand held by parent, a bit older like to jump off it. Teenagers and others like to sit on it. Next age group leans on it. Some put their lunch and drinks on it, you can't do this on a pile of sand. Others park beside it to admire the view with vehicles slightly protected from southerlies by the seawall. Those on the beach can sit up close to the seawall and are protected from the northerlies.
- Various statements in Tonkin & Taylor's (T &T') report state "the beach is relatively stable in its present form with no long term erosion. It has not changed much over the years and is protected by Taputeranga Island. The road and seawall are constructed near the back of the active beach and so are not frequently exposed to coastal processes". Also stated is "the wall generally limits overtopping until a section failed. The damage done to the footpath and road was due to the collapse of a section of the wall in a severe storm in June 2013". If the wall had been maintained it is extremely unlikely it would have collapsed as other sections did not.
- It is a seawall and that is its purpose to protect the road and nearby houses from sea and sand, but for the community it also has many other uses above.

### **PROPOSAL TO BLOCK OFF ROADS (TRAFFIC PROBLEMS)**

Any option (4 & 5) that involves blocking The Esplanade and diverting traffic down either Reef St or Trent St has no advantages only disadvantages. It will cause major traffic build up and residential streets not use to much traffic will all of a sudden have a tremendous increase this includes numerous heavy vehicles. The seaward end of The Parade where it meets The Esplanade is much too narrow to have heavy vehicles passing side by side. There is a steep bank on one side of this section of The Parade and on the other side houses built practically to the footpath, it is not possible to widen it. There is also the concern if the bank comes down a major exit out of Island Bay will be blocked. It is highly likely a large increase in vehicle accidents will occur if any of the options to close The Esplanade and re-route traffic down Reef or Trent Streets is selected.

1) Reef St - having all traffic diverted up here will see:(option 4)

- All buses at terminus trying to do U turns in front of constant stream of traffic.
- Angle parks by Shorland Park- vehicles trying to reverse into traffic.
- All heavy/wide vehicles previously kept away from built up residential areas by travelling on The Esplanade would instead travel up Reef St before joining The Parade. This street already has the buses but the additional heavy vehicles would travel directly pass the whole length of the park on its longest boundary; and for those vehicles wanting to head to Owhiro Bay and the landfills would mean passing beside another park boundary as they turn left, and as mentioned above, down the extremely narrow section of The Parade before they meet The Esplanade.

2) Trent St having all traffic diverted up here will see: (option 5

- This street is much narrower than Reef St or The Parade with cars parked either side it is doubtful it could handle numerous heavy and wide vehicle every day.
- Using Trent St for all traffic will mean the intersection with The Parade will become a major bottleneck. All traffic coming out of Trent St will have to give way to the increased through traffic travelling up and down The Parade especially from the seaward end of The Parade where it meets up with The Esplanade.
- There are numerous utility wires stretching across Trent St many are quite low, these would all have to be raised to accommodate the high sided vehicles that would have to use this street.

### ROAD CLOSURES IN EMERGENCIES

Closing any roads has major implications for any disasters or emergencies. The more roads into and out of a suburb the better.

If the bank (as mentioned in above) at the narrow section of The Parade comes down that is the exit gone for a large section of the community and will significantly slow down response time by emergency vehicles. The only way in and out for houses on The Esplanade after this section will be via Owhiro Bay. Other alternatives to get to this section of The Esplanade would mean travel by foot from Reef St or Trent St where it meets The Esplanade and then by foot along the beach. This includes any rescues in the sea surrounding this part of the bay.

### Feedback on individual options

#### Option 2      Fix Wall and add sand to the beach.

*T & T states, while additional sand is only required along 80-100m section in middle of the beach, the curved alignment of the whole beach will require the entire beach to be extended, thus making it a relatively high costly option. If replenishment not done (frequency not stated), by 2065 it will look as it does now. Storm water outfalls may have to be extended. Increases the incidence of wind-blown sand and sand level against the seawall. Extra sand may have adverse effects on ecology within the Taputeranga Marine Reserve.*

With this option the imported sand will either be washed or blown away and have to be continuously replaced at unstated costs and frequency. If the sand is not replenished apart from reverting back to what it is now there is extra costs stated for raising the crest of the wall if the replenishment does not work. There is also the costs of extending the storm water pipes, and possible ecological damage to the marine reserve from excess imported sand.

This is option is a waste of money that will require continuing upkeep and costs

**Option 3      Increase the size of the beach  
(Relocate wall to stable beach platform)**

T & T base some of their assumptions on the height of what they think is naturally occurring dunes and tussock, these were mostly man made during the Dune restoration. Anything based on this observation cannot really be used as it was not naturally created.

Moving the Seawall and Road inland involves taking some of Shorland Park and the reserve park opposite (2200m<sup>3</sup>), and some of the angled parks in Reef St also go. This would be to the 2065 alignment, but if it was moved back to the 2115 alignment and full road and footpath width maintained then there would be impact on private properties.

T & T also state the "Increased dry beach width may increase incidence of wind-blown sand and sand level against seawall, and sand on road reserve.

For this option basically wall and road moved back, we lose some of the park and have more sand blowing across road, not very advantageous.

**Option 4      Close part of The Esplanade and connect Shorland Park to the beach.  
(Partially Relocate and Restore Wall and Restore Sand Dunes)**

The Esplanade is blocked off to traffic just after Reef Street all traffic will be diverted up Reef St. Large section of seawall (adjacent to park) is removed, replaced with dunes.

- Cause traffic problems (see above pg 1)
- Sand will blow over Reef St, the footpath, and Shorland Park due to the high level of new sand and vegetated dunes (no wall for protection)
- Manhole covers in road will be covered in sand. Any utility works in this area will be extremely difficult, e.g., broken pipes (sewage, storm water, mains water, upgrades, gas, telecom).
- Wind fencing though temporary (not stated how long this could be) will block access to a large section of the beach from park.
- No allowance for cost of re-diversion of roadway and utilities

This option is totally unsuitable we have a blocked road causing traffic problems, only partial protection from windblown sand in one area and increased susceptibility to sand encroachment in another, and lose part of the park and reserve.



**Option :5      Close part of The Esplanade and the intersection between Reef St and The Esplanade and connect the beach to Shorland Park (Remove Wall & Restore Coastal Dunes)**

T & T state *Sand inundation may become problematic as the dune system attempts to 'roll back' over backing land.* Again they refer to the height of the manmade dunes at the south end as naturally occurring.

- The Esplanade will be blocked off to traffic just past the Surf life club, all traffic will be diverted up Trent St, this will create problems for Trent St residents including traffic problems, see above (Proposal to block off roads-traffic problems).
- Same problems as above option 4 plus:
- No sea wall for peoples enjoyment
- No protection from strong cold wind for people on the pedestrian walkway/cycleway.
- As no wall the pedestrian walkway/cycleway will be subject to windblown sand from the raised dunes.
- Sand blown on both Shorland Park and the other reserve area
- Significant areas of Shorland Park (including part of the play area) and Reserve lost as will be turned into dunes.
- Temporary wind fencing will block access to beach while the dunes are being established, and sand will still blow off the dunes even when they are established.

This option is totally unsuitable there are blocked roads causing traffic problems and with no wall there is no protection from cold winds or windblown sand and increased susceptibility to sand encroachment along the whole area behind the beach. We also lose part of the park and reserve land. The way the wall has been used for generations of people will also be lost, no leaning, sitting or even walking on, no place to gather and talk.

## **Conclusion**

- The South Coast is rugged, sometimes it can be wild with strong winds and bracing temperatures, this is part of its appeal, people love it for what it is. It is rocks, sea spray, sand, wind, and sometimes, it is calm and warm. It is not some Mediterranean beach in a warm climate, nor should it be turned into Oriental Bay.
- The Esplanade is part of the South coast it is a major road connecting Eastern and Southern suburbs. It is the main route for majority of large vehicles from the Eastern and Southern suburbs to two landfills in Happy Valley (C & D landfill and WCC tip)
- Renowned scenic drive around whole South coast.  
Not everyone can walk or cycle to enjoy the coast if the road is closed to vehicles. Less able or very young would then miss out. In bad weather even those physically able will only want to be inside their vehicles to watch the wild seas.
- Repair the heritage seawall and leave the bay as it is.

## **Submitters:**

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

OPTION 1 - IS THE SIMPLEST AND CHEAPEST OPTION. IT IS ALSO THE LEAST DISRUPTIVE TO LOCAL RESIDENTS AND VISITORS WHO WISH TO USE THE PARK AND THE BEACH. IT IS ALSO LIKELY TO BE COST-EFFECTIVE. ALTHOUGH THE WALL MAY REQUIRE REPAIR - OR EVENTUAL REPLACEMENT - THIS IS NOT LIKELY FOR SOME DECADES. COMBINED WITH THE LOW UP-FRONT COST, IT MEANS THIS OPTION IS THE BEST OVERALL.

OPTION 3 - IS RELATIVELY EXPENSIVE COMPARED WITH OTHER OPTIONS. HOWEVER, IT IS THE ONLY OPTION THAT:

- (i) PRESERVES ALL CURRENT USES OF THE AREA (PARK, ROADWAY AND BEACH); WHILE
- (ii) PROVIDING FOR THE LONGER TERM WITH A SUSTAINABLE BEACH AREA AND THE ESSENTIAL SECURITY OF A SEA WALL.

OPTIONS 4 AND 5 COMPLETELY REMOVE AN ESSENTIAL ROADWAY ALONG THE SOUTH COAST - DIVERTING HEAVY FLOWS OF TRAFFIC THROUGH RESIDENTIAL AREAS. THESE OPTIONS LENGTHEN THE EXISTING ROUTE BETWEEN THE AIRPORT AND CITY, AND HAPPY VALLEY LANDFILL - THEREBY INCREASING CARBON EMISSIONS.

BOTH OF THESE OPTIONS ARE SIGNIFICANTLY MORE EXPENSIVE THAN OPTION 1, BUT DO NOT HAVE ALL OF THE BENEFITS OF OPTION 3 AS OUTLINED IN (i) AND (ii) ABOVE.

OPTION 5 IS NOT SUSTAINABLE IN THE LONG TERM. THE TONKIN AND TAYLOR REPORT NOTES ONGOING ISSUES WITH WIND-BLOWN SAND, DUKE ROLL-OVER AND BEACH RECESSION. MAINTENANCE COSTS SEEM LIKELY TO BE

HIGH.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

OPTION 1 - IS MY PREFERRED OPTION.

FOR A LOW UP-FRONT COST, AND MINIMAL DISRUPTION, RESIDENTS AND VISITORS CAN CONTINUE TO ENJOY THE PARK, THE BEACH AND THE ROADS FOR DECADES TO COME.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

OPTION 3 - SEEMS TO EFFECTIVELY MANAGE ALL LONGER TERM ISSUES WHILE PRESERVING THE AMENITY OF THE AREA,

OPTION 3 PROVIDES A SUSTAINABLE BEACH AREA, LAYERS FOR CURRENT AND FUTURE TRAFFIC NEEDS, PRESERVES THE PARK AND RETAINS THE SECURITY OF THE SEA WALL.

Do you have any other comments you would like to make?

[Empty box for comments]

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

GRAEME WILLIAMSON

Street address\*

28 CAVE ROAD HOUGHTON BAY

Phone/mobile

Email

3879880

\* Mandatory fields

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Name of organisation

Number of people whose views are represented by this submission:

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Do you have any feedback or comments on the five options that have been identified?

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**Section two - questions (continued)**

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[Empty comment box]



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First name\*

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Maureen Cope

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9 The Parade

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04 - 938 2373 MaureenCope@yahoo.co.uk

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option (2)

I think we need to keep the sea wall where it is. People like to park on the Esplanade and look out to see what is happening in the Bay. It's used by walkers, runners, mums with pushchairs. I know with options 4 + 5 you have a walkway but I don't think it will cope with the amount of traffic it would have.

As for the idea of dunes, the sand will blow onto the park. Children will climb them, affecting these purposes. The closing of the Esplanade will be a real nuisance to those living in Reef Street + Derwent. The extra parking this will make in these streets

The idea of extra sand on the beach is a good proposal.

I think that the piece of land where the broken sea wall sits would make an ideal situation for a cafe. We really need somewhere in that area of Island Bay for people to eat + drink. I know there is the caravan in Reef Street but is not always open.

**Section two - questions (continued)**

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Do you have any other comments you would like to make?

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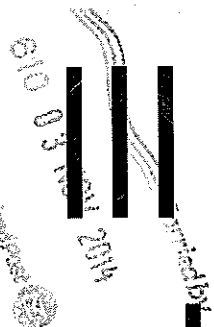
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Wellington City Council**

Me Heke Ki Pōneke



FreePost Island Bay Seawall (COP001)  
Wellington City Council  
PO Box 2199  
Wellington 6140

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

We are keen to get your views on the options for the Island Bay seawall.

You can have your say by:

- submitting online at [Wellington.govt.nz](http://Wellington.govt.nz)
  - emailing a submission to [islandbayseawall@wcc.govt.nz](mailto:islandbayseawall@wcc.govt.nz)
  - completing this form and posting it using the FreePost form at the back of this booklet
  - phoning us on 499 4444.
- Submissions close at 5pm, Monday 10 November 2014.**

### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

LYNETTE

JAMIESON

Street address\*

12 REEF STREET, ISLAND BAY

Phone/mobile

Email

3538713

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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## Section two - questions

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
Option 1	1	2	3	4	5
Option 2	1	2	3	4	5
Option 3	1	2	3	4	5
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Option 5	1	2	3	4	5

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

OPTION 1

WHY CHANGE WHAT'S WORKED FOR 70 YRS.

IF PROPERLY REBUILT USING MODERN MATERIALS IT  
WILL LAST AT LEAST ANOTHER 70 YRS.

ALL OTHER OPTIONS ARE EITHER TOO EXPENSIVE OR  
IMPRACTICAL AND DANGEROUS.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?



Do you have any other comments you would like to make?

OPTION 1  
 DON'T CHANGE WHAT WORK  
 IS PROPERLY USED  
 WITH THE BEST WHAT  
 ALL OTHER OPTIONS ARE  
 DISAPPOINTING AND DANGEROUS  
 -  
 TO PART

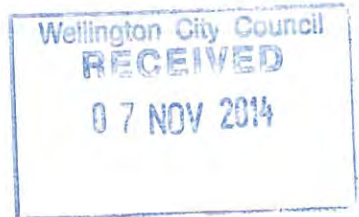
1st fold here - fasten here once folded

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

BRETT

Last name

MCKAY

Street address\*

380 TINAKORI ROAD TITORN DON

Phone/mobile

0275617000

Email

brett.mckay@paradise.net.nz

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

1

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

THE PRIMARY AIM SHOULD BE TO LINK SHORELAND PARK WITH THE <sup>SEA</sup> WHILE MINIMISING TRAFFIC IMPACTS - OPTION 4 IS BY FAR THE BEST BUT COULD BE TWEAKED TO FURTHER IMPROVE THE SITUATION. THIS COULD INVOLVE:

- ① REALIGNING REEF ST AS FAR AS POSSIBLE INTO TRENT ST RESERVE TO MAXIMISE OPEN SPACE ON THE SEAWARD SIDE
- ② SELL REMAINDER OF TRENT ST RESERVE FOR RESIDENTIAL DEVELOPMENT TO HELP FUND THE DEVELOPMENT
- ③ CREATE A ROUND-A-BOUT AT THE BRIGHTON STREET INTERSECTION AND USE RESIDUAL LAND TO CREATE A FURTHER RESIDENTIAL LOT TO AID FUNDING
- ④ CLOSE HALF OF THE ESPANADE BETWEEN SHORELAND PARK AND THE DERWENT STREET INTERSECTION TO EXTEND THE NATURAL FORESHORE

SEE ATTACHED MAP

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

OPTION 4 IS A ONCE IN A GENERATION  
OPPORTUNITY TO IMPROVE THE ISLAND BAY  
BEACH ENVIRONMENT  
LINKING SHORELAND PARK TO THE SEA WOULD  
BE A GREAT ASSET FOR ISLAND BAY AND  
THE CITY.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shoreland Park?



NOTES:  
 1. Aerial photo sourced from Terralink International (Copyright 2002-2005 Terralink International Limited and its licensors).



**LEGEND**

	MHNS - Current
	Stable Alignment - 2005
	New sand
	New Road Alignment
	Sand Dunes
	Pedestrian Walkway/Cycleway

**Tonkin & Taylor**  
 Environmental and Engineering Consultants  
 105 Colson Drive, Newmarket, Auckland  
 www.tonkin.co.nz

DATE	EIA	02.14
DRAWING CHECKED		
APPROVED		
COPY	29595-FA.dwg	
SCALE	AS SHOWN	
SCALE	1:1000	
PROJECT No.	29595	

**WELLINGTON CITY COUNCIL**  
 ISLAND BAY SMART PROJECT  
 COASTAL PROCESS ASSESSMENT

Option 4: Partially Relocate Wall and Restore Coastal Dunes  
 Figure 4

Do you have any other comments you would like to make?

DIVERTING TRAFFIC ALONG REEF ST WOULD PROBABLY REQUIRE IMPROVEMENTS AT THE MARIDE CORNER BUT DON'T FEEL ALL OF THE TREES ON SHERELAND PARK. THE OPPORTUNITY COULD <sup>ALSO</sup> BE TAKEN TO IMPROVE THE BUS TERMINAL.

PLANT MORE POIHUTUKAWAS ON THE SEAWARD SIDE OF REALIGNED REEF STREET AND PARTICULARLY ON THE BARREN FOOTPATH AREA BY THE SURF CLUB.

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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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**Wellington City Council**  
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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

ALISON BOYD

Street address\*

3 DON ST, ISLAND BAY

Phone/mobile

Email

021 906020

\* Mandatory fields

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Name of organisation

Number of people whose views are represented by this submission:

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Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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(\*please indicate which option you are referring to)



**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Option 3,

- More beach
- Less pressure on wall (from sea)

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

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**Free**



>>> GOT A QUESTION? VISIT [WWW.NZPOST.CO.NZ/HELP](http://WWW.NZPOST.CO.NZ/HELP) <<<<

FreePost Island Bay Seawall (COP001)  
Wellington City Council  
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**Submitter Details**

First Name: **Lester**

Last Name: **Litchfield**

Street: **Flat 11, 33 Halswater Drive**

Suburb: **Churton Park**

City: **Wellington**

Country:

PostCode: **6037**

Mobile: **02108421509**

eMail: **lesterlitch@gmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

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**Option 1:** Status quo (*click 'Option 1' to view aerial photo.*)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

Our cultural attitudes and opinion on land use have moved on during the last few decades. The current layout brutally affects the natural landscape and prevents both natural processes, as well as reducing the ability of the community to enjoy one of Wellingtons best beaches. Bird life, local people and tourists would all benefit from more beach and dunes. Option five would add a new asset to the region - an easily accessible and beautiful beach landscape, while option four would at least increase the beach area and is perhaps a sensible compromise.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

Ideally option 5, as it provides the best asset for region and would add the most character to the area, attracting more visitors, and potentially benefiting local businesses. If road connection is non-negotiable, then I strongly suggest option four as the minimum modern response to repairing the landscape. We no longer live in a country where the natural world is seen as a threat - in fact it is one of the main reasons people choose to live and work in New Zealand. The councils only sensible decision is to remove at least part of the existing seawall, which was built when the natural world was an afterthought.

---

Heavy vehicle traffic increase

**Comments**

Only temporary, and well worth it to increase one of Wellington's best beach areas.

---

Traffic Safety

**Comments**

Obviously it is much safer to have road-free access between the beach and a child's playground!

---

Amenity Loss (Seawall/Esplanade)

**Comments**

Both option 4 and 5 would only cause a short diversion to traffic.

---

Amenity Gain (Beach/Dune/Park)

**Comments**

The gains of beach and pedestrian only space would be fantastic for the area. I believe it would give a greater reason for people to come and enjoy Island Bay - helping make it like other popular city beaches around the world, increasing cultural vibrancy and local business opportunities.

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

I think calling the ocean a hazard is somewhat silly. The ocean is just part of the natural world and

it's our responsibility to not build houses and roads too close to it. It's important to recognize that the council is the only entity with the ability to zone the beach area for safe use and enjoyment, and that means respecting natural processes by replacing the dune lands. Maintaining a road and seawall on what should be duneland would be a backwards looking step that would continue to drain resource and spoil one of the regions best beaches for very little benefit to a few motorists.

---

Do you have any other comments you would like to make?

**Comments**

---

**Attached Documents**

File
No records to display.

### Introduction

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

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### Submitter Details

First Name: **Maria**

Last Name: **Poynter**

Street: **4 Maybury Way**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

Daytime Phone: **0212624972**

Mobile: **0212624972**

eMail: **maria.poynter@gmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
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### Submission

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Strongly agree  
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**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
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- Strongly agree
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- Strongly agree
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Do you have any feedback or comments on the five options that have been identified?



(\*please indicate which option you are referring to)

### Comments

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Keen for option four because it would be a safer option for families (the road is a major barrier to getting to the beach when you are at the park, and also stressful for parents of lost children playing hide and seek). ANother factor in my decision is future proofing re climate change and sea level rise, and storm surge increase. Removing the wall and using the partial road closure as an opportunity to regenerate protective sand dunes makes sense to me. Third factor is the fantastic arrival zone this would create for families to bike to the area along the cycle way!!

---

Heavy vehicle traffic increase

### Comments

---

Traffic Safety

### Comments

Road closure between park and beach would be great for families as kids often want to drift between the two.

---

Amenity Loss (Seawall/Esplanade)

### Comments

---

Amenity Gain (Beach/Dune/Park)

### Comments

Public health benefits of a liveable city are not to be underestimated- urban design is an important factor in avoiding obesogenic environments, and one way to improve walkability is having beach/park connected to each other. Why prioritise the road between them that is only a passage through an area that would otherwise be enjoyed by those on foot?

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

Dune regeneration please. Along lines of what's happening in New York.

---

Do you have any other comments you would like to make?

### Comments

Thanks for allowing public consultation and for the effort that's gone into promoting it.

Attached Documents

File
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**Submitter Details**

First Name: **Louise**

Last Name: **Greco**

Street: **54 Melrose Road**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

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Daytime Phone: **04 383 7214**

Mobile: **022 383 7214**

eMail: **louatul@hotmail.com**

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Ratepayer       Resident       Non-resident ratepayer       Other

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- Strongly agree
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- Strongly agree
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- Strongly agree
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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

I think option 1 is the best and easiest option to get things done to a satisfactory state. Option 3 is moving the wall too far away from the existing beach area. Option 5 will create havoc on the streets. Brighton Street is very narrow at the top end and there is already a sign stating that buses must NOT go up this street. Option 4 is not ideal because it will cause traffic issues too, as well as ruin the iconic 'drive around the bays'.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Option 1 is my preferred option. If option 1 goes ahead it will definitely get done in the not too distant future. If any other option is chosen and funding is not forthcoming, things will stand still and may not get completed, or the plans may change in the future to something that is less desirable.

---

Heavy vehicle traffic increase

### Comments

As mentioned above, buses are not allowed to drive up Brighton Street at present - surely this would go for all heavy vehicles. I was brought up in Brighton Street, have lived in Island Bay most of my life (50 years), and now own a rental property in Brighton Street. I still live in Island Bay. Moving heavy vehicles to Trent Street and Brighton Street would certainly ruin the quietness and attractiveness to live in those streets.

---

Traffic Safety

### Comments

I'm sure I don't need to point out the safety issues of residents and children living in the surrounding streets if the Esplanade is closed off to traffic?

---

Amenity Loss (Seawall/Esplanade)

### Comments

It would be disastrous to lose the 'drive around the bays' and/or the seawall. I feed the seagulls most weekends from the wall - just like my mother taught me when I was younger.

---

Amenity Gain (Beach/Dune/Park)

### Comments

Dunes would not be an asset from my viewpoint. The dunes at Lyall Bay are not comfortable - they have cutting grass in them. What I do remember from childhood is the high wall of sand that used to get bulldozed into the eastern corner every year. We used to love rushing down to the beach after the bulldozer had been to roll on that sandhill.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of

Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

---

Do you have any other comments you would like to make?

**Comments**

I prefer option 1. But I also think option 3 could work if the beach wall wasn't pushed so far inland - maybe just to the end of the existing south footpath?

---

**Attached Documents**

File
No records to display.

## Details of submitter241

<b>Submitter:</b>	Mariavan der Meel
<b>Submitter Address:</b>	Flat 2, 20 Trent StreetWellingtonIsland Bay

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**Submitter Details**

First Name: **Maria**

Last Name: **van der Meel**

Organisation: **The City is Ours**

On behalf of: **The Citizens of Wellington**

Street: **Flat 2, 20 Trent Street**

Suburb: **Island Bay**

City: **Wellington**

Country:

PostCode: **6023**

Daytime Phone: **(04) 3834993**

Mobile: **027-3226311**

eMail: **thecityisours1@hotmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

**Option 1:** Status quo (*click 'Option 1' to view aerial photo.*)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral



- Disagree
  - Strongly disagree
- 

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
-

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

NA

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

History of Island Bay

---

Heavy vehicle traffic increase

**Comments**

NA

---

Traffic Safety

**Comments**

Improve pedestrian crossing between Shorland Park and the beach.

---

Amenity Loss (Seawall/Esplanade)

**Comments**

Keep it the way it is and reinforce the wall as suggested in option 2

---

Amenity Gain (Beach/Dune/Park)

**Comments**

By connecting the beach to the park you run the risk of It being totally unpleasant in a prevailing southerly for users of Shorland Park and it will adversely affect the traditional Annual Island Bay Festival.

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

No I am not an engineer; long term coastal hazards should be addressed by the long term plan at Council. The best place to go for management of coastal hazards would be the Netherlands water is their nr. 1 enemy.

---

Do you have any other comments you would like to make?

**Comments**

Can someone please research the connection between the Island Bay seawall and that of Lyall Bay being of the same design before the decision is made? Thank you

Attached Documents

File
No records to display.

**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

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**Submitter Details**

First Name: **Nic**

Last Name: **Gibbens**

Street: **184 The Esplanade**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

Daytime Phone: **0276877910**

eMail: **nic@paperkite.co.nz**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

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Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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- Strongly agree
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  - Strongly disagree
- 

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- Strongly agree
  - Agree
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  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

This is a prime opportunity to create a truly unique space in Wellington that connects the shared social area of Shoreland Park to the sea that is such a huge part of the Island Bay. At a time when the world is falling out of favour with car travel and the pollution that it brings, this is a chance to use the space that was taken up by a road and repurpose it to the benefit of the residents of Island Bay and Wellington as a whole.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

This is a chance to create a completely unique space for Wellingtonians where the social areas of Shoreland Park meet the beach and sea.

---

Heavy vehicle traffic increase

**Comments**

A temporary inconvenience that will be outweighed by the greater benefit to the community.

---

Traffic Safety

**Comments**

Cars racing along the esplanade are a threat to children and families crossing between the beach and Shoreland Park.

---

Amenity Loss (Seawall/Esplanade)

**Comments**

Outweighed by the value of a park that runs to the sea.

---

Amenity Gain (Beach/Dune/Park)

**Comments**

As mentioned above this is a fantastic and unique space that all of Wellington will be able to be proud of.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shoreland Park?

**Comments**

Do you have any other comments you would like to make?

**Comments**

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**Submitter Details**

First Name: **Michael**

Last Name: **Reddell**

Street: **18 Bay Lair Grove**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

Daytime Phone: **04 471 3989**

eMail: **michaelruth@xtra.co.nz**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree



**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

In principle I quite liked option 3, but the cost is really quite prohibitive at present. I favour option 1 as far the cheapest option, and the quickest to complete (should have been completed last summer, rather than still waiting for action almost 18 months after the storm). The wall is clearly vulnerable to damage in very severe storms, but this was the first destruction in 80 years or more, despite eg the Wahine storm. I also acknowledge the possibility of climate change raising sea levels over time. At present, that is simply a possibility/forecast, and the implications for the beach are some years/decades into the future. Using, say, a 8 per cent real discount rate (as Treasury requires for central govt project evaluation), any significant spending to deal with climate change issues should be deferred for several decades. As the cost of restoring the seawall is quite low, even if some other option has to be adopted 15 years hence, it will still have proved cheaper to wait. I am not in favour of options 4 and 5. Not only will they further reduce parking at the beach, and route traffic through more residential areas (slowing each journey), but they would also change the character of the beach/park/neighbourhood relative to the model that has worked well for decades. And the cost is not inconsiderable.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

Option 1 is my preferred option, largely on grounds of costs - both immediate costs, and discounting into the future the possible adverse effects of climate change.

---

Heavy vehicle traffic increase

**Comments**

It would be undesirable to route heavy traffic along Reef St and The Parade/Derwent St

---

Traffic Safety

**Comments**

Amenity Loss (Seawall/Esplanade)

**Comments**

Amenity Gain (Beach/Dune/Park)

**Comments**

I'm not convinced there would be material amenity gain - the existing model works well; the beach is never that crowded (and my family are regular users), and the separation of beach and park is often quite advantageous (keeping different types of users in different places, unless they consciously change over). Also the ability to drive around continuous coast is itself an amenity to sightseeing drivers.

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

If the sea level does rise materially in future decades, option 3 looks to be a sensible option. But the costs are high - the real discounted value of deferring the project for, say, 20 years, is a saving of some 75% relative to doing the project now.

---

Do you have any other comments you would like to make?

**Comments**

---

**Attached Documents**

File
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**Introduction**

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**Submitter Details**

First Name: **Eva**

Last Name: **Mengwasser**

Street:

Suburb:

City:

Country:

PostCode: **6023**

Resident or Ratepayer:

Ratepayer     Resident     Non-resident ratepayer     Other

Which Community Board Area is your property in?

Eastern     I do not own a property     Lambton     Northern  
 Not indicated     Onslow-Western     Outside Wellington     Southern

Wishes to be heard:

Yes  
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 Agree  
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 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

I see this as a fantastic opportunity to make Island Bay a family friendly suburb with a great park-beach connection. I also consider this an important decision towards issues of climate change which our city will be encountering more and more. I consider option 4 or 5 most appropriate to acknowledge and deal with issues we will face in the future. For me as an Island Bay resident and parent I see this as a minimal invasion on the 'coastal road around the bays' considering the benefits gained through joining the park and the beach. People can still enjoy the drive around the bays and can have a break in Island bay to enjoy our beautiful community. I also see it as a potential economic asset for our community, with potential cafes etc being introduced as well.

---

Heavy vehicle traffic increase

### Comments

It is certainly a consideration that needs to be taken seriously. I do think the option of keeping Reef St open is probably a better one for the traffic, as the corners of these Streets are wide and could easily be adjusted for bigger traffic.

---

Traffic Safety

### Comments

I think with some roundabouts and pedestrian crossings the whole thing could be managed well. I think the current situation is very unsafe, the traffic flies through the bay. The little detour would slow down traffic and make it safer.

---

Amenity Loss (Seawall/Esplanade)

### Comments

I think people who wish to have the wall for historic reasons can be content with a small part of the wall that will stay, we could put it on display for them, then they can go and visit it!

---

Amenity Gain (Beach/Dune/Park)

### Comments

I think there will be a great amenity gain with a unique feature nowhere else in Wellington. It is such a treat to have beach access without a road in-between, for instance up in Kapiti where we visit a lot, it makes such a difference for the attractiveness of a community, and would just be such an asset to Wellington.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

---

Do you have any other comments you would like to make?

### Comments

---

### Attached Documents

File
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**Submitter Details**

First Name: **Russell**

Last Name: **Kelly**

Street: **8B Severn Street**

Suburb: **Island Bay**

City: **Wellington**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

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Eastern       I do not own a property       Lambton       Northern  
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Yes  
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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree



**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
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- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

Option 1 - Will mean revisiting this problem the next time Wellington has a significant storm event, which will be more often as sea levels rise. Option 2 - Is dumping massive amounts of sand even allowed in a Marine Reserve? Option 3 - Makes some sense to follow the natural contour of the bay, but comes at the unacceptable cost of reducing the size of Shorland Park. Option 5 - Would make a great park and beach, but the traffic impact on Trent St and The Parade intersection would be considerable.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Option 4 is my preferred option. I feel that this is a unique opportunity to improve the amenity value of both the beach and Shorland Park.

---

Heavy vehicle traffic increase

### Comments

Reef St is a very wide street so should be able to handle the increased traffic. Traffic calming measures would be needed along lower Derwent St.

---

Traffic Safety

### Comments

The intersection of Reef St and the Parade would need to be redesigned to allow safe road crossing and turning.

---

Amenity Loss (Seawall/Esplanade)

### Comments

Option 4 retains a significant section of the Seawall and still allows for beachside parking.

---

Amenity Gain (Beach/Dune/Park)

### Comments

Having Shorland Park joined to the beach will create a unique and exciting Wellington amenity. The duneland will allow a more natural transition from the beach to the Park and will be safer for users who will no longer have to cross the Esplanade. The dunes will help the South Coast cope with sea level rise and will allow for the revegetation of local coastal species.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

---

Do you have any other comments you would like to make?

**Comments**

Shorland Park was gifted to the people of Wellington. Decreasing the size of the Park should be a last resort.

**Attached Documents**

File
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**Submitter Details**

First Name: **Bernhardt**

Last Name: **Schiftner**

Organisation: **self employed**

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Suburb: **Brooklyn**

City: **Wellington**

Country: **nz**

PostCode: **6021**

Daytime Phone: **049344740**

eMail: **bschift@paradise.net.nz**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

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Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
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- Strongly agree
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**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

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- Strongly agree
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Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

Heavy vehicle traffic increase

**Comments**

Traffic Safety

**Comments**

Amenity Loss (Seawall/Esplanade)

**Comments**

Amenity Gain (Beach/Dune/Park)

**Comments**

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Do you have any other comments you would like to make?

**Comments**

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**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

Consultation runs until 5.00pm Monday, 10 November 2014.

**Privacy Statement**

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**Submitter Details**

First Name: **Caitlin**

Last Name: **Cherry**

Street: **193 Buckley Road**

Suburb: **Southgate**

City: **Wellington**

Country:

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eMail: **cherry.lynch@clear.net.nz**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

**Option 1:** Status quo (*click 'Option 1' to view aerial photo.*)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?



(\*please indicate which option you are referring to)

### Comments

The hyperlinks above do not work!

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

I prefer Option 4. I like the idea of an accessible beach, further from the road, and I am happy with traffic being redirected through reef street. I do not like option 5 as I think it is unfair to disrupt traffic too much through what are now quiet suburban streets like trent street. It is also important to me to restore the natural dunes and grasses to protect the coastline. I really like the walkway too!

Heavy vehicle traffic increase

### Comments

Traffic Safety

### Comments

Option 4 will improve traffic safety by the beach - kids won't have to cross the road to get there

Amenity Loss (Seawall/Esplanade)

### Comments

Amenity Gain (Beach/Dune/Park)

### Comments

Great!

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

Do you have any other comments you would like to make?

### Comments

### Attached Documents

File
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**Submitter Details**

First Name: **Jo**

Last Name: **Guard**

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Suburb: **Island Bay**

City: **Wellington**

Country:

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Mobile: **0272818590**

eMail: **Joguardnz@gmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
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  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

The original beach would not have had a straight section of road cutting across it. The best option is to restore the shape of the beach to a more natural setting and design the road as it would be designed in modern conditions ie. following the natural contour of the beach. This would preserve the continuity of the coastal 'Round the bays drive' so popular with cyclists and drivers.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

My preferred option is option 3 for the reasons outlined above.

---

Heavy vehicle traffic increase

### Comments

The above rationale would not change current traffic conditions.

---

Traffic Safety

### Comments

The road would be less likely to be covered in sand during storm conditions, therefore possibly increasing safety.

---

Amenity Loss (Seawall/Esplanade)

### Comments

Option 3 will mean the sea wall is less likely to sustain damage as it would follow the natural contours of the beach. Just fixing the existing wall will ultimately result in similar damage in future.

---

Amenity Gain (Beach/Dune/Park)

### Comments

Option 3 would restore the beach to its natural contour and therefore be a more sustainable option in the long term.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

No

---

Do you have any other comments you would like to make?

### Comments

I work in civil defence emergency management and work with risk reduction, readiness, response and recovery in mind. This is a case where we have a fantastic opportunity to reduce risk by restoring the natural contour of the beach and therefore mitigating the risk of further sea wall damage.

---

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**Submitter Details**

First Name: **Michelle**

Last Name: **Pawson**

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City: **Wellington**

Country: **New Zealand**

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Daytime Phone: **+6421636757**

eMail: **michelle.pawson@gmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

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Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

I am disappointed with the options presented. I don't think they fully consider the physical, ecological, and social implications. I saw this as an opportunity to think strategically about climate change mitigation, the next 20-30 years for this coastal environment and what is required to support community resilience. I think all the proposals/ options presented are dated in their thinking and do not reflect the current international thinking or best practice. Some of the studios that are developing innovation and practical long-term solutions in this space include Kate Orff's Scape in New York (<http://www.scapestudio.com/projects/living-breakwaters/>), MIT CAU, WXY/West 8 (<http://www.rebuildbydesign.org/project/wxywest-8-final-proposal/#details>) and Sasaki/Rutgers/Arup (<http://www.rebuildbydesign.org/project/sasakirutgersarup-final-proposal/>). From my reading of the proposals / options there seems to have been limited investigation into international best practice, such as the examples I provided above. If both the back dune and fore dune systems are not re-established you are going to have ongoing issues with erosion. Beach nourishment has some negative ecological implications and is not a long term solution it is more of a band-aid. With increased likelihood of storm events into the future, I do not think any of your options go far enough to consider how you are going to reduce wave energy, reduce flooding risk and protect infrastructure long-term. I would like to have seen / think you need to re-look at the options to include some sort of submerged soft reefs, living breaks (habitat breakwaters) or similar to help dissipate the potential future storm surges and disperse tidal energy, which will reduce erosion, otherwise how are you providing a long-term solution? It seems that your Tonkin & Taylor consultants have stuck with conservative and dated thinking from the 1990's, which is disappointing and will result in a missed opportunity for Wellington. I am happy to discuss any of these ideas. I was in New York earlier this year and attending an international symposium on Urban Nature at which I met a number of the people involved in the NY coastal rebuild projects, it's a shame that the Wellington Council is not reaching out to find innovative solutions as these are all very approachable people with creative, innovative and practical ideas. I hope you consider a more strategic approach and revise your options. Regards Michelle Pawson BSc, PGDipSci, MSc, MPlan Director - Hydra Environmental Consultants Ltd.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

The best options presented are Option 4 and 5. But as I have highlighted above, I don't think these go far to mitigate future erosion, as they seem to lack the development of a back dune and fore dune system. All proposals lack mitigation from future storm events, such as submerged soft reefs, living breaks (habitat breakwaters) or similar to help dissipate the potential future storm surges and disperse tidal energy. There seems to be little regard for ecological values.

---

Heavy vehicle traffic increase

**Comments**

Traffic Safety

**Comments**

It would be good to see cycle lanes included in any re-work of road networks or changes to traffic networks.

---

Amenity Loss (Seawall/Esplanade)



**Comments**

Ecological restoration should be prioritised over 'amenity loss'. I think it is unrealistic to promote the notion of a lovely sandy beach in a exposed rocky coastline long-term, the community perspective on this needs to be changed through education.

---

Amenity Gain (Beach/Dune/Park)

**Comments**

Climate change mitigation and enduring solutions should be the priority here, anything can be made to look pretty if you have some clever designers in the mix.

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

As per my comments above: I saw this as an opportunity to think strategical about climate change mitigation, the next 20-30years for this coastal environment and what is required to support community resilience. I think all the proposals/ options presented are dated in there thinking and do not reflect the current international thinking or best practice. Some of the studios that are developing innovation and practical long-term solutions in this space include Kate Orff's Scape in New York (<http://www.scapestudio.com/projects/living-breakwaters/>), MIT CAU, WXY/West 8 (<http://www.rebuildbydesign.org/project/wxywest-8-final-proposal/#details>) and Sasaki/Rutgers/Arup (<http://www.rebuildbydesign.org/project/sasakirutgersarup-final-proposal/>). From my reading of the proposals / options there seems to have been limited investigation into international best practice, such as the examples I provided above. If both the back dune and fore dune systems are not re-established you are going to have ongoing issues with erosion. Beach nourishment has some negative ecological implications and is not a long term solution it is more of a band-aid. With increased likelihood of storm events into the future, I do not think any of your options go far enough to consider how you are going to reduce wave energy, reduce flooding risk and protect infrastructure long-term. I would like to have seen / think you need to re-look at the options to include some sort of submerged soft reefs, living breaks (habitat breakwaters) or similar to help dissipate the potential future storm surges and disperse tidal energy, which will reduce erosion, otherwise how are you providing a long-term solution?

---

Do you have any other comments you would like to make?

**Comments****Attached Documents**

File
No records to display.

**Introduction**

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**Submitter Details**

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Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

Mobile: **021499483**

eMail: **timonwilkinson@gmail.com**

Resident or Ratepayer:

Ratepayer  Resident  Non-resident ratepayer  Other

Which Community Board Area is your property in?

Eastern  I do not own a property  Lambton  Northern  
 Not indicated  Onslow-Western  Outside Wellington  Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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 Agent  
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**Submission**

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**Option 1:** Status quo (*click 'Option 1' to view aerial photo.*)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
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  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
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  - Strongly disagree
- 

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- Strongly agree
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- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

Preferred is option 1. Least cost and least disruption to current uninterrupted coastal road.

Heavy vehicle traffic increase

**Comments**

Traffic Safety

**Comments**

Amenity Loss (Seawall/Esplanade)

**Comments**

Amenity Gain (Beach/Dune/Park)

**Comments**

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Do you have any other comments you would like to make?

**Comments**

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**Submitter Details**

First Name: **Caroline**

Last Name: **Easting**

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Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
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- Strongly agree
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- 

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- Strongly agree
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- 

Do you have any feedback or comments on the five options that have been identified?

*(\*please indicate which option you are referring to)*

**Comments**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

It will create a wider recreational area for the community and provide additional protection and resilience for future weather events.

Heavy vehicle traffic increase

**Comments**

Traffic Safety

**Comments**

Amenity Loss (Seawall/Esplanade)

**Comments**

Amenity Gain (Beach/Dune/Park)

**Comments**

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Do you have any other comments you would like to make?

**Comments**

Please consider community recreational needs ahead of traffic convenience.

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**Submitter Details**

First Name: **Cameron**

Last Name: **Smith**

Street: **7 Cam Street**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

eMail: **camsmithnz@gmail.com**

Resident or Ratepayer:

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- Strongly agree
  - Agree
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  - Disagree
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- 

Do you have any feedback or comments on the five options that have been identified?

*(\*please indicate which option you are referring to)*

**Comments**


---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

Preferred option is 4 because of increased community space, increased pedestrian safety, wonderful opportunity to make it a brilliant area.

---

Heavy vehicle traffic increase

**Comments**


---

Traffic Safety

**Comments**


---

Amenity Loss (Seawall/Esplanade)

**Comments**


---

Amenity Gain (Beach/Dune/Park)

**Comments**


---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**


---

Do you have any other comments you would like to make?

**Comments**

please consider the opportunity to do something wonderful here and place more weight on community space rather than traffic convenience.

---

**Attached Documents**

File
No records to display.

**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

Consultation runs until 5.00pm Monday, 10 November 2014.

**Privacy Statement**

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**Submitter Details**

First Name: **Sienna**

Last Name: **Kelly**

Street: **8B Severn Street**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

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eMail: **cabbage.tree@hotmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

[Option 1: Status quo \(click 'Option 1' to view aerial photo.\)](#)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

I prefer option 4 because it would be great for the experience of being at the park to be closer to the beach. It is safer for children to not have to cross the road. Having dunes will restore the beach to how it was before human impact and will be better for the environment.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

The environment and the experience of going to the park and beach, I live in Island Bay so go there.

---

Heavy vehicle traffic increase

### Comments

Unlike option 5, Option 4 has less of an impact on redirecting the traffic and it restores the dunes aswell. Option 5 creates dead ends.

---

Traffic Safety

### Comments

Option 4 will make being at the beach and park safer for children.

---

Amenity Loss (Seawall/Esplanade)

### Comments

Not all of the seawall is going, its just part of it. Because of climate change, rising sea levels will break the wall down as storms become more common. The seawall isnt going to last forever whether we like it or not but joining the park with the beach will have a huge positive effect on anyone visiting the park.

---

Amenity Gain (Beach/Dune/Park)

### Comments

Restoring the dunes is good for this.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

annual beach clean days

---

Do you have any other comments you would like to make?

### Comments

---

### Attached Documents

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**Submitter Details**

First Name: **Mike**

Last Name: **Frew**

On behalf of: **I have separately emailed details of a petition I organised**

Street: **53 Ribble Street**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

Mobile: **0276109969**

eMail: **mj.frew@gmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

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Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
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- Strongly agree
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  - Strongly disagree
- 

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  - Strongly disagree
- 

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?



(\*please indicate which option you are referring to)

### Comments

+ Of primary importance is: 'how do we want to utilise our waterfront area?' + I want to see a coherent public space, not a series of fragmented public spaces + Consultation based on five options isn't the best way of working out best use of our waterfront area. It does and has polarised opinion. Opinion becomes position and a deterrent to dialogue. I am as guilty as any! + The best option for hazard defence is to remove the wall + Establishing dunes is the most flexible long term solution. Dunes can be an effective hazard defence and also better enhance public amenity. Dunes are a more flexible option in the face of uncertainty of impact of climate change. + Options 1 and 2 will likely result in loss of a valuable piece of beach within 20-40 years. The beach is much more valuable than even a heritage wall. + I have heard a lot about option 3 being a compromise. I reject that proposition as option 3 maintains the park/beach barrier. It also reduces recreation area available at the park.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Option four, because it allows for development of a coherent beach/park public space, and doesn't saddle Trent Street with all of the traffic.

---

Heavy vehicle traffic increase

### Comments

Heavy traffic is no more of a concern than general traffic. WCC traffic staff are better placed to offer advice/solutions.

---

Traffic Safety

### Comments

It is currently unsafe crossing The Esplanade between the park and the beach. The road is an unnecessary barrier between two public spaces which could work brilliantly as one.

---

Amenity Loss (Seawall/Esplanade)

### Comments

I prefer a more natural amenity. As a result I take offence at suggestions that The Esplanade is a driving amenity. The wall has historic amenity, but it's certainly not pretty.

---

Amenity Gain (Beach/Dune/Park)

### Comments

This is where the opportunity lies. We have a disjointed waterfront, and one of the major causes is the road and seawall. This is our opportunity to create a coherent public space. The priority has to be laying the groundwork for a public space that offers activities to keep families at the waterfront longer: quality play, refuge from the wind, hospitality, engagement with the sea from the park. Shorland Park, with the beach, has the potential to be a drawcard for Island Bay. Not simply another residential park. By addressing recreational, social, and natural amenity concurrently we

can have a magical place that also brings wider benefits to the Bay and to the city.

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

#### Comments

Simply: dunes are more flexible and durable than a wall.

---

Do you have any other comments you would like to make?

#### Comments

If the Council is serious about its Smart Capital aspirations (Towards 2040: Smart Capital), it will surely consider this project as an ideal opportunity to act on the people centred goal within. Re-establishing a seawall and enshrining a monument to the car would be the worst way of enhancing resilience. It would also demonstrate poor understanding of (from the strategy) 'how urban design and built form interacts with the climate and Wellington's environment'. Much has been made of the heritage value of the wall. Options 1 and 2 will require a new wall, which means loss of current heritage values. Rebuilding the wall using 'bits' of the current wall will unacceptably shorten design life and leave the area unnecessarily vulnerable to storm damage. In my view this removes the 'heritage' as a major issue in the Councils decision.

---

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**Submitter Details**

First Name: **Kate**

Last Name: **Hanan**

Organisation: **resident**

Street: **43 Ribble Street**

Suburb: **Island Bay**

City: **Wellington**

Country: **new zealand**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

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Yes  
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Strongly agree  
 Agree  
 Neutral  
 Disagree

Strongly disagree

---

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

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- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

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- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

I am heartened by the councils thorough exploration of a range of alternatives to this issue.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

I believe that this is a timely opportunity to prepare for rising sea levels as predicted by climate scientists as well as giving users of the coastal area access to the beach without the danger of road crossing. my preferences are safety and usability. I feel that the beach is underutilised- partly because it feels cut off from the park, and partly because the speed and frequency of traffic makes safety a concern for families.

---

Heavy vehicle traffic increase

### Comments

I see this as a benefit as it will slow the traffic down. They tend to speed along this stretch of the esplanade.

---

Traffic Safety

### Comments

As above

---

Amenity Loss (Seawall/Esplanade)

### Comments

I don't view the seawall as an amenity. I think that the dunes will provide more space for people to sit on and view the sea etc.

---

Amenity Gain (Beach/Dune/Park)

### Comments

This is the greatest benefit, providing a pedestrian friendly link to the sea shore, as well as a natural barrier to protect against flooding.

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

---

Do you have any other comments you would like to make?

### Comments

I have been involved with the Island Bay festival for the past 7 years. Much of the feedback that I received over this time has been about how pleasant it is to be able to access the beach without fear of traffic. I noticed that the council information/ community consultation stall during market day this year was well- used. I would like to urge that that these responses are all taken into account during this process- as they are from users of the area.

### Attached Documents

File
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**Submitter Details**

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Last Name: **unwin**

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Suburb: **Island Bay**

City: **Wellington**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
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- 

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?



(\*please indicate which option you are referring to)

**Comments**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

Heavy vehicle traffic increase

**Comments**

Traffic Safety

**Comments**

Amenity Loss (Seawall/Esplanade)

**Comments**

Amenity Gain (Beach/Dune/Park)

**Comments**

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**Comments**

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**Comments**

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**Submitter Details**

First Name: **Jenny**

Last Name: **Visser**

Street: **206 Clyde Street**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
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Strongly agree  
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- Strongly agree
  - Agree
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  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

In summary, in my opinion, the option chosen needs to be a long term solution. Options 1, 2 and 3 are only short term options that will either mean the loss of the beach or the beach being retained by importing sand. The importation of sand will be expensive and does nothing to address the predicted environmental changes.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

My preferred option is one that chooses the most environmentally sound approach, that is, one that uses natural defenses (sand dunes) rather than man made ones (a sea wall). Both options 4 & 5 use these. Of these, my personal preference is for option 4 as the diversion of traffic along Reef Street is safer and will cause less disturbance than diverting traffic along Trent St (narrower, more densely populated, more residential cars parked). I believe that extending Shoreland Park to include sand dunes will make this an even better asset to Island Bay and all Wellingtonians while at the same time providing a neat solution as to what to do to retain the beach. I believe that the diversion of traffic into Reef St and thence the Parade can be well managed with properly designed traffic calming strategies. Any 'loss' of vehicular access along that section of the coast will be more than compensated by improved (and safe) pedestrian access to the beach. Any safety concerns regarding children being able to directly access the beach via the dunes can be easily addressed by having controlled/gated access to the dunes. This is a fantastic opportunity to contribute to our coastal ecosystem that should not be missed.

---

Heavy vehicle traffic increase

### Comments

I accept that there is likely an increase in heavy traffic for the bottom end of the parade should option 4 go ahead. I understand however, that heavy vehicles make up a small proportion of the traffic along that road and many affected residential properties will simply be swapping the heavy vehicles travelling on the sea side road beside their properties for the inland side road.

---

Traffic Safety

### Comments

As long as this is carefully planned, all traffic safety concerns can be addressed (and at least parents will no longer need to negotiate a road to get to the beach or be concerned about children running from the park across the road to get to the beach)

---

Amenity Loss (Seawall/Esplanade)

### Comments

Although I totally accept that the sea wall is part of Island Bay history, retention of the sea wall is only ever going to be a short term solution. We need to accept that we cannot continue to hold back the sea and retain a beach. Option 4 does allow for elements of the sea wall to be retained.

---

Amenity Gain (Beach/Dune/Park)

**Comments**

I totally support extending SHoreland Park to include dunes and the beach. This will be a fantastic recreational and ecological gain for the city.

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

No

---

Do you have any other comments you would like to make?

**Comments**

---

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**Submitter Details**

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Last Name: **Hardie-Boys**

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Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

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- Strongly agree
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  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

Pleased that you have provided a full range of options. The damage was unfortunate; but good to see the Council seeing it as a potential opportunity. For the past 7 years since I have lived in Island Bay I have seen the potential to integrate Shoreland Park with the beach. The only part of the southern and eastern suburbs where this currently happens seems to be Seatoun where the coastal road cuts through the cutting and leave a park/playground with direct beach access. We go there often because of this.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Option 4 is my preferred option. Two key reasons: only an option that realigns the road seems to best protect it from future storms / sea level rise. I'm not keen on the idea of extending the beach outwards to protect the road - it seems very 1970s to fight back against 'nature'. My second key reason for supporting option 4 is the amenity and safety gains from having Shoreland Park integrated with the beach.

---

Heavy vehicle traffic increase

### Comments

I'm not sure why there would be an 'increase' in heavy vehicle traffic. Same volumes, just using an alternative route. So yes, an increase on Reef Street (which currently has heavy vehicle traffic in the form of WCC buses) and lower Parade, but a decrease on the Esplanade. It is unfortunate for those residents on Reef Street and the Parade; however the Parade is a major road and Reef Street is very wide with housing only on one side. I am not nearly so keen on Option 5 as (1) it will direct too much traffic up Trent Street which is heavily residential; (2) it will increase traffic volumes on the Parade past the group of shops near the corner of Reef Street..

---

Traffic Safety

### Comments

Huge benefits in Option 4 of current road layout. I have three children who have played a great deal in Shoreland Park and it is terrifying whenever they head towards the Esplanade/beach. Beaches and parks are both play spaces and we should be integrating them where possible.

---

Amenity Loss (Seawall/Esplanade)

### Comments

The seawall has been there a long time but I am not the slightest concerned at losing it from a historical perspective. Nature and dunes have been there longer. I hear people say how wonderful it is that you can essentially drive from Eastbourne to Owhiro Bay, or at least along most of the Wellington City coast beside the sea the entire time. That doesn't make me proud. It's a lovely drive, but more attention needs to be given to those who want to enjoy the Wellington coast without vehicle traffic - we should be doing what we can to make people, stop, park, and get out of their cars.

---



Amenity Gain (Beach/Dune/Park)

### Comments

Again this is a huge benefit for Option 4. It would make a wonderful park, dune, beach area. A big bonus for those who live in the Esplanade where the road will be blocked off. And if anyone complains about sand from the dunes blowing into their property, tell them to move to Karori!

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

No thank you.

---

Do you have any other comments you would like to make?

### Comments

As an add-on to Option 4, I would suggest extending the proposed pedestrian walkway/cycleway, along the southern edge of the Esplanade until just east of the surfclub, and then having one major pedestrian/cycle crossing of the Esplanade. It would be great for children and adults to be able to ride bikes from one end of island bay beach to the other without having to go on and cross the Esplanade.

---

### Attached Documents

File
No records to display.

**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

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**Submitter Details**

First Name: **Christine**

Last Name: **Stockum**

Street: **91 View Road**

Suburb: **Houghton Bay**

City: **Wellington**

Country:

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Mobile: **0211190597**

eMail: **christine.stockum@vuw.ac.nz**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

[Option 1: Status quo \(click 'Option 1' to view aerial photo.\)](#)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

I oppose options 4 and 5 as I do not think any roads should be closed

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

I prefer option 3 as it is the most natural. The bay would have its original shape back, the wall would last longer because it won't need to withstand the same forces as in the current location, and the traffic flow won't be impeded.

---

Heavy vehicle traffic increase

**Comments**

Traffic Safety

**Comments**

If the traffic needs to be slowed down between Shorland Park and the beach to make beach access safer I propose a roundabout at the Esplanade Reef street intersection and another one at the Esplanade/Beach Street/Derwent Street intersection. This would make both these intersections safer as well as slow down traffic between Shorland Park and the beach making crossing the road safer.

---

Amenity Loss (Seawall/Esplanade)

**Comments**

It would be a huge inconvenience to residents and traffic if the Esplanade was closed.

---

Amenity Gain (Beach/Dune/Park)

**Comments**

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

No, I think option 3 is perfect.

---

Do you have any other comments you would like to make?

**Comments**

Attached Documents

---

File

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**Introduction**

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**Submitter Details**

First Name: **Shirley**

Last Name: **Tarrant**

Street: **36 Tamar Street**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

I strongly disagree with Options 4 and 5 because they involve closing part of The Esplanade and removing a section of the seawall. My reasons are: a) Driving around the bays is an iconic Wellington pastime for locals and visitors which should not be lost. b) Closing off part of The Esplanade would severely alter local traffic flows, and not for the better. c) The seawall was built as protection and needs to remain. Removing a section of it may leave us more vulnerable to severe southerly storms like the one in June 2013.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Preferred Option 3. It would be nice for the road and seawall to match the natural contour of the beach, and more in keeping with other sections of the drive around the bays. In order of preference, the other options I would consider acceptable are 2 (because it would be nice to use this opportunity to improve the beach if possible) and 1 (because it is the most economical and readily achievable option).

---

Heavy vehicle traffic increase

### Comments

---

Traffic Safety

### Comments

A pedestrian crossing from the park to the beach would be helpful. WCC could also consider reducing the speed limit on the stretch of road between Shorland Park and the beach.

---

Amenity Loss (Seawall/Esplanade)

### Comments

---

Amenity Gain (Beach/Dune/Park)

### Comments

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

---

Do you have any other comments you would like to make?

### Comments

---

Attached Documents

File



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**Submitter Details**

First Name: **Marama**

Last Name: **Findlay**

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Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

Daytime Phone: **043835433**

Mobile: **02108319903**

eMail: **marama.findlay@xtra.co.nz**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

[Option 1: Status quo \(click 'Option 1' to view aerial photo.\)](#)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

I strongly support the options that reconnect Shoreland Park to the sea.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

I strongly support the options that reconnect Shoreland Park to the beach, via sand dunes. The destruction of part of the wall is an exciting opportunity for us to create a new recreational space in Island Bay. Both the park and the beach are enjoyed by a wide cross section of the community, and connecting them would enormously enhance the use of both areas. Reconnecting the two also allows us to begin a strategic retreat from the coast as sea levels rise. This retreat will happen - the only question is whether are prepared to face the reality of climate change and sea level rise, or have it wash over us. The status quo is not an option - in anything other than the short term. The wall, if reinstated will slowly be approached by the sea - even if it is moved further inland to follow the curve of the bay. Over the course of the next century, we will lose the beach. And we should be planning for the next century, not the next decade, or even decades. I understand there are traffic issues arising from the loss of the Esplanade to through traffic. But there is something deeply troubling about the prospect of keeping a road to allow rubbish trucks to dispose of our waste, at the cost of our connection to the land and sea. If our approach is simply to keep surrendering green spaces to tarmac and vehicles we will lose much of what is special about our suburb, city and country. I would like both re-connection options considered, and traffic considerations assist the choice between the two. My children are third generation bayislanders, I would love their grandchildren to enjoy a sea-connected park that we had the wisdom and imagination to create.

---

Heavy vehicle traffic increase

### Comments

---

Traffic Safety

### Comments

---

Amenity Loss (Seawall/Esplanade)

### Comments

---

Amenity Gain (Beach/Dune/Park)

### Comments

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shoreland Park?

### Comments

---

Do you have any other comments you would like to make?

**Comments**

---

**Attached Documents**

File
No records to display.

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**Submitter Details**

First Name: **Mark**

Last Name: **Lindsay**

Organisation: **Lindsay**

Street: **21 Trent Street, Island Bay**

Suburb: **21 Trent Street, Island Bay**

City: **Wellington**

Country: **Wellington**

PostCode: **21 T**

Daytime Phone: **04 383 8743**

Mobile: **04 383 8743**

eMail: **mark.lindsay@clear.net.nz**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

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 Agent  
 Both

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Strongly agree  
 Agree  
 Neutral  
 Disagree

Strongly disagree

---

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

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- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

I am a property owner on the south side of Trent street , who is directly affected by the projected sea level rises and by any changes to the Island Bay coastal environment. In my view, given the paramount risk and costs potentially borne by directly affected property owners, our views should be given greater weight in this consultation than the views of the submitters who are not directly affected.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Option FOUR by a long margin meets ALL of the the following criteria, where as the other options all do not. 1. Property and well-being is sustainably secured. 2. Community utility is enhanced - ease and increased open space and usage; amalgamated beach and park; 3. Traffic calming is achieved 4.Environmental restoration is enhanced; some dune restoration; more natural beach shape; and access 5. Aesthetics: the look and feel of the Bay is improved 6. Broader benefits to Wellington. The city can be proud of, and promote itself, as a progressive city that is CLOSING roads in favour of natural sea rise solutions; community enhancement; the benefit of children, families and the future. 7. Long standing community interest: the community has made several attempts to over many years to link the beach and the park. Now is our chance!

---

Heavy vehicle traffic increase

### Comments

Option FOUR will slow and calm traffic, reducing risk and noise. Currently fast moving trucks in the Bay present a hazard to walkers, cyclists, scooting children etc. They create a barrier to the beach from crossing the Esplanade. Traffic access through Derwent St will have the net affect of reducing noise, speeds and hazards. Option FIVE is untenable because Trent St has no carrying capacity for rerouting the Esplanade. It has extensive parking on both sides of the street, rendering it narrow and often one-way now. It is already a hazard to load children in and out of cars because of the narrowness. There is little off street parking or other parking alternatives for residents. Trent Street will be in permanent gridlock.

---

Traffic Safety

### Comments

Option FOUR will best achieve traffic calming and increase safety. Traffic loads and heavy truck speeds are increasing so traffic calming is needed under any circumstances to maintain current safety and beach usage. Option FIVE will increase risk by routing unsustainable volumes of traffic into Trent street which is designed as a suburban, residential street, not a thorough fare.

---

Amenity Loss (Seawall/Esplanade)

### Comments

Anything other than Option FOUR is an amenity opportunity loss.

---



Amenity Gain (Beach/Dune/Park)

### Comments

Option FOUR allows the historic sea wall to be reformed and improved. This option increases amenity across the Bay, and will help restore its place as one of Wellington's premier sea-side locations. The beach will be bigger, the park enlarged and improved; the sea level threat mitigated and show cased as an example of world leading, science based sustainability solutions. We will be the suburb that closed the road and opened the beach!

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

Do you have any other comments you would like to make?

### Comments

Change is inevitable in the Bay because of sea level rise. First the Council must meet its legal obligation to provide protection for threatened properties and homes. Second, Council must take the opportunity to boldly create future - focussed solutions that claim back this environment from traffic and on behalf f the families and future beach and park users. Option FOUR does these, and creates new opportunities for subsequent improvements such as appropriate commercial development around the park. Far more than any of the other options, it presents the chance to create something ecologically sustainable, safe from sea level rise and hugely beneficial to all of Wellington.

---

### Attached Documents

File
No records to display.

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**Submitter Details**

First Name: **Matt**

Last Name: **Paterson**

On behalf of: **Jo Anderson Laila Paterson Louis Paterson Reuben Paterson**

Street: **12 Hudson Street**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

Daytime Phone: **0210474869**

Mobile: **021844602**

eMail: **Joamattp@gmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
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Yes  
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Strongly agree  
 Agree  
 Neutral  
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Strongly disagree

---

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- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

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Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

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- Strongly agree  
 Agree  
 Neutral  
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 Strongly disagree
- 

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- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

Option 3 is likely the most expensive as it requires both building a new bigger sea wall and relocating the road. More importantly it is the biggest regret option as it would destroy the existing dunes at the edge of Shorland Park marking connecting the park and the beach a less viable future option. Option 4 is our favourite but we would prefer option 1 any day over option 3

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Option 4 provides the best recreation space allowing for a good family day out at both the park and the beach. we like the return to natural heritage with new fore and back dunes. It is the best option as the family grows giving options for children of all ages.

---

Heavy vehicle traffic increase

### Comments

I do not see this as an issue.

---

Traffic Safety

### Comments

We find the current arrangement of having a road between the park and the sea a safety worry for our kids and definitely see option 4 as safer (especially if mitigation options are put in reef st).

---

Amenity Loss (Seawall/Esplanade)

### Comments

---

Amenity Gain (Beach/Dune/Park)

### Comments

Option 4 adds extra option to the beach and the park through the dunes. Those who worry about safety for young children with access to the water from the park can be mitigated with a fence

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

---

Do you have any other comments you would like to make?

### Comments

Option 5 is the best long term option but the short term traffic hassles on Trent St don't make it the best option now. Option 4 leaves open option 5 for the future

Attached Documents

File
No records to display.

**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

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**Submitter Details**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

[Option 1: Status quo \(click 'Option 1' to view aerial photo.\)](#)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

I would love to see a water park somewhere at Shorland park like they have at Raumati beach.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

Option 4. This would make the small businesses at Reef Street still viable. There is also good parking and not many residents that will be affected by the increase of traffic. If you close Reef street then traffic will be too much for Trent and Brighton street. I love the idea of the beach and park being connected, especially with a water park included in the park.

---

Heavy vehicle traffic increase

**Comments**

So pleased that the traffic will be stopped around the esplanade. At least there is a pedestrian crossing on Reef street. It is so hard to cross the Esplanade at present!

---

Traffic Safety

**Comments**

Like I said before, at least there is a pedestrian crossing on Reef street!

---

Amenity Loss (Seawall/Esplanade)

**Comments**

---

Amenity Gain (Beach/Dune/Park)

**Comments**

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

---

Do you have any other comments you would like to make?

**Comments**

---

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**Submitter Details**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

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Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

Option 2 feels like fighting a losing battle ie. how long would the additional sand last? Option 5 involves major changes to traffic flow and doesn't seem practical with little additional benefit over Option 4.

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Option 4. A fantastic opportunity for Wellington to have a great family friendly park and playground connected directly with a beach, without undue inconvenience to local vehicular traffic.

Heavy vehicle traffic increase

### Comments

Traffic Safety

### Comments

Options 1, 2 & 3 all have pedestrian vs. traffic safety issues that can be mitigated with Option 4.

Amenity Loss (Seawall/Esplanade)

### Comments

Amenity Gain (Beach/Dune/Park)

### Comments

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

Do you have any other comments you would like to make?

### Comments

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**Submitter Details**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

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Submitter  
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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

I strongly disagree with closing part of The Esplanade (Options 4 and 5) as it will divert traffic onto streets that are unable to safely and effectively accommodate the heavy traffic. In particular, the bottom end of Derwent St (between Reef St and The Esplanade) is very narrow and has a slope and curve that inhibits visibility from the bottom of Milne Tce for traffic exiting it. Cyclists on Derwent St will also be at huge risk for the same reasons. Derwent St will become as dangerous as Manners St with pedestrians on the narrow footpaths being forced perilously close to moving cars, trucks and buses. Long lines of traffic are present on The Esplanade on sunny warm weekends. Traffic surveys must cover these days during the summer to provide a true reflection of the traffic conditions. Large trucks use The Esplanade to carry waste and freight between Happy Valley and the Eastern suburbs which cannot be safely be diverted onto Derwent St. Severn St is the only alternative route to lower Derwent St and that is no better an option due to its steepness and narrowness. Loss of parking for locals and visitors (which must occur in order to permit traffic flow) is unfair to locals, and they should not permanently suffer so that outsiders can briefly benefit. Connecting Shorland Park to the sea is an idealistic idea. Living in a city is a compromise where efficient travel is essential and large green spaces a compromise. Live in the countryside if this is a priority. Existing nearby green spaces on the seashore include Ohiro Bay Parade, Queens Drive in the vicinity of Hungerford Rd, and Greta Point. It is not necessary to connect Shorland Park to the beach in order to gain additional recreational area as there is plenty within the city. Though it might be considered nice to have the play area joined to the beach, the cost to cross-city travel, the safety of cyclists and pedestrians, and the quality of life for locals would be far too high.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

I am open to Options 1, 2 and 3 as long as traffic flow on The Esplanade is not compromised. I would leave it to engineers to determine the best solution, which should be the ability to withstand future storms.

---

Heavy vehicle traffic increase

### Comments

Heavy vehicle increase is not acceptable on lower Derwent St.

---

Traffic Safety

### Comments

A major concern for Derwent St, as noted previously. I do not have an issue with safety on The Esplanade as it currently stands.

---

Amenity Loss (Seawall/Esplanade)

### Comments

The sea wall is important for quality of beach time as it provides some shelter from northerlies on warm summer days.

Amenity Gain (Beach/Dune/Park)

### Comments

There is plenty of beach, dune and park around Wellington without taking away roading essential to have a properly functioning city in order to create more. This is a city - a hub of economic activity which requires efficient safe roading and footpaths. There is plenty of beach around New Zealand and we don't need a bigger one here. The park is not pleasant to use a lot of the time, as there is plenty of poor weather, so it will be for the benefit of a few at the expense of many. In fact, it is likely that if the sand is allowed to encroach onto the park then in a good southerly those who are hardy enough to venture out to the area will be stung by flying sand.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

No. Rebuilding the seawall is fine.

---

Do you have any other comments you would like to make?

### Comments

---

### Attached Documents

File
No records to display.

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**Submitter Details**

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City: **Wellington**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
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Submitter  
 Agent  
 Both

**Submission**

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Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree



**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

I strongly support reconnection of Shoreland Park with the beach. This will serve to enhance the amenity of both the beach and the park whilst making it a safer place to be for the community.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

I prefer option 4. It was clear that the seawall is not providing the necessary protection and attempts to rebuild it in its current location are likely to result in similar failure and an alternative solution is required. Reconnecting Shoreland Park with the beach will provide a fantastic, accessible and safe amenity for the entire Wellington community to enjoy. I would strongly object to ratepayers' money being spent on another doomed rebuild of the current wall and would suggest such natural process as sand dunes to provide the initial protection from erosion.

---

Heavy vehicle traffic increase

### Comments

I do not think the heavy vehicle traffic will increase significantly over the status quo

---

Traffic Safety

### Comments

Removing the road that currently separates the beach from Shoreland Park can only improve traffic safety in the area.

---

Amenity Loss (Seawall/Esplanade)

### Comments

I do not see any particular amenity loss with removal of the current seawall. The historic merits of the seawall are questionable and it is merely a failed engineering solution.

---

Amenity Gain (Beach/Dune/Park)

### Comments

Much is to be gained from the reconnection of Shoreland Park to the beach. I would be one of the few places in Wellington where the beach and extended foreshore are not bisected by a road. I believe Option 4 will offer the greatest gain and enhancement to amenity while not interrupting local traffic flows significantly. Access to a safe park and beach for my family would definitely be a significant enhancement to the local amenity.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shoreland Park?

### Comments

I think that natural coastal processes must be given as much opportunity as possible to provide a low cost but effective solution to the current situation.

---

Do you have any other comments you would like to make?

**Comments**

I would strongly object to ratepayers money being used for any temporary or ineffective engineering solutions. It is clear the the current wall is subject to significant coastal processes and a different solution is required.

---

**Attached Documents**

File
No records to display.

**Introduction**

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**Submitter Details**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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Submitter  
 Agent  
 Both

**Submission**

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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

Option 1 is not viable for the longer term as climate change means that the storms surges that caused the damage will become more and more common. Option 2 is unacceptable in a marine reserve and is also unlikely to be a longer term solution. Option 3 decreases the size of Shorland Park when this is a unique opportunity to utilise this resource more. This should be a last resort when the Park has been gifted to the residents of Wellington. Option 5 will create unacceptable traffic implications.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

My preferred option is number 4. This addresses the long term issues that we will face with a greater number of storm surges and also enables the development of the community resource that is Shorland Park. It will be excellent to join this area up to the beach without people (particularly children) having to cross the road.

---

Heavy vehicle traffic increase

### Comments

This would need addressing in lower Derwent St, but should not be an issue in Reef St as this is a very wide street.

---

Traffic Safety

### Comments

The intersection at Reef St & The Parade already needs improving and this will need to be addressed.

---

Amenity Loss (Seawall/Esplanade)

### Comments

The seawall is largely retained in option 4, as are seaside parks

---

Amenity Gain (Beach/Dune/Park)

### Comments

Option 4 will enable the joining of Shorland Park to the beach and is a unique and exciting opportunity for Wellington. The dunes will allow a more natural transition from the beach to the Park and will be safer for users who will no longer have to cross the Esplanade. This is an excellent long-term option as the dunes will help the South Coast cope with sea level rise and will allow for the revegetation of local coastal species.

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

---

Do you have any other comments you would like to make?

**Comments**

---

**Attached Documents**

File
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**Submitter Details**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

**Option 1:** Status quo (*click 'Option 1' to view aerial photo.*)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree



**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

Option 2 : I am a regular user of the marine reserve including having volunteered with the EMR (Experiencing Marine Reserves) Programme. Island Bay beach is a sheltered habitat for many sea creatures including colonies of brittle stars and a large kelp forest. Introducing additional sand on to the beach would definitely impact on the existing ecosystem. The ongoing cost of replenishing the sand after large storms is another reason I do not support this option.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Options 4 and 5. I would like to see the road closed and the park connected with the beach. This would provide a fantastic amenity for the Island Bay community and the wider Wellington region. The park is extremely well-used particularly in the summer season. Enabling direct, safe access to the beach would transform this area into the jewel of the South coast's crown.

---

Heavy vehicle traffic increase

### Comments

As a resident of Milne Terrace I will be directly affected by an increase in traffic where Milne Terrace joins Derwent Street. Serious traffic calming measures would be needed particularly for vehicles travelling North from the coast as visibility is minimal due to a slight rise in the road South of the Milne Terrace intersection. Speed humps and a 30km limit would be needed.

---

Traffic Safety

### Comments

See above

---

Amenity Loss (Seawall/Esplanade)

### Comments

No loss as there will still be sections of the wall. A paved cycling and walking path including access for dogs should be retained if possible.

---

Amenity Gain (Beach/Dune/Park)

### Comments

Enormous gain - additional space reclaimed for the many pedestrians who frequent the area. Ability for children to move freely between the beach and the park.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

If the decision is made to keep traffic access (e.g. option 3) I would like to propose an alternative: Reduce the existing road to a single lane and have traffic moving one way only with a corresponding one way route in the opposite direction travelling down Reef street and back to the coast via Derwent Street. Advantages of this would be to reduce the volume of traffic moving between the park and the beach and to narrow the road area which divides the two.

---

Do you have any other comments you would like to make?

### Comments

As a keen cyclist and a Cycle Skills instructor for PedalReady I would very much like to see cycling access retained around the coast. Providing children with safe places to cycle is a priority and a cycling path adjacent to the beach could be a great facility for young cyclists in Island Bay. At the moment Oriental Bay is the only other place in central Wellington that offers a similar facility. Finally I would like to point out that Island Bay is a diverse community. While there are a significant number of older long-term residents, some of whom are fearful of change, there are also a huge number of young families who would welcome a safer connection between the beach and the park. Furthermore, the need to future-proof the area for sea-level rises and possibly increased severe storms means that as a community we must accept that change is inevitable.

---

### Attached Documents

File
No records to display.

**Introduction**

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**Submitter Details**

First Name: **Sarb**

Last Name: **Johal**

Street: **8B Frobisher Street**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

Daytime Phone: **021725707**

Mobile: **021725707**

eMail: **sarb.johal@gmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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Submitter  
 Agent  
 Both

**Submission**

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[Option 1: Status quo \(click 'Option 1' to view aerial photo.\)](#)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

I prefer a solution that is staged between Option 3 and 4. Option 3 may be an interim solution that addresses immediate concerns concerning loss of business and traffic management and safety, but is not a long-term sustainable solution. I think an explicit objective to move to Option 4 as soon as is possible, perhaps within a 5 year period will enable businesses to plan, and for adequate solutions to be developed to produce a thriving little section of wellbeing - embracing adapting businesses and communities to make the most of what nature will throw at us - making it better than ever before and envy of the world.

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Heavy vehicle traffic increase

### Comments

Traffic Safety

### Comments

Amenity Loss (Seawall/Esplanade)

### Comments

Amenity Gain (Beach/Dune/Park)

### Comments

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

Do you have any other comments you would like to make?

### Comments

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**Submitter Details**

First Name: **Marnie**

Last Name: **Woodd**

Organisation: **Ratepayer, parent, resident of Island Bay**

On behalf of: **Myself and my 3 school-aged children**

Street: **170 Derwent Street**

Suburb: **Island Bay**

City: **Wellington**

Country:

PostCode: **6023**

Daytime Phone: **049772924**

Mobile: **0210555422**

eMail: **marnie.woodd@gmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

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Strongly agree  
 Agree  
 Neutral

- Disagree
  - Strongly disagree
- 

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Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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- Strongly agree
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  - Strongly disagree
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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
-



Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

Great to see more than two options. It is possible to honour the past (the heritage of the seawall) and adapt for the present (an enormous shift in demographics of ratepayers and residents living in the southern suburbs and particularly Island Bay) and future. Council staff have done great work to get the discussion to this point.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

My preferred option is 4 or 5. I am a parent who regularly uses Shorland Park, our children use the park up to 4 times a week during summer, and Island Bay beach. I am AMAZED that no child has been injured crossing from Shorland Park to the beach (to my knowledge) in the past 6 years. This is an opportunity to create a wonderful destination for grandparents, individuals, families and couples by integrating the beach with the park. What better way to honour the heritage of the suburb but by restoring its status as a destination for many Wellingtonians. Councillors PLEASE be creative and bold for the many ratepayers with families who live in this suburb looking for vision from our civic leaders. Look out your window at the leading city-to-sea bridge linking civic square to the harbour and remember the courageousness of that decision-making, yet you can see daily what a tourism and community asset it is now. Many families here want change and bold solutions. We have invested here, we are raising families here, our children go to school here, we shop and live here. We are invested here, but we expect progress and vision from our civic leaders. Don't let us down.

---

Heavy vehicle traffic increase

### Comments

It is nothing worse than residents on The Esplanade currently experience daily.

---

Traffic Safety

### Comments

It is a serious, current hazard that there is NO safe crossing for anyone from Shorland Park to the beach.

---

Amenity Loss (Seawall/Esplanade)

### Comments

Look at the Coastal Walkway along New Plymouth shoreline: an incredible community and tourism asset. So much so that it should have been built 50% wider; it is so popular.

---

Amenity Gain (Beach/Dune/Park)

### Comments

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

---

Do you have any other comments you would like to make?

**Comments**

Be bold! Be creative! Be visionary! Many people who have moved to Island Bay in the past 10 years are looking for progress and vision from you.

---

**Attached Documents**

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### Submitter Details

First Name: **Michelle**

Last Name: **McGillivray**

Street:

Suburb:

City:

Country:

PostCode: **6023**

Resident or Ratepayer:

Ratepayer     Resident     Non-resident ratepayer     Other

Which Community Board Area is your property in?

Eastern     I do not own a property     Lambton     Northern  
 Not indicated     Onslow-Western     Outside Wellington     Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
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---

### Submission

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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

---

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Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

#### Comments

I would love to see Island Bay beach returned to a more natural shape and to have safer access to the beach from Shorland park for families, pedestrians and cyclists. The larger dune system allowed under Option 5 would be an attractive asset for island bay but I am concerned this option could impact heavily on residents in Reef St (sand) and Trent St (traffic). If this is the case then Option 4 seems a good compromise.

Heavy vehicle traffic increase

#### Comments

Traffic Safety

#### Comments

Amenity Loss (Seawall/Esplanade)

#### Comments

Amenity Gain (Beach/Dune/Park)

#### Comments

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

#### Comments

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#### Comments

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**Submitter Details**

First Name: **Ben**

Last Name: **White**

Street: **236A The Esplanade**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

Daytime Phone: **+64272900423**

Mobile: **+64272900423**

eMail: **Benjamin.white@xtra.co.nz**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

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  - Disagree
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- Strongly agree
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Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Option 5, Rising sea levels and more severe weather patterns suggest it will be a constant struggle in the future to retain the sea wall in its present location, Allowing the beach to reconnect with the dune area in Shorland Park will recreate a great natural area with excellent amenity value and greatly enhance the environs of Island Bay for all to enjoy.

---

Heavy vehicle traffic increase

### Comments

---

Traffic Safety

### Comments

---

Amenity Loss (Seawall/Esplanade)

### Comments

---

Amenity Gain (Beach/Dune/Park)

### Comments

Option 5 is a very exciting opportunity to recreate a small part of a natural dune system that has been totally lost on the south coast of Wellington.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

---

Do you have any other comments you would like to make?

### Comments

WCC is running another great consultation process. Quality of the information provided is top shelf.

---

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File
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**Submitter Details**

First Name: **Ralph**

Last Name: **Wilkinson**

Street: **9 Dover Street**

Suburb: **Island Bay**

City: **Wellington**

Country:

PostCode: **6023**

eMail: **ralph.wilkinson@xtra.co.nz**

Resident or Ratepayer:

Ratepayer  Resident  Non-resident ratepayer  Other

Which Community Board Area is your property in?

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- Strongly agree
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Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
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  - Disagree
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  - Strongly disagree
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- Strongly agree
  - Agree
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  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

Comment on options 4 & 5. Road closure interrupts the iconic coastal seaside drive around Wellington waterfront, It has negative impacts for private vehicle motorist and cyclists, heavy traffic usage and local residents. This is a significant route for heavy vehicles going to the Happy Valley tip. Road closure should never have made the options and is completely unacceptable. Council officers waste of ratepayers money in commissioning an additional report on a supplementary road closure option - option 5 - is both inexplicable and unacceptable. It was even proposed to trial this before consultation - in an attempt to ram these options through. Where does the agenda for road closure arise from? The other three, less invasive options (i.e. broadly the status quo for road access) provide adequate communal space for the annual Island Bay Festival and the blessing of the fleet - it works perfectly well at present.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

Heavy vehicle traffic increase

**Comments**

Route options 4 and 5 don't address increased heavy traffic - they just reroute it, down narrow roads and intersections. Better ways of addressing this issue are a). short term - build a pedestrian overpass walkway from Shorland park to the beach and b). longer term, identify and develop a new rubbish dump.

---

Traffic Safety

**Comments**

Amenity Loss (Seawall/Esplanade)

**Comments**

Amenity Gain (Beach/Dune/Park)

**Comments**

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Do you have any other comments you would like to make?

**Comments**

Attached Documents

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**Submitter Details**

First Name: **Dianne**

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City:

Country:

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

**Option 1:** Status quo (*click 'Option 1' to view aerial photo.*)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

4 & 5. I do not consider that closing the roads will make the environment safer for children - it will just change the nature of the hazards. The one death on the Esplanade in recent years was due to drunk driving at high speed and failure to take a bend.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

3. 'The Esplanade' will remain an accurate description of its location Being able to walk and drive beside the sea and enjoy the view Quick access to the beach The curve of the beach is in line with what it should be and there is less risk of future damage to the sea wall The best compromise between protection of the environment and access to it. Direct vehicle access from the Quarry to the Airport

---

Heavy vehicle traffic increase

**Comments**

3. The traffic flows will remain much the same as they are now 4&5 There will be a substantial increase in heavy vehicle traffic travelling down awkward suburban streets with housing on both sides. Especially difficult turning from Derwent to the right onto The Esplanade

---

Traffic Safety

**Comments**

3. Traffic on a road that has a footpath and the sea on one side and a footpath plus some housing on the other and safe places for crossing is safe 4&5 more traffic will travel down suburban streets with housing on both sides - greater the opportunity for accidents

---

Amenity Loss (Seawall/Esplanade)

**Comments**

3. Existing parking remains. The wall remains. 4&5 Loss of parking. Loss of easy access. Harder to access if disabled

---

Amenity Gain (Beach/Dune/Park)

**Comments**

3. Is a compromise between retaining the ability to drive beside the sea, increasing the size of the beach and aligning the wall and road to match the natural contour of the beach (and thus reducing the risk of future damage to the wall) 4&5 more beach/dune/park

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Stop signs

Do you have any other comments you would like to make?

**Comments**

**Attached Documents**

File
No records to display.



**Introduction**

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**Submitter Details**

First Name: **Amy**

Last Name: **Bowan**

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City: **Wellington**

Country:

PostCode: **6023**

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Resident or Ratepayer:

Ratepayer  Resident  Non-resident ratepayer  Other

Which Community Board Area is your property in?

Eastern  I do not own a property  Lambton  Northern  
 Not indicated  Onslow-Western  Outside Wellington  Southern

Wishes to be heard:

Yes  
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 Agent  
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**Submission**

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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
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- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

I prefer options 4 and 5 which will restore/establish coastal dunes, allowing the beach to follow natural contours and re route the road further inland.

Heavy vehicle traffic increase

**Comments**

Traffic Safety

**Comments**

Nice for young families to have beach/park area joined with no traffic

Amenity Loss (Seawall/Esplanade)

**Comments**

Amenity Gain (Beach/Dune/Park)

**Comments**

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Do you have any other comments you would like to make?

**Comments**

**Attached Documents**

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**Submitter Details**

First Name: **Fiona**

**Cockerill-**

Last Name: **Ghanem**

Street: **5 The Parade**

Suburb: **Island Bay**

City: **Wellington**

Country:

PostCode: **6023**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

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Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
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- 

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

I would like the wall to very rebuilt (Option 1). I do not want any road closures or sand dunes as this will create further issues with sand relocation, traffic congestion, impact on home owners, risk to small children heading towards the water or vice versa towards the traffic,etc.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

Option 1. I would like the retaining of the unique nature of this coastal road. It works well as it is. The high water rises, if they actually occur, will not be stopped by any option. I believe that by changing the way it is we actually create more problems.

---

Heavy vehicle traffic increase

**Comments**

This will definitely create more issues for the community if there are road closures.

---

Traffic Safety

**Comments**

With road closures and directing traffic into small roads will increase risk to other road users and pedestrians. If the road closures happen what will the impact be on the cycle way - heavy traffic crossing the 'safe' cycleway for the nervous and children will defeat the whole purpose!!!

---

Amenity Loss (Seawall/Esplanade)

**Comments**

This road is enjoyed by all sections of society and it is lovely to be able to drive around this area with visitors, family, children. Especially in gale force winds and rain. I would not want to be out there with the whipping of sand, if there were sand dunes.

---

Amenity Gain (Beach/Dune/Park)

**Comments**

None!! It will create further dangers for families with small children - it will create blind spots if you're either in the park or the beach. I would not want my child to be exposed to a water (beach)or traffic (from the park) risk. The sand dunes will also be costly in terms of the cleaning up after a strong wind!! It would also mean road closures which will create further issues for the community.

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

No. Leave it as it is.

---

Do you have any other comments you would like to make?

**Comments**

It is great to see that better consultation happened with the community. I would like to see this happen with all projects.

**Attached Documents**

File
No records to display.

**Introduction**

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**Submitter Details**

First Name: **Ritch**

Last Name: **Wood**

Organisation: **None**

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City: **Wellington**

Country:

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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Submitter  
 Agent  
 Both

**Submission**

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Strongly agree  
 Agree  
 Neutral  
 Disagree



Strongly disagree

---

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

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- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

As a engineer, with considerable experience in the design of large road work projects in North America, I cannot understand how following the natural contour of the coast is not the logical (and only) option under consideration (and in the process preserving the coastal 'round the bays' route enjoyed by thousands each day). I have lived in Island Bay for 20 years (formerly on The Esplanade). Since moving here in 1994 I have often wondered how the engineer who designed the short section of road in question, ever got licensed, and his 'shortest route between two points' design approved. I am quite sure the design, if proposed today, would not meet local approval. I attended the first public meeting on the 9th of October, and thought that it was really, really great to see such a great panel of experts available for public consultation. However, after hearing the general public's concerns and input, I had to leave as I knew that the task at hand would be quite frustrating for the experts. I actually heard one fellow state 'can't you just put new reinforcing steel back into the old wall...'. Good luck on convincing the locals that Option Three is the only real viable option, and I look forward to see the road being reinstated as it should have been first designed and built.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Natural contour of the beach preserved (reinstating it to it's former glory days). Local arterial traffic not unduly affected by rerouting. The council needs to spend as much money (and time) to do the right thing. The beach does not need to be connected to Shoreline Park. Adequate parking available for beach (and park) goers. Please do not listen to the opinions of people who are not experts in design.

---

Heavy vehicle traffic increase

### Comments

---

Traffic Safety

### Comments

---

Amenity Loss (Seawall/Esplanade)

### Comments

---

Amenity Gain (Beach/Dune/Park)

### Comments

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

---

Do you have any other comments you would like to make?

**Comments**

---

**Attached Documents**

File
No records to display.

### Introduction

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### Submitter Details

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Last Name: **Bell**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

---

### Submission

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[Option 1: Status quo \(click 'Option 1' to view aerial photo.\)](#)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

I believe any efforts to retain the status quo will be a waste of money. Current damage to the sea wall makes this the perfect time to explore alternatives, and hopefully reinstate a dune system more able to cope with predicted sea level rises and increased storm events. I sincerely hope that common sense prevails, and that this does not become just a missed opportunity.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

My preferred option is to reinstate the sand dune system and connect Shoreland Park with the beach, ie. either option 4 or 5. However, I think option 5 will have greater impact on traffic for residents on Trent St, so therefore prefer option 4 overall.

---

Heavy vehicle traffic increase

### Comments

Heavy vehicle traffic will not 'increase' - it will shift. By my (very brief, and therefore possibly incorrect) interpretation, HV figures are stated as increasing by 44%, 71% and 554%. However these seemingly enormous percentages all appear to be referring to the same 15 trucks. These trucks already constitute a hazard on the road running between Shoreland Park and the beachfront. I would like to see efforts (driver education perhaps, or traffic calming) put into slowing these trucks down. (Also, slowing the average 34 trucks already travelling down Derwent Street). Overall, the traffic count data is not easy for the public to interpret. In future I think raw numbers would be more useful than percentage increases. Ultimately, the best way to get an accurate picture of impacts on traffic will be a trial road closure, being sure to collect reliable before and after data.

---

Traffic Safety

### Comments

This is a perfect opportunity to improve traffic safety. In particular I believe the Beach St/Derwent St/Esplanade intersection needs to be addressed. A round-a-bout perhaps? Most cars (and trucks) currently travel too fast on this turning, with many neglecting to indicate. Also, the intersection of Reef St and The Parade is a bit of a blind spot (for cars turning right onto the Parade).

---

Amenity Loss (Seawall/Esplanade)

### Comments

I am sure the seawall can be retained in a different form within the park somehow.

---

Amenity Gain (Beach/Dune/Park)

### Comments

So long as it is done sensitively, and with adequate resources, extending the sand dunes would be a fantastic gain. Creating a park with uninterrupted access to the shore, without a hazardous road in between, would also be a great amenity, not just for Island Bay residents, but for all visitors who

come to the beach and suburb too.

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

---

Do you have any other comments you would like to make?

**Comments**

I would like to see experts - for example in sand dune management - consulted before making any major decisions. I also hope the experiences and expertise of the Island Bay Coast Care group are utilised.

---

**Attached Documents**

File
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**Submitter Details**

First Name: **Steffen**

Last Name: **Sorensen**

Street: **4 Trent Street**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

eMail: **Ssorensen@xtra.co.nz**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
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Strongly agree  
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 Strongly disagree



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Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

*(\*please indicate which option you are referring to)*

**Comments**

It is very important that additional traffic controls are considered for Option 4. If the road between the beach and Shoreland Park were to be closed, there is a danger that heavy traffic will favour Trent Street or Brighton Street over Reef Street. This would seem likely especially for traffic going to the landfill where going through Trent Street or Brighton/Humber Streets and then up over the hill through Severn Street, could easily be favoured, over Reef Street/Derwent Street/Esplanade. To avoid this controls should be put in place in both Trent and Brighton Streets that discourage through traffic. Additionally the road via Reef Street, The Parade and Derwent Street onto The Esplanade should be made as friendly as possible for traffic, especially heavy.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

Option 4. This is because we have a unique opportunity to create something special incorporating the beach and the park. However, this will only work if the park is also upgraded and the access to the facility from the community is considered as part of a holistic approach. Also, there is a danger that the nett effect on the community is negative if the potential traffic problems resulting from closing The Esplanade are not considered.

---

Heavy vehicle traffic increase

**Comments**

Yes, see above regarding implementation of traffic controls in Trent and Brighton Streets.

---

Traffic Safety

**Comments**

As above.

---

Amenity Loss (Seawall/Esplanade)

**Comments**

I think the integration of the beach and the park outweighs the negative impact of losing a part of The Esplanade.

---

Amenity Gain (Beach/Dune/Park)

**Comments**

As stated above, I think it is a unique opportunity to create something special. But it has to be done right!

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Do you have any other comments you would like to make?

### Comments

---

### Attached Documents

File
No records to display.

**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

Consultation runs until 5.00pm Monday, 10 November 2014.

**Privacy Statement**

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**Submitter Details**

First Name: **Lars**

Last Name: **Mathiasen**

Street: **170 Derwent Street**

Suburb: **Island Bay**

City: **Wellington**

Country:

PostCode: **6023**

Daytime Phone: **04 977 2924**

Mobile: **027 733 5557**

eMail: **lars.mathiasen@gmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

[Option 1: Status quo \(click 'Option 1' to view aerial photo.\)](#)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

OPTION 2: FOR: Creating a wider beach. No increase in traffic flow off the Esplanade. AGAINST: Unknown long-term protection for the wall, and concerns that the sand would need to be replenished at regular intervals. Cost of rebuilding and maintaining the wall. OPTION 3: FOR: Creating a slightly wider beach. No increase in traffic flow off the Esplanade. AGAINST: Reducing the park area and having the added cost of moving the road and rebuilding and maintaining the wall. OPTION 4: FOR: Creating a unique city park and beach with easy and safe access, that would benefit a large number of users from Wellington. Potential to become a tourist attraction and add another reason to visit Wellington. Maintaining a large part of the original wall and heritage. Saving the cost of rebuilding the damaged part of the wall. Minimal road changes at Esplanade/Derwent and Reef/Esplanade intersections. AGAINST: Some increase in traffic on Reef St and parts of Derwent St. This would only affect a net of 15 houses, as some houses would see a decrease in traffic and some would see the traffic flow moved from one side of the section to another. OPTION 5: FOR: Creating a unique city park and beach with easy and safe access, that would benefit a large number of users from Wellington. Potential to become a tourist attraction and add another reason to visit Wellington. Integrating the dog walking area at the end of Reef St into the greater park. Saving the cost of rebuilding the damaged part of the wall. AGAINST: Some increase in traffic on Trent St and parts of Derwent St. This would affect a significantly higher number of residents than option 4. Removal of most of the seawall and potential loss of heritage. Cost of removing seawall to the Surf Club building and additional road changes.

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Option 4 is my preferred choice. If cost, traffic and heritage were not a factor, I would prefer option 5, but I think Option 4 offers a good balance between creating an exciting and easily accessible new public space in Wellington while still acknowledging the seawall heritage and minimising increased traffic flow. It also leaves the door open to a future expansion of the park and part or full implementation of Option 5 at a later date. Also getting my kids from the park to the beach without having to dodge traffic on the Esplanade would be a very welcome result of both option 4 and 5.

Heavy vehicle traffic increase

### Comments

We live in 170 Derwent Street a few houses down from the Parade and Derwent street intersection. While we won't be experiencing the 'full' impact of the heavy traffic, we will be able to see and hear it from our house and section under both option 4 and 5. We don't have an issue with this and are strong supporters of both option 4 and 5. And who knows - maybe the small detour down Reef St or Trent St will change the amount of heavy traffic to some extent.

Traffic Safety

### Comments

It would be good to have council traffic experts look at the existing crossings on the corner of Reef St and the Parade as well as The Parade and Derwent St intersection where many children cross to get to the park.

Amenity Loss (Seawall/Esplanade)

**Comments**

Option 4 retains most of the seawall and the part of the Esplanade blocked off in Option 4 and 5 is minimal.

---

Amenity Gain (Beach/Dune/Park)

**Comments**

Option 4 and 5 creates a unique city park and beach with easy and safe access, that will benefit a large number of users from Wellington. Potential to become a tourist attraction and add another reason to visit Wellington.

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Reverse global warming?

---

Do you have any other comments you would like to make?

**Comments**

I have attached a PDF with visuals of how Option 4 and 5 might look.

---

**Attached Documents**

File
IB Seawall Options 4 and 5



ISLAND BAY SEAWALL | Option 4 | Reef St





ISLAND BAY SEAWALL | Option 4 | Reef St



ISLAND BAY SEAWALL | Option 5 | Trent St



ISLAND BAY SEAWALL | Option 5 | Trent St

### Introduction

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### Submitter Details

First Name: **Matt**

Last Name: **Sharpe**

Street: **289 Rintoul Street**

Suburb: **Berhamphore**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

Mobile: **0224153846**

eMail: **matt.sharpemedia@gmail.com**

Resident or Ratepayer:

Ratepayer  Resident  Non-resident ratepayer  Other

Which Community Board Area is your property in?

Eastern  I do not own a property  Lambton  Northern  
 Not indicated  Onslow-Western  Outside Wellington  Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

---

### Submission

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

[Option 1: Status quo \(click 'Option 1' to view aerial photo.\)](#)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

---

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

Option 1: We shouldn't stay with the status quo and it wont address at all the effect of climate change on or community.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

My preferred option is option 4, as it will reconnect the park to the beach, making it safer for people to access the beach from the park. It will allow sand dunes to be restored. And will mitigate and allow for climate change related changes to the area. Option5 is my second option, option 3 is my third option.

---

Heavy vehicle traffic increase

**Comments**

Traffic Safety

**Comments**

Traffic calming measures can be introduced to slow the traffic before entering residential areas.

---

Amenity Loss (Seawall/Esplanade)

**Comments**

Parts of the seawall can be reintroduced into the final landscaping of the park/beach to retain heritage and recreational uses.

---

Amenity Gain (Beach/Dune/Park)

**Comments**

A larger recreational area for he community will be gained that has a natural flow from town to sea. Some dunes can be restored to provide habitat for wildlife and help ease erosion.

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Do you have any other comments you would like to make?

**Comments**

Go option 4!

---

Attached Documents

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File
No records to display.

**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

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**Submitter Details**

First Name: **Guy**

Last Name: **Short**

Street: **4B Lavaud Street**

Suburb: **Berhampore**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

eMail: **gkshort@gmail.com**

Resident or Ratepayer:

Ratepayer  Resident  Non-resident ratepayer  Other

Which Community Board Area is your property in?

Eastern  I do not own a property  Lambton  Northern  
 Not indicated  Onslow-Western  Outside Wellington  Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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 Agent  
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**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

**Option 1:** Status quo (*click 'Option 1' to view aerial photo.*)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree



**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

Option 3 particularly poor continues separation of park & beach while hacking off substantial chunk of parkland.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

Option 4. Connects park to beach. Currently separated by excessively wide road and speeding cars.

---

Heavy vehicle traffic increase

**Comments**

Traffic Safety

**Comments**

Consider: - Reducing speed limit around the Reef St/Parade intersection & the terminus shops. Speed limit backed by appropriate traffic calming measures (speed pillows, narrow lanes?). - Signalising Reef St/Parade intersection. - Moving bus turning area away from intersection after the end of the trolley bus service - further along Reef St could be a possibility (with some land take from the park). - Proper provision for cyclists - separate cycleway and footpath rather than proposed shared path. In addition to running through the park, this should start near the old surf club building and continue to the Derwent St intersection. Also separate cycleway along Reef St (next to the park) to connect with Parade cycle lanes. - Remaining stub of the Esplanade from Derwent St should be reduced to a narrow access lane providing property access only with minimal on street parking and without the large turning area shown on options 4 & 5. (Allows for cycleway mentioned above.)

---

Amenity Loss (Seawall/Esplanade)

**Comments**

Amenity Gain (Beach/Dune/Park)

**Comments**

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Remove old surf club building - bottom level seems to get smashed in everytime there is a decent storm. Build replacement changing sheds/toilets - either on another site or in the same location but much smaller set right back against the seawall and raised up to footpath level on a storm resistant base.

---

Do you have any other comments you would like to make?

**Comments**

---

**Attached Documents**

File
No records to display.

### Introduction

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### Submitter Details

First Name: **Juliet**

Last Name: **Sorensen**

Street: **4 Trent Street**

Suburb: **Island Bay**

City: **Wellington**

Country:

PostCode: **6023**

eMail: **juliet.sorensen@xtra.co.nz**

Resident or Ratepayer:

Ratepayer  Resident  Non-resident ratepayer  Other

Which Community Board Area is your property in?

Eastern  I do not own a property  Lambton  Northern  
 Not indicated  Onslow-Western  Outside Wellington  Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

---

### Submission

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

**Option 1:** Status quo (*click 'Option 1' to view aerial photo.*)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

---

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

It is so so important to get this right. We have an opportunity to remedy a seawall and build a special community pedestrian focused park beach access, however if it is built without consideration of the surrounding community it defeats it's own purpose. Traffic must NOT be allowed to favour Trent, Brighton and Humber streets over Reef street. BTW Regardless of the result speed bumps must be put into Trent and Brighton street. Already traffic including trucks and buses hurtle through these two streets (even with the small traffic control islands and points). A bus mounted the pavement the other day in it's excitement to race around Trent Street and get turned around into Reef - (and it can do it with more consideration and patience correctly in the turning bay in Reef and the Parade) this was appalling to see and many parents are with prams and young children on trikes and easily are waiting to cross the road to go to the park or the beach at exactly the corner of Trent and The Parade where the bus went up on the pavement. Making Island Bay more pedestrian friendly the closer you get to the beach is imperative to support any investment made in the immediate vicinity of the beach - ie a seawall and associated traffic/road upgrades/changes. Reef street is wide and one side is not even populated. It already has buses turning in it and all you need to do is lop off a piece of the North west corner of the Shoreland park to enable a shared thoroughfare route for the trucks and buses on Reef Street. Island Bay is a family friendly, child rich suburb, there are two large schools, a vibrant village, a marine center and a large family park. Currently access to and from these wonderful related venues is constrained by traffic that is of a heavy nature (trucks and buses etc). Encouraging trucks on their way to the dump to use one street only, and to use it well - Reef street (and there are loads of them daily. And as well the buses - who already know better but flout that arrangement very disrespectfully. The WCC traffic guy has and used (at the public meetings) old traffic flow statistics from 2011 and early 2013) these have changed massively as the Eastern suburbs grow, whenever movies are shot over in Miramar and with the sports stadium, the continual work at Wellington airport, the commercial park (Warehouse, Briscoes etc) and the growth in those suburbs.

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

as above

Heavy vehicle traffic increase

**Comments**

as above

Traffic Safety

**Comments**

as above

Amenity Loss (Seawall/Esplanade)

**Comments**

as above

Amenity Gain (Beach/Dune/Park)

**Comments**

as above

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

as above

---

Do you have any other comments you would like to make?

**Comments**

as above

---

**Attached Documents**

File
No records to display.

**Introduction**

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**Submitter Details**

First Name: **Robyn**

Last Name: **Green**

Organisation: **Resident & ratepayer**

Street: **25 Welland Place**

Suburb: **Island Bay**

City: **Wellington**

Country:

PostCode: **6023**

Resident or Ratepayer:

Ratepayer     Resident     Non-resident ratepayer     Other

Which Community Board Area is your property in?

Eastern     I do not own a property     Lambton     Northern  
 Not indicated     Onslow-Western     Outside Wellington     Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

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Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree



[Option 2: Fix the wall and add sand to the beach \(click 'Option 2' to view aerial photo.\)](#)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

[Option 3: Increase the size of the beach \(click 'Option 3' to view aerial photo.\)](#)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

[Option 4: Close part of The Esplanade and connect Shorland Park to the beach \(click 'Option 4' to view aerial photo.\)](#)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

[Option 5: Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park \(click 'Option 5' to view aerial photo.\)](#)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

Heavy vehicle traffic increase

**Comments**

Traffic Safety

**Comments**

Amenity Loss (Seawall/Esplanade)

**Comments**

Amenity Gain (Beach/Dune/Park)

**Comments**

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Do you have any other comments you would like to make?

**Comments**

**Attached Documents**

File
No records to display.

**Sharon Bennett**

---

**From:** Robyn Green <robyn@greennewman.co.nz>  
**Sent:** Monday, 10 November 2014 3:01 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Submission Re: Island Bay Seawall

Hello,

I am writing with reference to the future of the Island Bay Seawall .

I am a born and bred Wellingtonian and have been both a resident and ratepayer of Island Bay since December 1981. That is over half my life.

My late husband and his father were both commercial fisherman who fished out of Island Bay.

I have made a submission on line but it didn't appear that you could tick more than one box.

For example; you could only tick that you were a ratepayer or a resident. What about the vast population of Island Bay who are both?

People in Island Bay don't ask for much – just rebuild our seawall. **It is pivotal to our community.** The seawall and beach **are** synonymous with Island Bay. They go hand in hand. They give us our special community feeling and great sense of pride. As a lifelong Wellingtonian, the beach and sea wall has always set Island Bay apart and given this southern suburb its unique character.

I want to record my preferred option.

**Retain the sea wall in its present alignment and re-build the damaged section to current building code specifications.**

Thank you

Robyn Green

*Robyn Green*  
*CEO*  
*Green Newman Holdings*  
*25 Welland Place, Island Bay 6023, Wellington*  
*Ph +64 4 3836 381, Fax +64 4 383 6314*  
[\*robyn@greennewman.co.nz\*](mailto:robyn@greennewman.co.nz)



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

We are keen to get your views on the options for the Island Bay seawall.

You can have your say by:

- submitting online at [Wellington.govt.nz](http://Wellington.govt.nz)
- phoning us on 499 4444.
- emailing a submission to [islandbayseawall@wcc.govt.nz](mailto:islandbayseawall@wcc.govt.nz)
- completing this form and posting it using the FreePost form at the back of this booklet

**Submissions close at 5pm, Monday 10 November 2014.**

### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

PETERS

Last name

BRIAN

Street address\*

320 MANSFIELD ST BROCKE APT 801 NEWTOWN

Phone/mobile

027-508 4444

Email

\* Mandatory fields

I am making a submission

As an individual

On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.

Yes

No

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## Section two - questions

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
Option 1	1	2	3	4	5
Option 2	1	2	3	4	5
Option 3	1	2	3	4	5
Option 4	1	2	3	4	5
Option 5	1	2	3	4	5

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

1st fold here - fasten here once folded

**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

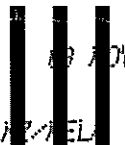
2nd fold here

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Wellington City Council**  
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FreePost Island Bay Seawall (COP001)  
Wellington City Council  
PO Box 2199  
Wellington 6140

**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

Consultation runs until 5.00pm Monday, 10 November 2014.

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**Submitter Details**

First Name: **Alison**

Last Name: **Stewart**

Street: **28 Brighton Street**

Suburb: **Island Bay**

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Country: **New Zealand**

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eMail: **acestewart28@gmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

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**Option 1:** Status quo (*click 'Option 1' to view aerial photo.*)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree



**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
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- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
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- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

General feedback on the options is that the status quo (option 1) will not resolve the issue of the maintenance required to the whole wall. Option 2 does fix and strengthen the wall but does not address the need to change the alignment of the wall. Option 4 and 5 I strongly disagree with as they create traffic hazards for the surrounding residential area which reduces the safety of the community as a whole and I feel is reducing the enjoyment of the south coast by visitors and residents alike as the drive from Seatoun to the quarry is lovely and absolutely needs to remain. It is part of the attraction of Wellington.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Option 3 is my preferred option for the following reasons: - It keeps the sea wall for the full length of the beach but follows the line of the beach which is important to reduce future erosion. - It maintains the flow of traffic around the coast, commercial and recreational (trucks, light vehicles, cyclists) away from inappropriate residential streets. - The esplanade is an essential route around the coast for commercial traffic travelling to the Wellington landfill and other landfill sites up Owhiro Valley. - Keeping the beach separate from Shoreline Park maintains a safe playing environment for children. Children are quick and parents cannot always keep track of more than one and having the park linked with the sea introduces safety issues for families at the park. At the moment the road provides definitive demarkation for children = no drownings. - residential streets which are currently relatively safe for children to bike down due to only having a light flow of light traffic going down them will no longer be safe as they will be catering for heavy trucks, buses (which they normally would not) and increased light vehicle flows. This is a negative impact on the community.

---

Heavy vehicle traffic increase

### Comments

Options 1, 2 & 3 all keep the heavy traffic which is going to landfill sites away from residential areas. This is essential as this flow of trucks starts at approximately 0600 and continues through the day. Neither Brighton Street or Trent Street have bus routes in them. Brighton Street has signs at each end advising that buses are not to enter (from either end) and yet they still do regularly every day. Buses are not supposed to go up Brighton Street because it is a narrow street and cars are damaged because they force their way through. Should Option 5 be implemented Buses and trucks would be coming up Trent and Brighton Streets. Neither street is designed for significant traffic flows which puts the residents, their families and pets at significant risk. While Reef Street is a wide street which is really beneficial for parking when at the park. This makes Shoreline Park really popular because of good safe access. Should Option 4 be implemented the increased traffic flows would reduce the safety and have a potentially negative impact on the use of the park and the businesses adjacent to the park. With implementation of Option 4 & 5 there is the issue of getting traffic from the parade back to the esplanade. The seaward end of Derwent Street is narrow and there are no options available for widening this stretch of road. This introduces hazards at this point for drivers and pedestrians alike. I see no benefit to the community of Island bay with the uptake of any option that closes the esplanade to traffic at any point.

---

Traffic Safety

### Comments

Pertains to my comments above. The esplanade funnels traffic around the coast. This means that commercial traffic that has no requirement to be in Island Bay residential streets is not using those

streets and they can safely travel to their destination. Should the Esplanade not be an option for the bulk of the traffic flow the safety of residents and their vehicles is at risk. Brighton Street is off limits to regular bus runs because of the narrow nature of the street and the damage that was occurring to vehicles. Closure of the Esplanade to the main flow of traffic is not a safe option for the community of Island Bay

---

#### Amenity Loss (Seawall/Esplanade)

##### Comments

For me as a resident of Island Bay the Sea wall is part of our community. I have listened to the long standing residents of this community and how they and their forefathers developed the community and the sea wall is significant to them. It was constructed to stop erosion and therefore needs to stay. The coastal road was put in for residents and further developed for commercial purposes (quarry and fishing). While the commercial aspects may have changed the traffic has increased and therefore the esplanade is essential to this traffic. Tourist traffic is another group who enjoy our south coast and being able to enjoy an unbroken drive round the coast. As a resident it is a drive I personally enjoy also. Cyclists are a group that may not have been consulted sufficiently. The south coast is part of their training routes and while I do not know the actual numbers who train regularly there are high numbers who go round the coast and then up Owhiro Valley as their chosen route. They do not go through Island Bay Parade as it only leads to Berhampore which is not safe for large groups of cyclists on a training run. By removing the wall we would not be returning the bay to its natural appearance rather issues of sand invasion would need to be addressed long term, thus introducing a new issue.

---

#### Amenity Gain (Beach/Dune/Park)

##### Comments

As the beach is a reserve area and therefore does not get groomed to remove debris after a storm having more beach is not significant. I do not agree with creating un-natural beaches so option 2 does not seem sensible. The action of the sea changes and any sand bought in will either get added to or removed naturally. This is why I see option 3 as a good fit as the shape of the wall works with the considered direction of the wave action but does not interfere with the below waterline bed of the sea.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

##### Comments

I genuinely feel the curve built into the wall in option 3 addresses the issues at hand. I do not accept that there will be further significant sea level rise through global warming as the major melts have already occurred. The direction of storms have always changed and are cyclic to a certain extent so feel Option 3 meets the challenges.

---

Do you have any other comments you would like to make?

##### Comments

---

#### Attached Documents

File
No records to display.

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

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  - completing this form and posting it using the FreePost form at the back of this booklet
  - phoning us on 499 4444.
- Submissions close at 5pm, Monday 10 November 2014.**

## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Anton Naboli

Street address\*

140 Derwent St Island Bay

Phone/mobile

Email

027 569 3835

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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FreePost Authority Number 2199

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Wellington City Council**

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FreePost Island Bay Seawall (COP001)  
Wellington City Council  
PO Box 2199  
Wellington 6140

**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

Consultation runs until 5.00pm Monday, 10 November 2014.

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**Submitter Details**

First Name: **Cam**

Last Name: **Leslie**

Street: **85 Rintoul Street**

Suburb: **Newtown**

City: **Wellington**

Country: **New Zealand**

PostCode: **6021**

eMail: **cam@leslies.co.nz**

Resident or Ratepayer:

Ratepayer  Resident  Non-resident ratepayer  Other

Which Community Board Area is your property in?

Eastern  I do not own a property  Lambton  Northern  
 Not indicated  Onslow-Western  Outside Wellington  Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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Submitter  
 Agent  
 Both

**Submission**

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Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree



[Option 2: Fix the wall and add sand to the beach \(click 'Option 2' to view aerial photo.\)](#)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

[Option 3: Increase the size of the beach \(click 'Option 3' to view aerial photo.\)](#)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

[Option 4: Close part of The Esplanade and connect Shorland Park to the beach \(click 'Option 4' to view aerial photo.\)](#)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
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  - Neutral
  - Disagree
  - Strongly disagree
- 

[Option 5: Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park \(click 'Option 5' to view aerial photo.\)](#)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
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  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

My preferred option is either option 4 or 5. This is my preferred option because it better protects against Climate change, has good cost benefit ratios, and is more natural and family friendly. It connects the park to the beach which I think will markedly improve that area and make it more family friendly.

---

Heavy vehicle traffic increase

**Comments**

---

Traffic Safety

**Comments**

I believe that option 4 or 5 will increase traffic safety.

---

Amenity Loss (Seawall/Esplanade)

**Comments**

I see this as more of an improvement and replacement with more natural sand dunes. If someone really wants to see a seawall they are welcome to go to Lyall Bay and look at the wall there. A small detour with the loss of Esplanade will not add significant time to any journeys and still maintain views.

---

Amenity Gain (Beach/Dune/Park)

**Comments**

High public benefits which is why we should go with option 4 or 5 and will tie in with a safe separated cycleway to Island Bay making it a more people focused and family friendly destination.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Keep moving the city in a sustainable direction and make climate change a serious and priority issue.

---

Do you have any other comments you would like to make?

**Comments**

---

Attached Documents

---

File

No records to display.

**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

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**Submitter Details**

First Name: **Sam**

Last Name: **Rye**

Organisation: **n/a**

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Country:

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Mobile: **+64211141343**

eMail: **samrye@gmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

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 Agent  
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Strongly agree  
 Agree  
 Neutral  
 Disagree

Strongly disagree

---

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

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- Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

Considering the extreme weather events, the proximity to Tapu Te Ranga Reserve, the knowledge that sea walls harm the ecology of shorelines and dune systems, and the forecast sea rise, it would make much more sense to go for regenerating dune systems - hence my strong disagreement with options 1 & 2, and disagreement of option 3.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Option 5 is an ideal scenario where Island Bay beach is rejuvenated and regenerated by working with ecology to provide natural protection of dune systems. My primary drivers in this are: - Regenerating the ecology of the area - Improving the aesthetics of the beach - removing ugly concrete walls which create a man-made barrier for residents and visitors with the amazing bay. - Extending the appeal of the area for sustainable (domestic & international) tourism with better aesthetics and ecological value of the bay. - Showcasing for the city & beyond, Wellington's commitment to regenerating our iconic natural spaces where possible, and leading the country in natural protection from coastal erosion. - Extending community spaces where individuals and families can gather, creating greater social cohesion of our community. - Enabling a corridor for leisure use of the park to the beach without having to cross a road.

---

Heavy vehicle traffic increase

### Comments

Unsure what this means?

---

Traffic Safety

### Comments

Currently to get to the beach we must cross a road. There is also the danger that small children and pets will come out of the park into the road. It would be much safer to cut off road use along this section of the beach.

---

Amenity Loss (Seawall/Esplanade)

### Comments

Suggest a raised boardwalk could provide an excellent leisure access to amend for the loss of the ugly concrete wall and road.

---

Amenity Gain (Beach/Dune/Park)

### Comments

This is a huge benefit for the community and ecology of the area. The possibility of having species such as little blue penguins living in this area is very exciting (possibly could be worth thinking about small 'hides' for people to see them in the evening if they do return).

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

I have been involved in coastal regeneration projects in Australia, and have been working with Biomimicry Aotearoa (a fledgling node in a global network of people looking at learning how nature 'engineers' complex systems like this and applies it to challenges in our communities). I have found a couple of links about coastal erosion/regeneration projects for you: Cape Cod: <http://safeharborenv.com/coastal-restoration-strategies/biomimicry-creating-land-from-air/> and NYC project after Hurricane Sandy: <http://biomimicrynyc.com/greenharbors/>

---

Do you have any other comments you would like to make?

### Comments

---

### Attached Documents

File
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**Submitter Details**

First Name: **Brighid**

Last Name: **Jamieson**

Street: **53 ribble st**

Suburb:

City:

Country:

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Daytime Phone: **0212429121**

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eMail: **brighidjamieson@yahoo.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
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 Agree  
 Neutral  
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Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
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- 

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- 

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- Strongly agree
  - Agree
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- 

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

Thank you for giving me the opportunity to submit my thoughts on the upcoming Island Bay seawall decision. My family love living in Island Bay and regularly enjoy using the park and beach area. I believe this section of the public waterfront is Island Bay's greatest asset and could become a key public amenity for the greater wellington area. In considering this opportunity, the first question to ask is 'what do we want this public space for? (i.e. what could its potential function/s be?) and then 'how do we best achieve this vision' (I.e. what form could this take?). In terms of the function, I would like to see a significant family-friendly well-integrated recreational public space which caters to the greater Wellington public and is around for the long term. The public BBQ area, popular childrens play areas, marine education centre and beautiful beach with its stunning coastal views are already there. Its just v fragmented. There is a road that runs through the area, the wall between the park and beach is a barrier and a large under-utilized grassed area on the east side of the park, which is wasted space. For me, options 1 and 2 do not add anything to the area, are short term in thinking and a waste of ratepayers money. Option 3 still means the area remains somewhat fragmented. There is a disconnect between park and beach and reduces park recreation space. I strongly support Option 4. I envision the area becoming an attraction something akin to Days Bay, but much better, as it is better located, the area would be more connected and wouldn't have the infamous road hazard running through the middle. I note there is considerable local buzz about the potential this option provides. I urge the council to take this exciting progressive and future proofing option.

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Option 4 is my preferred option. As per reasons noted above. It enables the development of a coherent beach/park public space. Also it doesn't create a traffic issue on Trent St.

Heavy vehicle traffic increase

### Comments

Increased traffic on the road to the north of the park is worth considering but Im sure traffic staff can advice on solutions.

Traffic Safety

### Comments

I suggest that there is currently a traffic danger as kids going between the park and beach (the two areas they particularly enjoy) due to the roading layout.

Amenity Loss (Seawall/Esplanade)

### Comments

Option 4 would improve amenity and provide a more natural appeal. The wall would remain in other places and in my opinion is not a visual amenity.

Amenity Gain (Beach/Dune/Park)

**Comments**

Option 4 would provide an opportunity for significant amenity gain and increased use of the space. Reasons are as above. Also dunes would provide additional beauty and potential wind buffer.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Do you have any other comments you would like to make?

**Comments**

Attached Documents

File
No records to display.

**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

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**Submitter Details**

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Suburb: **Thorndon**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

[Option 1: Status quo \(click 'Option 1' to view aerial photo.\)](#)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

Heavy vehicle traffic increase

**Comments**

Traffic Safety

**Comments**

Amenity Loss (Seawall/Esplanade)

**Comments**

Amenity Gain (Beach/Dune/Park)

**Comments**

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Do you have any other comments you would like to make?

**Comments**

**Attached Documents**

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**Submitter Details**

First Name: **Liz**

Last Name: **Springford**

Organisation: **N/A**

On behalf of: **N/A**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

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**Option 1:** Status quo (*click 'Option 1' to view aerial photo.*)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral

- Disagree
  - Strongly disagree
- 

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
-



Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

I believe local government has a responsibility to both lead and listen to Wellingtonians in managing natural hazards. I congratulate the Council on this consultation which shows that the Council is listening to the local wisdom of Wellingtonians. Leadership means both elected councillors and appointed council staff have been trusted with the resources to anticipate future challenges and opportunities for our city - other Wellingtonians in their day-to-day lives do not have this same capacity to anticipate and plan for our city's future. This means the Council has the responsibility to act on the most up-to-date information sources on climate changes and share that knowledge with Wellingtonians. Unfortunately the Tonkin and Taylor report informing the options seems to several serious limitations. Firstly, the extent of climate changes, including sea level rises seems to be based on out-of-date under-estimates, and secondly, quantifying the likely range of future costs of the options has been omitted from their analysis out - both limitations of the report make a true comparison of the options difficult for submitters and indeed, councillors. Tonkins and Taylor quote Ministry for the Environment guidelines from 2008 with a base value sea level rise of 0.5m by 2100, and 0.8m beyond that. Two important points to note - (i) MfE 2008 guidelines were based on IPCC's Assessment Report 4 from 2007, and as the 2013-2014 IPCC AR5 reports state, much more is now known about sea level rise, and (ii) according to an official originally involved in writing those guidelines, these values were minimum values and local councils were expected to use the latest research to plan for their communities. The AR5 'The Physical Science Basis' gives estimates of between 0.5m and 0.98m by 2100 for the various pathways of future emissions. Until there is clear international progress on emissions reductions that support the best-case pathway, the Council would be prudent to plan for sea level rises of at least 1m during the lifetime of any further seawall construction. Incidentally amongst many other more serious implications, this would mean the seawall would need to be raised much higher than Tonkins and Taylor estimate, which means the beach view would be much less accessible and attractive.

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

I strongly prefer option 5 where part of the Esplanade is closed along with the Reef Street/Esplanade intersection, the beach is connected with Shorland Park and a section of the seawall is removed. 1. The top priority to me is wise stewardship of limited ratepayer funds in the face of climate changes which are increasing the sea level along our coastlines and increasing the frequency and intensity of extreme weather events. Returning the beach to a natural system capable of adapting to storm events and long-term climate changes is important. 2. Safe vehicle access to local residents' homes is also important whilst no official decision has been made to retreat from those homes. 3. This adaptation challenge offers an opportunity to enhance a community recreation resource and further enhance the marine reserve environment. However if there is insufficient community support for option 5, then I recommend that the Council takes an incremental approach to increasing the beach's adaptive capacity to climate changes and adopts option 4 where the Reef Street/Esplanade intersection stays open for now, but there is no attempt to reinstate the wall at the narrowest part of the beach. Experiential learning from the attractiveness of Shorland Park flowing on to the beach and continuing climate changes (especially increasing frequency and severity of extreme weather events) is likely to encourage community support in time for option 5. As both the IPCC AR5 Synthesis report and the NZ Insurance Council report 'Protecting NZ from Natural Hazards' (both released last week) indicate, local government has a critical role in adaptation to and mitigation of climate change impacts. The decision about the Island Bay Seawall will ripple out as a model for future adaptation decisions and helps Wellingtonians understand that our climate is changing and decisions need to be made wisely with limited ratepayer funds.

Heavy vehicle traffic increase

#### Comments

This is a case for thinking in terms of joined-up policy. If we are going to support the emissions reduction pathway outlined in the IPCC AR5 reports that hopefully limit sea level rise to 0.5m, then substantial transport emission reductions are needed. Given the average age of NZ's vehicle fleet is over a decade, this will also mean a substantial reduction in vehicle traffic at least until electric vehicles are commonplace.

---

Traffic Safety

#### Comments

Options 4 and 5 increase traffic safety with access to the beach from the playground made safe from traffic.

---

Amenity Loss (Seawall/Esplanade)

#### Comments

This is a human-made structure which actually reduces the attractiveness of the beach, and if made high enough to temporarily withstand sea level rises and storm events, will block the view even more.

---

Amenity Gain (Beach/Dune/Park)

#### Comments

Both options 4 and 5 will substantially increase this amenity.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

#### Comments

No comment at this stage.

---

Do you have any other comments you would like to make?

#### Comments

Island Bay beach is important to my family as our closest beach and a place of beauty and contemplation in all weathers. I love jogging to the beach in the weekend (a nice 5km return run from home), and pause to gaze out across the water. Recently we stayed at the Lighthouse which was magic, and last year I got to kayak to the island after decades of enjoying the beach. A taonga to enhance in the face of our changing climate.

---

Attached Documents

File
No records to display.

### Introduction

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### Submitter Details

First Name: [REDACTED]

Last Name: [REDACTED]

Street: [REDACTED]

Suburb: [REDACTED]

City: **Wellington**

Country: **New Zealand**

PostCode: [REDACTED]

Daytime Phone: [REDACTED]

Mobile: [REDACTED]

eMail: [REDACTED]

Resident or Ratepayer:

Ratepayer     Resident     Non-resident ratepayer     Other

Which Community Board Area is your property in?

Eastern     I do not own a property     Lambton     Northern  
 Not indicated     Onslow-Western     Outside Wellington     Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

---

### Submission

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

[Option 1: Status quo \(click 'Option 1' to view aerial photo.\)](#)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

Option 1, and to a lesser degree Option 2 are not tenable to me because if the impacts of climate change are not built into the design then the sea will continue to resolve the seawall problem itself. I think it is far wiser to build in adaptations now.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

I prefer Option 5 because it would not only rectify the storm damage but take advantage of the situation by creating an environment that complements the existing Shorland Park, Taputeranga Marine Reserve and builds in some durability to accommodate the expected impacts of climate change.

---

Heavy vehicle traffic increase

### Comments

Connecting Shorland Park with a dune system would create a much safer environment where people (particularly children) don't have to navigate heavy traffic. Traffic calming measures in this area could help, the bays road is a road that drivers seem to cruise on anyway.

---

Traffic Safety

### Comments

The South Coast is a very popular cycling route. It is an asset we could be celebrating more as it is magnificent whether you're cruising, commuting or training. Ensuring people can move freely and safely in this way is important to me and needs to be properly incorporated into the design.

---

Amenity Loss (Seawall/Esplanade)

### Comments

To me the Seawall is a visual barrier to the South Coast that I love. I'd much prefer to admire the wild and dynamic ocean than an aging concrete structure. The South Coast environment is unique, unfortunately a concrete wall is not. Even before the Seawall was damaged, the Esplanade was often covered with sand making it hard to navigate on a bike.

---

Amenity Gain (Beach/Dune/Park)

### Comments

Option 5 would ensure Island Bay became a destination for locals and tourists, it would become a real feature of the city; a place where both the environment and people thrive. As the marine reserve becomes more established it will grow into a greater attraction and this option would ensure Island Bay becomes of the hub of marine reserve activity. There is very little duneland currently on the South Coast and having such an accessible dune system would provide great educational and research opportunities as well as increasing the amenity value. A large, safe community space would be great for festivals and family activities.

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

---

Do you have any other comments you would like to make?

**Comments**

Sieze the opportunity this storm has provided; the South Coast is a treasure, let's work with it and not against it.

---

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File
No records to display.

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**Submitter Details**

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Last Name: **Glen**

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Suburb: **Khandallah**

City: **Wellington**

Country:

PostCode: **3035**

Daytime Phone: **021494062**

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Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

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Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)



**Comments**

In my opinion Option 4 is the most sustainable in the long term

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

See above option 4 is without doubt the most logical option. It would be Wellington Cities first real chance to make a decision that can be seen to be in sync with future global warming and the associated sea rise we are told will happen.

---

Heavy vehicle traffic increase

**Comments**

do not see a correlation. Heavy vehicle traffic is still going to be there regardless of the options. The advantage of option 4 is that this traffic is going to be rerouted away from and around the park/dune/beach precinct

---

Traffic Safety

**Comments**

safer for beach users as it creates a beach precinct and excludes traffic by rerouting it.

---

Amenity Loss (Seawall/Esplanade)

**Comments**

Not an issue for me as one amenity (seawall) is going to be replaced by another (beach and dunes) linking another amenity (Shoreland Park)

---

Amenity Gain (Beach/Dune/Park)

**Comments**

Amenity gain links existing Shoreland Park with the beach directly

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shoreland Park?

**Comments**

No

---

Do you have any other comments you would like to make?

**Comments**

No

---

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File

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**Submitter Details**

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Last Name: **clink**

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Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

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Mobile: **027 672 7774**

eMail: **janeclink@yahoo.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

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Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

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Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
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  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
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- 

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

Options 1, 2, and 3 make the most sense as they do not close any roads. The intersection at Beach Road, Derwent, and the Esplanade will be a nightmare to negotiate if the Esplanade is closed in any way. Derwent cannot handle the heavy traffic.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Options 1, 2 or 3 make the most sense.

---

Heavy vehicle traffic increase

### Comments

To close the Esplanade will make the north end of the park extremely dangerous to pedestrians, cyclists, etc. It is already a danger to cars and cyclists trying to pull out onto Derwent from Reef street, or vice versa.

---

Traffic Safety

### Comments

To close the Esplanade will make the north end of the park extremely dangerous to pedestrians, cyclists, etc. It is already a danger to cars and cyclists trying to pull out onto Derwent from Reef street, or vice versa.

---

Amenity Loss (Seawall/Esplanade)

### Comments

The seawall is an historical part of Island Bay. To take it down would destroy that for future generations. Better to improve it than destroy it.

---

Amenity Gain (Beach/Dune/Park)

### Comments

To close the Esplanade would be a huge detriment to the community, and serve only a few people, not the majority. To combine a cycleway with a pedestrian walkway (Options 4 and 5) will cause many accidents and 'walkway rage.'

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

I think Option 3 makes the most sense. It retains the sense of what Island Bay is and has always been, and looks to the future to preserve that. Options 4 and 5 just sound like some people who DON'T live in Island bay who just want to come down to the beach occasionally.

---

Do you have any other comments you would like to make?

**Comments**

Please don't close any roads!

**Attached Documents**

File
No records to display.

# Island Bay Seawall: SUBMISSION FORM

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- emailing a submission to islandbayseawall@wcc.govt.nz
- Submissions close at 5pm, Monday 10 November 2014.**
- completing this form and posting it using the FreePost form at the back of this booklet

### Enter your name and contact details

Mr
  Mrs
  Ms
  Miss
  Dr

First name\*

Last name

TINA

HAKARAIA

Street address\*

10 FOYLE STREET

ISLAND BAY 6022

Phone/mobile

04 382 7105

Email

haka@tra.co.nz

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)



### Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

My preferred option is to just replace the current sea wall. I have lived in Island Bay for most of my life (over 60 years) + have never found this a huge issue, ie storms causing flooding onto roads etc) in this particular area.

While I accept that storms may increase in intensity in the future I just can't accept that is a particular problem for a very small part of the Island Bay Esplanade, rather all of Wellington's coastline of over 70 kms! possibly being in danger.

Effort + finances should be concentrated on the wider issue instead of this very 'minute' local one.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Refer to Above

Do you have any other comments you would like to make?

[Empty rectangular box for comments]

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**Thank you for your comments. Please return this submission form by 10 November 2014.**

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Wellington City Council**  
Me Heke Ki Pōneke

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PO Box 2199  
Wellington 6140

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\* Last name

ANTONIO DE GREGORIO

Street address\*

87 FARNHAM ST, MORNINGTON

Phone/mobile

021 841510.

Email

degregorio08@gmail.com

\* Mandatory fields

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Name of organisation

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Giuseppe Greco

Street address\*

132 THE ESPRANADE ISLAND BAY 6023.

Phone/mobile

Email

021 1179060

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

2

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

OPTION ① JUST REBUILD THE SEAWALL.  
 AS IT WAS AND GET RID OF THAT OLD  
 TOILET BRICK WALLS THAT STICK UP IN  
 THE PARK, PUT AN ICE CAFE THERE  
 FOR PEOPLE TO COME TO ISLAND BAY  
 AND HAVE TEA & CAKES JUST LIKE  
 THE OLD DAYS THAT WOULD BE  
 NICE  
 I HAVE BEEN IN ISLAND BAY ALL OF MY 64 YEARS  
 AND I THINK THE COUNCIL SHOULD TAKE NOTE  
 OF US RATE PAYER'S.

---



**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\* Alistair Last name HOGG  
YVONNE HOGG

Street address\* 64 Clyde St Island Bay

Phone/mobile 021 3836315 Email

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission: 2

How have you gathered these people's views?

My wifes

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Do you have any other comments you would like to make?

Stop the  
cycle way

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Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Jonathan Basile

Street address\*

335 PARADE ISLAND BAY WGTN

Phone/mobile

Email

\* Mandatory fields

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Name of organisation

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1

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Option 3	1	2	3	④	5
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Option 5	1	2	3	4	⑤

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Option 2	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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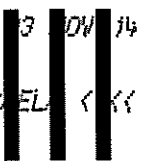
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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Euisseppe Natoli

Street address\*

140 Derwent St Island Bay

Phone/mobile

Email

~~027 16114~~ 027 2414880 —

\* Mandatory fields

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Name of organisation

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

SAMER MC BRIDE

Street address\*

3 DART CRAS ISLAND BAY WELLINGTON 6023

Phone/mobile

Email

\* Mandatory fields

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Name of organisation

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Steve Scott

Street address\*

14 WELLMOND PLACE IB

Phone/mobile

Email

0274801793

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

2

How have you gathered these people's views?

Discussion

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CLOSING THE ROADS!

STUPID



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[Empty box for comments]

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

PETER DEAR

Street address\*

4/30 AVON ST. ISLAND BAY

Phone/mobile

Email

043835666 0211673186 peterandpolly@slingshot.CO.NZ

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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## Section two - questions

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	Strongly agree				Strongly disagree
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Option 5	1	2	3	4	5

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

OPTION 4 : 5 .

THE W.C.C. WOULD BE BLOCKING A HERITAGE ROAD. ONE OF THE LONGEST MARINE DRIVES IN THE SOUTHERN HEMISPHERE.

TRAFFIC CHAOS, LARGE TRUCK TRYING TO GET TO THE TIP, ETC.

THE HUGE COSTS. TO THE RATE PAYER.

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

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Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

JUST REBUILDING THE SEA WALL  
OPTION ONE .

Do you have any other comments you would like to make?

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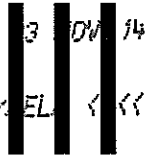
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Wellington City Council**  
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Wellington City Council  
PO Box 2199  
Wellington 6140

# Island Bay Seawall: SUBMISSION FORM

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- completing this form and posting it using the FreePost form at the back of this booklet
- phoning us on 499 4444.

**Submissions close at 5pm, Monday 10 November 2014.**

## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

LISA

DE GREGORIO

Street address\*

87 FARNHAM STREET, MORNINGTON

Phone/mobile

Email

021 533079

[lisa.m.degregorio@gmail.com](mailto:lisa.m.degregorio@gmail.com)

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

1

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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**Section two – questions (continued)**

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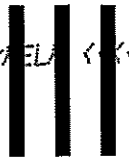
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Wellington City Council**

Me Heke Ki Pōneke

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FreePost Island Bay Seawall (COP001)  
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- Submissions close at 5pm, Monday 10 November 2014.**

### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\* Jocelyn Last name Wilson

Street address\* 8 maybuney Way Island Bay

Phone/mobile \_\_\_\_\_ Email \_\_\_\_\_

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation \_\_\_\_\_

Number of people whose views are represented by this submission: \_\_\_\_\_

How have you gathered these people's views?

*Ratio of people on the beach to road / foot path users is 500 to 1. i.e. one on the beach. Other than sunny*

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

*non windy summer holidays or weekend in the afternoon*

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Option 5	1	2	3	4	<u>5</u>

Do you have any other comments you would like to make?

308

The road is an arterial route and essential. Far more people use the road & footpaths than use the beach. The beach is usually empty except for fine weather on the weekends, especially the afternoons.

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Thank you for your comments. Please return this submission form by 10 November 2014.

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Ravji Sukhu

Street address\*

103B Daniell St Newtown (formally clyde st.)

Phone/mobile

Email

0274403629 rajji55@hotmail.com

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

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Do you have any other comments you would like to make?

[Empty box for comments]

1st fold here - fasten here once folded

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

TERRYN

NATALI - ROGERS

Street address\*

9 BUENHAM ST, PETONE

Phone/mobile

Email

021 2531074

Terryn.Natali@hotmail.com

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

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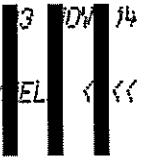
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Wellington City Council  
PO Box 2199  
Wellington 6140

**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

Consultation runs until 5.00pm Monday, 10 November 2014.

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**Submitter Details**

First Name: **Barbara**

Last Name: **Fill**

Street: **2 High St**

Suburb: **Island Bay**

City:

Country:

PostCode: **6023**

Daytime Phone: **+6443837996**

Mobile: **+6443837996**

eMail: **barb.fill@xtra.co.nz**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

**Option 1:** Status quo (*click 'Option 1' to view aerial photo.*)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

### Comments

Options 4 and 5 need to be explored further and involve a dune specialist to advise on which is the most sustainable option in the long term.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

### Comments

Reinstatement of the seawall in the current position is not a viable option. The whole project needs to be revisited in terms of the long term sustainability of the beach system from the western side of the beach taking into account the restored dune system to the eastern side of the beach past the surf club building which is a major structural impediment to the re-establishment of the dune at this end of the beach as is the seawall. These factors all need to be considered for the long term sustainability of the beach system as well as the roading networks.

---

Heavy vehicle traffic increase

### Comments

---

Traffic Safety

### Comments

---

Amenity Loss (Seawall/Esplanade)

### Comments

The Island Bay beach has significant heritage values - social, cultural and ecological. The construction of the seawall and Esplanade while extant for a long time have undermined the ecological values of the beach and continue to be eroded. The sea wall has important amenity value to the local community as a gathering place. The promenade seawall experience can be re-established at the rear of a reconstructed dune, either using original pieces or a new structure.

---

Amenity Gain (Beach/Dune/Park)

### Comments

There will be significant gains to the beach system being stabilised by appropriate plantings and controlled access ways as well as enhanced visitor experience of the beach and park through a natural and safer connection to a greatly improved beach with natural plantings rather than wind blown sand and concrete. .

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

### Comments

Thought should be given to creating a back dune/wetland as part of this process. This is a lot of

'waste land' in the current park and options of raising the stormwater outlets through the park should be considered.

---

Do you have any other comments you would like to make?

**Comments**

We believe that a planned retreat from 'pinch' areas such as the Island Bay Dune along the coast is essential to manage the long term effects of inundation that is being intensified by climate change.

---

**Attached Documents**

File
No records to display.



# Island Bay Seawall: SUBMISSION FORM

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Darlene Natoli

Street address\*

1140 Derwent Street, Island Bay

Phone/mobile

Email

0221611447 natoli@xtra.co.nz

\* Mandatory fields

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Name of organisation

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Do you have any other comments you would like to make?

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### Submitter Details

First Name: **Dan**

Last Name: **Wilkinson**

Street: **45 High Street**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

eMail: **d.wilkinson@tlc.ac.nz**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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Submitter  
 Agent  
 Both

---

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---

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- Strongly agree
  - Agree
  - Neutral
  - Disagree
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**Comments**

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

The flow of beach to park could make the whole area very usual friendly for young & old alike... it would be visually pleasing & free of hazards of cars going along the esplanade.

---

Heavy vehicle traffic increase

**Comments**

---

Traffic Safety

**Comments**

---

Amenity Loss (Seawall/Esplanade)

**Comments**

---

Amenity Gain (Beach/Dune/Park)

**Comments**

---

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

---

Do you have any other comments you would like to make?

**Comments**

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**Submitter Details**

First Name: **Reina**

Last Name: **Solomon**

Organisation: **Te Runanga o Toa Rangatira Inc**

On behalf of: **Ngati Toa Rangatira**

Street: **PO Box 50355**

Suburb:

City: **Porirua**

Country:

PostCode: **5240**

Daytime Phone: **06 2376763**

Mobile: **0275472047**

eMail: **reina.solomon@ngatitoe.iwi.nz**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

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**Submission**

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**Option 1:** Status quo (*click 'Option 1' to view aerial photo.*)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral



- Disagree
  - Strongly disagree
- 

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
-

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

#### Comments

A good range of options for consideration

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

#### Comments

---

Heavy vehicle traffic increase

#### Comments

---

Traffic Safety

#### Comments

---

Amenity Loss (Seawall/Esplanade)

#### Comments

---

Amenity Gain (Beach/Dune/Park)

#### Comments

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

#### Comments

---

Do you have any other comments you would like to make?

#### Comments

Tena koe This submission is made by Te Runanga o Toa Rangatira (The Runanga), the mandated iwi organization for Ngati Toa Rangatira. The overall vision of the Runanga is to promote the mana of Ngati Toa Rangatira by enhancing the social, economic, educational, cultural and spiritual development of all whanau members, in an open and responsive manner, by enabling them opportunities to attain their full potential for the benefit of the Iwi and the community. In pursuit of this vision, the Runanga's role includes defending and promoting our Treaty of Waitangi rights, protecting Ngati Toa's customary interests, and promoting the sustainable management of the environment within our tribal area. It is the view of Ngati Toa that every effort must be made to restore coastal systems and processes as much as possible. Circumstances such as the one that has arisen at the Island Bay Seawall provide rare opportunities for ecological restoration or

enhancement in historically developed areas. Ngati Toa has Statutory Recognition over the coastal marine area at Island Bay and is supportive of environmental improvements that will benefit the marine environment. For these reasons we support options 4 or 5.

Attached Documents

File
No records to display.

**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

Consultation runs until 5.00pm Monday, 10 November 2014.

**Privacy Statement**

All submissions (including name and contact details) are published and made available to elected members of the Council and the public. Personal information supplied will be used for the administration and reporting back to elected members of the Council and the public as part of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

**Submitter Details**

First Name: **yanos**

Last Name: **fill-dryden**

Street:

Suburb:

City:

Country:

PostCode: **6023**

Resident or Ratepayer:

Ratepayer     Resident     Non-resident ratepayer     Other

Which Community Board Area is your property in?

Eastern     I do not own a property     Lambton     Northern  
 Not indicated     Onslow-Western     Outside Wellington     Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

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Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
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  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
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  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
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  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Comments**

Wellington Council will need to adopt the planned retreat strategy in the face of rising sea level if they are going to have any hope of continuing to provide affordable amenity. Options 4 & 5 should be seen as the first major step in a long term strategy of planned retreat.

---

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

#### Comments

---

Heavy vehicle traffic increase

#### Comments

---

Traffic Safety

#### Comments

---

Amenity Loss (Seawall/Esplanade)

#### Comments

---

Amenity Gain (Beach/Dune/Park)

#### Comments

Options 4&5 contain the biggest potential amenity gains by far; connecting the park directly to an improved beach will make a safer and more enjoyable recreation experience.

---

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

#### Comments

---

Do you have any other comments you would like to make?

#### Comments

The options are very poorly presented, further illustrating that engineers should not be left in charge to this type of work.

---

#### Attached Documents

File
No records to display.

**Sharon Bennett**

---

**From:** mloughnan@actrix.gen.nz  
**Sent:** Sunday, 9 November 2014 4:39 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Island Bay Sea wall.

I vote for Option 3 of the proposal because my ancestors arrived in New Zealand in the late 1800s.

They were part of the Italian Community that fished from the boats anchored in the lee of the island.

The island reminded them of the island they left behind, the Island of Stromboli, off the coast of Italy. So, to me, and my family, it is part of our history, in New Zealand.

Wellington owes a lot to its early settlers and it would be a real shame if their heritage is lost.

Sincerely

Marie Barnao Loughnan

22 A Hall Street

Newtown

Wellington.

**Sharon Bennett**

---

**From:** mloughnan@actrix.gen.nz  
**Sent:** Sunday, 9 November 2014 4:52 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Island Bay Sea bWall

I would like to vote for Option 3 of the proposal.

My ancestors arrived in New Zealand in the late 1800s. They came from a small island off the coast of Italy, Stromboli.

Island Bay reminded them of their homeland.

Fishing boats were anchored in the lee of the island at Island Bay.

Wellington became their chosen country, and Island Bay their place of residence.

Wellington owes a great deal to its earliest settlers. It would be a real shame if the sea wall was not renewed as it is part of the heritage of Italians living in and around the suburb of Island Bay.

Please consider Option 3 as the best solution to the problem.

Sincerely,

Marie Barnao Loughnan

22 A Hall Street

Newtown

Wellington.



# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

We are keen to get your views on the options for the Island Bay seawall.

You can have your say by:

- submitting online at [Wellington.govt.nz](http://Wellington.govt.nz)
  - emailing a submission to [islandbayseawall@wcc.govt.nz](mailto:islandbayseawall@wcc.govt.nz)
  - completing this form and posting it using the FreePost form at the back of this booklet
  - phoning us on 499 4444.
- Submissions close at 5pm, Monday 10 November 2014.**

### Enter your name and contact details

Mr    Mrs    Ms    Miss    Dr

First name\*

Last name

GAVIN PEACOCK

Street address\*

12 REEF ST, ISLAND BAY

Phone/mobile

Email

3838713

\* Mandatory fields

I am making a submission  As an individual    On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes    No

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## Section two - questions

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
Option 1	(1)	2	3	4	5
Option 2	1	2	3	4	(5)
Option 3	1	2	(3)	4	5
Option 4	1	2	3	4	(5)
Option 5	1	2	3	4	(5)

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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Wellington City Council**

Me Heke Ki Pōneke



FreePost Island Bay Seawall (COP001)  
Wellington City Council  
PO Box 2199  
Wellington 6140

**Sharon Bennett**

---

**From:** Tony Corlett <ajames.corlett@gmail.com>  
**Sent:** Sunday, 9 November 2014 5:29 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Submission for Island Bay Park / Seawall.

I would like to submit my **support** for **Option 4**.

This is with one important proviso: That the traffic / roading changes to achieve Option 4 do NOT, under any circumstances, involve putting TRAFFIC LIGHTS anywhere in Island Bay. (If traffic lights are deemed "necessary", I would prefer the status quo, i.e. Option 1.)

I believe Option 4 offers the greatest improvement for the park and seashore area, balanced against a reasonable alternative traffic route to the current one.

I do not believe that the fact that the seawall has been there for approximately a century is an argument to retain the status quo. It was built at a time of very little vehicular traffic, and very different attitudes to parks and natural, or semi-natural reserves.

Thank you.

Tony Corlett  
36A Freeling Street,  
Island Bay,  
WELLINGTON.  
Ph: 0211-922-151

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

We are keen to get your views on the options for the Island Bay seawall.

You can have your say by:

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  - completing this form and posting it using the FreePost form at the back of this booklet
  - phoning us on 499 4444.
- Submissions close at 5pm, Monday 10 November 2014.**

## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Lesley BAILEY

Street address\*

131 Eden St, Island Bay, Wellington

Phone/mobile

Email

934 5936

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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## Section two - questions

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	Strongly agree				Strongly disagree
Option 1	1	2	3	4	5
Option 2	1	2	3	4	5
Option 3	1	2	3	4	5
Option 4	1	2	3	4	5
Option 5	1	2	3	4	5

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option 1 (rebuilding, strengthening and maintaining the sea-wall in its present position) is the simplest and least expensive choice. Tonkin + Taylor in their report to Council (May 2014) suggest the wall should be rebuilt half a metre higher to cope with projected sea level rise to 2065.

Option 2 (rebuilding the sea-wall and adding sand to the beach) given the power of the sea, would require constant maintenance and sand replenishment. This may deprive some other area of a stable sand system. People in the north of the South Island, I remember, were not happy that local sand was sent to Wellington to construct Oriental Bay beach.

Option 3 (relocating wall and road, and enlarging the beach) adds considerable expense to Option 1 for very little gain. It would involve a lot more demolition and rebuilding. Options 4 and 5 (creating coastal sand dunes in place of the Esplanade and removing (5) or partially removing and re-aligning the sea wall (4) would be very expensive. Tonkin + Taylor do not give costs for re-aligning roads but they would be substantial. The proposed alternative traffic routes would also be inconvenient. I walk on the south coast often and know that traffic usage is high on the Esplanade and many vehicles, especially on week days, are large trucks. Lower Derwent Street (Options 4 + 5) and Trent Street (Option 5) are narrow. Vehicles would be tangling with turning buses at the end of the Parade in both options.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

I prefer Option 1. Who wants a sand dune when they have had an Esplanade. Would you turn Oriental Parade or Wellington Waterfront into a sand dune? The Esplanade at Island Bay gets much the same use and provides much the same enjoyment to local people that they do. I have walked frequently on the south coast for years. Now that I have arthritis (but my doctor thinks I should keep walking), I find it difficult and painful to walk on surfaces which are sandy, uneven or sloping. I have much appreciated the wide, flat, paved footpath of the Esplanade, and also the Heritage sea-wall, which keeps sand off the footpath effectively and gives me something to lean on. This wall has successfully curbed sand drift, wind and sea surge for 75 years, and had it been adequately maintained, would have continued to do so.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Tonkin and Taylor suggest, based on historical photographs, "low, hummocky dunes RL 3.5' to 5.5' m in height". The minimum here is no higher than the current sea-wall. If, as current reportage suggests, climate change is running ahead of IPCC forecasts, the proposed sand dunes might be over-topped by sea surges in 2065 and beyond. Houses in Reef and Treril Streets might be threatened and roads might need re-engineering in 50-100 years' time. We don't know at this point what will happen. It would make sense to choose the least expensive but adequate option 1 now, and keep a watching brief on sea level rise,



Do you have any other comments you would like to make?

(continued from previous page):  
with a view to making much bigger change in 50-100 years' time, if necessary.

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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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PO Box 2199  
Wellington 6140

(Options 4 and 5 continued):

The other major problem with Options 4 and 5 is sand. Tonkin and Taylor propose building sand-dunes with costly imported sand. This is environmentally questionable (see Option 2). Sand-dunes may be fine in a natural setting where there is room for roll-over, but Island Bay is a highly modified, residential suburb. It is also subject to strong winds. Putting a sand-dune in the middle of Island Bay is not sensible.

As is obvious in Lyall Bay and the part of Island Bay Esplanade where the sea wall has been replaced by a chicken-wire fence, sand-drift is an enormous problem. A substantial barrier wall along Reef Street would be necessary to prevent gardens and roadways in Reef and Trent Streets being covered in sand.

Any paths in the sand-dunes or gateways in the wall would become conduits for sand. Sand-dunes would thus become a barrier, not a link, between Shorland Park and the sea.

When I was a child sand-dunes were fun. You ran and jumped on them. Now they are fenced off and have signs telling you to 'Stay Off'. Another piece of public space would be taken from public use.

I have been thinking a lot about the future lately. It seems like time is flying so fast, and I'm not sure if I'm prepared for what's ahead. Sometimes I feel like I'm just drifting along, not really knowing where I'm going. But then I remember the things that I love, the people who matter to me, and I know that I have to keep pushing forward.

Life is so full of possibilities, but it's also so full of challenges. There are so many things that I want to do, but I don't always have the time or the energy to do them. It's like I'm always racing against the clock, trying to fit everything in before it's too late. But I know that I have to take things one step at a time, and I have to be patient with myself.

I want to live a life that is full of meaning and purpose. I want to be a person who makes a difference, who helps other people and who is a source of inspiration. I want to be a person who is loved and who loves others. I want to be a person who is happy and who is at peace with the world.

But I know that it won't be easy. It will require a lot of hard work, a lot of sacrifice, and a lot of faith. I have to believe that there is a better future out there, and I have to believe that I am capable of making it happen. I have to have faith in myself, in my dreams, and in the people who are with me.

So I will keep going. I will keep chasing my dreams, even when they seem so far away. I will keep loving the people who love me, and I will keep trying to be a better person. I will keep believing that there is a better future out there, and I will keep fighting for it.

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

We are keen to get your views on the options for the Island Bay seawall.

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### Enter your name and contact details

Mr    Mrs    Ms    Miss    Dr

First name\* *Murray* Last name *Shearer*

Street address\* *111 Volga ST*

Phone/mobile *0274483669* Email *jawge shearer@gmail.com*

\* Mandatory fields

I am making a submission  As an individual    On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes    No

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## Section two - questions

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
Option 1	1	2	3	4	<input checked="" type="radio"/> 5
Option 2	1	2	3	4	<input checked="" type="radio"/> 5
Option 3	<input checked="" type="radio"/> 1	2	3	4	5
Option 4	1	2	3	4	<input checked="" type="radio"/> 5
Option 5	1	2	3	4	<input checked="" type="radio"/> 5

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

[Empty box for comments]

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Wellington City Council  
PO Box 2199  
Wellington 6140

## Sharon Bennett

---

**From:** Graeme Crawley <Graeme.Crawley@vuw.ac.nz>  
**Sent:** Sunday, 9 November 2014 9:21 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Seawall submission

To Whom It May Concern,  
 Re the seawall options.

Just get on with it and fix the seawall,; I think option 3 is the one most of the locals I have discussed this with prefer, as I do. I don't believe anybody doesn't think that this is about saving money by not fixing the seawall so it can be spent on bugging up the roading system through Island Bay, regardless of what happens with the cycle lane.

The Council needs to face the reality that the only reason there is a Shoreland Park is because the existing seawall and road protect it from dune encroachment, and the Council's engineers need to stand up and be honest about it instead of fudging the issue because the Council is trying to dissuade the residents from choosing the repair option.

At the last public meeting I asked the question "If the seawall is not repaired, how long before Shoreland Park is eaten by the sand dunes?". The Council representative that answered this gave a very dubious answer that reflected the lack of science Council brought to this meeting. He said that, yes, sand dunes do advance, but over time they often return to original location. This is a very spurious answer, as if the sea level does indeed rise to the level the Council documentation presented at the meeting, then the Council living in fantasy land if it thinks the dunes are going to remain neatly along the water's edge. When the sand eventually fills the amphitheatre around the Rotunda it is never going to leave, and the Shoreland Park will be ruined for everybody.

I also find the Council's claims of the engineering problems in re-establishing the seawall difficult to accept: the existing seawall is nearly 100 years old, and I bet the engineers at the time saw it as merely a challenge to be overcome. Is the problem that the Council doesn't have enough competent engineers to address the issue? The Council should take the advice of the old established seaside families in the area over what seems to be the theoretical assumptions of what sounded to my ear to be an American accented engineer, who failed to adequately answer my question, any day of the week.

I also have concerns about what will happen in the dunes if they are allowed to roam freely across the Park. One particularly fluffy-brained female letter writer opined in the Wellingtonian recently that "nature had determined that children should have a park that runs to the water's edge". Well, nature is going to be perfectly comfortable to claim any children from the water's edge, especially if we can expect stronger storm/tidal surges in times to come. How long before the first, unattended 4year old wanders down to the water and is taken by the sea: then there will be "Hell" about why wasn't the park fenced off!

Also, the demographic in Island Bay has changed dramatically in the 30years I have lived in the area: Island Bay has become something of a baby farm as young breeding couples displace the retired folk who were the dominant householders in my area. In a few years there is going to be a massive upsurge in the teenage population. Given a bunch of sand dunes to play in, there will be all sorts of nefarious activities going on, from drinking parties, the consequence being sand littered with broken glass and the subsequent injuries, to assaults, and the eventual lurking paedophile/flasher/deviant that sand dunes in an urban environment inevitably seem to attract. If this is the future the Council is happy to visit in Island Bay, then go ahead and let the dunes consume the park, but the Council will be entirely responsible for the outcome!

I would be willing and happy to put a \$100 wager against the council, to be placed in a trust account earning interest, payable in 25yrs time to a mutually agreed charity, that my predictions will come to be should an option that involves not fixing/replacing the seawall be the final choice.

Respectfully yours,



Graeme Crawley,  
75 Tiber Street,  
Island Bay

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

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## Enter your name and contact details

Mr    Mrs    Ms    Miss    Dr

First name\*  Last name

Street address\*

Phone/mobile  Email

\* Mandatory fields

I am making a submission  As an individual    On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

*By discussing the various options.*

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.    Yes    No

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	Strongly agree				Strongly disagree
Option 1	<input checked="" type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5
Option 2	<input type="radio"/> 1	<input checked="" type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5
Option 3	<input type="radio"/> 1	<input type="radio"/> 2	<input checked="" type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5
Option 4	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input checked="" type="radio"/> 5
Option 5	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input checked="" type="radio"/> 5

Do you have any other comments you would like to make?

322

Options 4 & 5 unnecessarily increase the size of the beach, & stops the simplicity of large amounts of traffic going following the road (Esplanade) around the bay.

Diversion of traffic past Milne Tee increases traffic past an already dangerous road entrance/intersection, cars already drive too fast past this road.

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**Thank you for your comments. Please return this submission form by 10 November 2014.**

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Wellington City Council  
PO Box 2199  
Wellington 6140

**Sharon Bennett**

---

**From:** Mike Frew <mj.frew@gmail.com>  
**Sent:** Sunday, 9 November 2014 9:54 p.m.  
**To:** BUS: Policy Submission  
**Cc:** Dan Neely  
**Subject:** Submission of 142 petitioners advocating against re-establishing the wall  
**Attachments:** Island Bay seawall petition at change.org 20141109.xlsx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi there

Please find attached a list of signatories to [a petition I have established on change.org](#).

The petition is titled:

"Create a more Family Friendly Island Bay by re-establishing the dune system, removing a section of the damaged seawall, and closing a part of The Esplanade"

The detail can be found at the URL hyperlinked above.

I and some other individuals will also make individual submissions.

Many thanks for the opportunity to have our say.

--

Mike Frew

-----  
Mobile: +64 27 610 9969

Skype: mike.frew

Name	City	State	Zip Code	Country	Signed On
Gavin Mouldey	Wellington				8/07/2014
Trent Fulcher	Wellington			New Zealand	8/07/2014
Jo Horrocks	Wellington		6023	New Zealand	8/07/2014
Amelia Smith	Queenstown		9300	New Zealand	8/07/2014
Kirk Archibald	Auckland			New Zealand	8/07/2014
Paul Cording	Wellington			New Zealand	8/07/2014
Mike Frew	Wellington			New Zealand	8/07/2014
cushla jamieson	Wellington, Wellington, New Zealand				8/07/2014
Matt Walker	Christchurch				9/07/2014
Eva Neely	Wellington				9/07/2014
Patrick Filoche	Wellington, Wellington, New Zealand				9/07/2014
Steve Unwin	Wellington			New Zealand	9/07/2014
Jim Tapp	Wellington				9/07/2014
Daniel Neely	Wellington			New Zealand	9/07/2014
Pam Micklewright	Masterton			New Zealand	9/07/2014
Wendy Bown	Wellington			New Zealand	9/07/2014
Kerry Daniel	Wellington				9/07/2014
Ben Western	Wellington			New Zealand	9/07/2014
Linda Soeberg	Paraparaumu			New Zealand	9/07/2014
Kirsten Podmore	Wellington, Wellington, New Zealand				9/07/2014
Susan Carson	Levin			New Zealand	9/07/2014
Charlotte Weston	Wellington, Wellington, New Zealand			New Zealand	9/07/2014
Erin Coull-Roberts	Wellington			New Zealand	9/07/2014
Idris Unwin	Wellington			New Zealand	9/07/2014
deanna brosnan	Wellington			New Zealand	9/07/2014
Emma Thorp	Wellington			New Zealand	9/07/2014
Bridie Thompson	Wellington			New Zealand	9/07/2014
Tamar Mckewen	Wellington			New Zealand	9/07/2014
Jack Taylor-Clemett	Wellington, Wellington, New Zealand				9/07/2014
Natasha Walczak	Wellington			New Zealand	9/07/2014
Trish Brosnan	Wellington			New Zealand	9/07/2014
Helen Baggaley	Wellington			New Zealand	9/07/2014
Jayne Fox	Wellington			New Zealand	9/07/2014
Lacey Blass	Wellington, Wellington, New Zealand				9/07/2014
Kathleen Kerr	Wellington			New Zealand	9/07/2014
Jaya Gibson	Wellington			New Zealand	9/07/2014
Jayne Mason	Wellington			New Zealand	9/07/2014
Jess Glen	Wellington			New Zealand	9/07/2014
Melissa Mckenzie	Wellington			New Zealand	9/07/2014
Nicky Hill	Wellington			New Zealand	9/07/2014
Rona Carroll	Wellington			New Zealand	9/07/2014
zoe hainge	Wellington			New Zealand	9/07/2014
RRM Samaeli	Wellington			New Zealand	9/07/2014
Richard Carroll	Wellington			New Zealand	9/07/2014
jono Regan	Wellington				9/07/2014
Jon-Paul Smith	Wellington			New Zealand	9/07/2014
Olivia Doonan	Blenheim, Marlborough, New Zealand				9/07/2014
Brenda Solon	Wellington			New Zealand	9/07/2014
Stefan Mengwasser			Wellington	New Zealand	9/07/2014

Lauren Wills	Wellington	New Zealand	9/07/2014
Emma Hudson-Doyle	Wellington	6023 New Zealand	9/07/2014
Jon Mitchell	Christchurch	8081 New Zealand	9/07/2014
Kate O'Regan	Wellington	New Zealand	9/07/2014
Michael Hudson-Doyle	Wellington		9/07/2014
Cristin Jamieson	Wellington		9/07/2014
fiona hayvice	Wellington	New Zealand	9/07/2014
Mary Horn	Wellington	New Zealand	9/07/2014
Lindsay Cowley	Lower Hutt	New Zealand	9/07/2014
Rose Swindells	Wellington	New Zealand	9/07/2014
Michael Szabo	Wellington, Wellington, New Zealand		9/07/2014
Jessica mcivor	Wellington	New Zealand	9/07/2014
Dickon Lentell	Wellington, Wellington, New Zealand		9/07/2014
Karen Shuker	Wellington	New Zealand	9/07/2014
Madison Brown	Wellington	New Zealand	9/07/2014
Irina Mosina	Wellington	New Zealand	9/07/2014
Hilleke Townsend	Wellington	New Zealand	10/07/2014
Jessica Vincent	Wellington	New Zealand	10/07/2014
Kay Eden	Wellington	New Zealand	10/07/2014
Jason Price	Wellington	New Zealand	10/07/2014
Bronwyn Sweeney	Wellington, Wellington, New Zealand		10/07/2014
Kate MacFadyen	Wellington		10/07/2014
Stu Print	Wellington	New Zealand	10/07/2014
sarena Syphers	Wellington		10/07/2014
Stephen Coppard	Island Bay	New Zealand	10/07/2014
Bridget Lissaman	Wellington, Wellington, New Zealand		10/07/2014
EMILY IRELAND	Wellington	6023 New Zealand	10/07/2014
Gino Acevedo	Wellington, Wellington, New Zealand		10/07/2014
Matthew Wadsworth	Wellington	6023 New Zealand	10/07/2014
jono kriechbaum	Palmerston North	New Zealand	10/07/2014
Anton Oosterbaan	WELLINGTON	New Zealand	10/07/2014
Aaron Miller	Wellington	New Zealand	10/07/2014
Alice Coppard	Wellington	6023 New Zealand	10/07/2014
Heather Brown	Wellington	New Zealand	10/07/2014
Kathryn Stent	Wellington		10/07/2014
Holly Nepia	Wellington		11/07/2014
Svenja Plaumann	Wellington	New Zealand	11/07/2014
Jeff Jones	Wellington	New Zealand	11/07/2014
Ingrid O'sullivan	Upper Hutt	New Zealand	11/07/2014
Brigid Jamieson	Wellington, Wellington, New Zealand		11/07/2014
Tanja Schubert-McArthur	Wellington	New Zealand	12/07/2014
Leanne Stubbing	Wellington		12/07/2014
Anna Dunford	Kaitaia	New Zealand	12/07/2014
Erin Bellhouse	Wellington	New Zealand	12/07/2014
kim chappel	wellington		12/07/2014
Ange Anderson	Wellington	New Zealand	12/07/2014
Rosie Gibson	Wellington	New Zealand	13/07/2014
Leslie Titheridge	Wellington	New Zealand	13/07/2014
Zoe McGavock	Island Bay	New Zealand	13/07/2014
Laura Nicholls	Wellington	New Zealand	13/07/2014

Karakate Mansfield	Wellington	New Zealand	13/07/2014
Anne Williams	Wellington		13/07/2014
winifred moffat	Wellington	New Zealand	13/07/2014
Curtis Nixon	Wellington	New Zealand	14/07/2014
Hannah Cameron	Wellington	New Zealand	14/07/2014
Sarah Lee	Wellington		14/07/2014
Darien Montgomerie	Wellington	New Zealand	14/07/2014
Matt Sharpe	Wellington, New Zealand	New Zealand	14/07/2014
Barbara Mccallum	Wellington	New Zealand	14/07/2014
Karen Hofmann-Body	Wellington	New Zealand	14/07/2014
Tasja Hawthorne	Wellington	New Zealand	14/07/2014
Jacinda Shailer	Wellington	New Zealand	14/07/2014
Nancy Flores	Wellington	New Zealand	14/07/2014
Maureen Mooney	Wellington	New Zealand	14/07/2014
Nick Laurence	Wellington	New Zealand	14/07/2014
Heidi Irion	Wellington, Wellington, New Zealand		14/07/2014
Michael Hartfield	Wellington, Wellington, New Zealand		15/07/2014
Fingal Pollock	Wellington, Wellington, New Zealand		15/07/2014
HOLLY MCCLOY	Wellington, Wellington, New Zealand		16/07/2014
Jon Terry	Wellington	New Zealand	16/07/2014
Daniel OConnell	Wellington	New Zealand	16/07/2014
Cheree Ridder	Wellington	New Zealand	16/07/2014
ross jamieson	hUTT cITY		16/07/2014
Louise Poynton	Wellington	New Zealand	16/07/2014
Robert Whitaker	Wellington, Wellington, New Zealand		16/07/2014
Frith Williams	Island Bay	New Zealand	17/07/2014
Grhaam Leonard	Wellington		21/07/2014
Owen Frew	Fernside	New Zealand	27/07/2014
Amber Parry Strong	Wellington		29/07/2014
Russell Kelly	Wellington		9/10/2014
Cathryn Monro	Wellington	New Zealand	9/10/2014
Rebecca Erlewein	Wellington	New Zealand	9/10/2014
Frannie Aston	Wellington	6023 New Zealand	10/10/2014
Karl Woodhead	Wellington		11/10/2014
alex hills	Wellington, Wellington, New Zealand		11/10/2014
lars stannard	Wellington	New Zealand	13/10/2014
Janet Lucas	Wa, Upper West, Ghana		13/10/2014
Saskia Booiman	Wellington	New Zealand	15/10/2014
Naomi Taylor	Wellington	New Zealand	15/10/2014
Arda Booiman	Omarama	9448 New Zealand	15/10/2014
ingrid booiman	campbell river	v9w5c5 Canada	17/10/2014
Jess Manins	Wellington	New Zealand	22/10/2014
Helen Williamson	Wellington		29/10/2014

**Sharon Bennett**

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**From:** thegrays@orcon.net.nz  
**Sent:** Sunday, 9 November 2014 9:54 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Island bay seawall

Submission on Island Bay Seawall restoration

We have a great opportunity to join the park the beach and make this area an exceptional recreation space for all to enjoy.

But alas the Island Bay beach was a jewel for our city until the decision was made not to maintain its usability (or very rarely). As part of the marine reserve the decision to let nature have its way has meant that the beaches use has become limited as the debris, seaweed associated rubbish and insects have made the use of the beach less than satisfactory during the summer months when the beach should be at its busiest.

Unfortunately the presented options all appear to allow the status quo to continue, we could join the park up, but by just having sand dunes we make access safer but still don't get to appreciate the beach for anything other than its wild and unkempt state. We have kilometres of rugged coastline and would suggest the least cost option should be taken if the council has no desire to make the short stretch of the Island Bay beach usable as a beach for recreation other than walking your dog whilst wearing safety boots.

I would like to see both options 4 and 5 explored more. They provide more room and therefore protection options, but we do need to ensure traffic (including buses) can flow safely, but instead of sand dunes, I would like to see space for beach cricket, Frisbee throwing, kite flying and sunbathing with sheltered views to the (in summer) cleaned beach. We are blessed to have this on our doorstep, let's make it usable for more than the few who cherish the current nature maintained state. A nice wide sandy beach before heading down the slope to the sea. Consider how the current park could be opened up with the road gone as the current design is a sensible barricade between the park / road / beach which could be opened up to make a fantastic open space. Opening up and maintaining the beach during summer would also relieve pressure off Oriental Parade and beach which now gets over crowded in summer.

Kind Regards

Chris Gray  
139 Coromandel Street  
Newtown  
Wellington 6021  
021 253 7223



## Island Bay Seawall Submission

From: Helen Scobie  
 242 Buckley Rd, Wgtn 6023  
 027 331 3589  
[H.scobie@clear.net.nz](mailto:H.scobie@clear.net.nz)

Individual submission.

**I strongly agree with Option 3.**  
**I strongly disagree with Option 4 and Option 5.**

### Comments on the five options:

**Local views:** I ask that Council give extra weight to the views of locals, and not to groups from outside the area who may have a particular agenda.

**Frequency of breach:** the 2013 breach appears to be the sole occasion this has happened. Tomkin and Taylor estimate the next occurrence to be in excess of 50 years. It would be prudent to mitigate for a sooner, or any, similar event, rather than to take extremes such as Options 4 & 5.

**Cycleway:** only some of the options are put forward with cycleway options. There appears to be no explanation for this bias. Why, for example, was a cycleway not incorporated into the designs for Options 1, 2 or 3?

**Options 4 and 5: Dunes:** 5.5m high dunes, a result of options 4 and 5 will destroy the sea vistas that are possible from further back in the Bay.

Dunes will form a barrier from the suburb to the beach, both visually and for accessibility. For those with mobility issues – especially as the population ages – the beach will become exclusive. Dunes create a zone that attracts litter. Dunes provide obscured spaces for, and encourage, antisocial behaviour such as the leaving of glass bottles and use of the land for toileting.

**Safety:** Diverting traffic further north into the residential area, particularly heavy transport vehicles going to the Happy Valley tip, would be a retrograde move. It would mean much more traffic on Reef St, where thousands of pedestrians, particularly pre-school age, cross the road each week walking to the beach and to Shorland Park play area. It would also stress roads not built for heavy vehicles, and create unnecessary noise pollution in a residential area.

**Shorland Park:** There needs to be much more detail on the impact of these options on Shorland Park and its recreational facilities and capacity. It is a very well used space and hosts fairs annually. The clearing of 2,500m<sup>2</sup> of Council Reserve inland of the road will have a huge impact on the character of Shorland Park as a play and picnic area. Dunes will not serve this same purpose.

### Option 1:

The wall breach could happen again sooner, UNLESS sand is continually shifted. NB: I understand, from speaking to elderly Island Bay residents, that prior to the 1970s, *sand was regularly shifted* to maintain the shore contour. It is only since

this regularly operational service was abandoned that the risk of a wall breach became real. I ask that Council research this and comment on this before any submissions are presented, and that if this is correct, that all submitters be given this important information and be allowed to reconsider their position. Quite possibly, the wall breach was an event waiting to happen due to the lapsing of this sand-shift service. The bay is “relatively stable in its present form” according to Tonkin and Taylor.

### Preferred Option: Option 3.

#### Reasons:

Keeping a lovely character seawall will allow ALL ages to enjoy the beach, not just the young and mobile. It is such an asset for the elderly to be able to step onto the beach rather than to potentially face a barrier of deep dunes.

Island Bay is such an amazing tourist attraction – for kiwi as well as overseas tourists. Part of the attraction is its accessibility and the picturesque nature of the bay.

**Cultural heritage:** The promenade, road and wall should remain as an iconic and historic feature and asset of the Bay. The wall should be rebuilt in the same style to preserve links to the past; Island Bay has a tremendous and valuable history associated with the Italian fishing industry, early settlement of Island Bay, and the Italian practice of promenading: “la passeggiata”.

*“As day softens into dusk in Italy, something in the air seems to tug people from their homes and workplaces to participate in one of the enduring traditions of Italian life: la passeggiata. This evening promenade, generally between 5 and 8 PM, occurs in virtually every town, village, or big city in Italy.”*

This is cultural heritage worth keeping alive. In a city where we encourage resilience and community, the art and practice of meeting, congregating and walking together close to the sea, is integral to this occurring in Island Bay.

**The wall itself:** the wall is many faceted: it is a fish and chip table, a seat, a changing space, and resting space. It is shelter – particularly important in Wellington winds. It is a feature that enables people to linger, savour the sea views, and to lose their thoughts in a busy world.

Relocating sand: Maintaining the contour of the beach by periodically shifting sand is an operational task that should be reinstated. Doing so will avoid a repeat of the 2013 wall breach. This task is worth doing to keep the flavour of the area.

**Urban mix:** We are discussing the future of an urban area, i.e. an area that exists adjacent to houses, roads, shops and recreational spaces. These facilities can be retained, without risk, with the alteration of the road line. (And addition of a cycleway as part of the promenade.)

Option 3 allows for the curving of the road that should originally have been built with such a curve: bays are curved by definition.

**Iconic coastal road:** The Esplanade forms part of a wonderful coastal road that has no equal in New Zealand. It is enjoyed by cyclists, motorists and walkers.

## Sharon Bennett

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**From:** Peta Hird <petahird@hotmail.com>  
**Sent:** Sunday, 9 November 2014 10:03 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Submission on sea wall

### Name and contact details:

Miss Peta Hird  
 85 Tiber Street, Island Bay  
 Phone 021-149-2923  
 Email [petahird@hotmail.com](mailto:petahird@hotmail.com)

I am making a submission as an individual: resident, mother of pre-schooler, cyclist, pedestrian, and car diver (ex-motorcyclist).

Using the rating system in the paper submission form (strongly agree=1 through to strongly disagree=5):

Option 1 status quo: 2

Option 2 repair wall and add sand to the beach: 3

Option 3 increase the size of the beach: 1

Option 4 close part of esplanade and connect Shorland park to beach: 5 strongly disagree

Option 5 close part of esplanade and the intersection between Reef st etc: 5 strongly disagree

### Comments and concerns:

#### Options 4 and 5

- will bring an increase in traffic, including heavy vehicles that often use this route to get to the southern landfill, further into the suburban area
- the intersection of Reef St and the Parade is of great concern if larger volumes of traffic are re-routed down Reef St, as would be the intersection of Trent St and the Parade though possibly to a lesser extent
- connecting the dunes to the park will increase the sand drift into the park (how long before the band rotunda at the park's lowest point starts to get buried?)
- connecting the dunes to the park also increases the risk of children making their way to the beach without adequate/adult supervision. Currently the exits from the park are largely visible from all around the park, making it easier to keep an eye on wandering children (siblings do not always play in the same areas of the park at the same time)

There are too many safety factors being compromised in options 4 and 5.

Option 3 (over Option 1 or 2) would have the added benefit of better aligning the Esplanade, making it easier for traffic and pedestrians crossing to/from the beach to Shorland Park more visible to each other.

### Regarding management of long-term coastal hazards:

I don't consider the area of the seawall to present the greatest risk in terms of coastal hazards; setting aside the location of the surf club directly on the beach which would be at risk, the increase in coastal hazards in the sea wall area of The Esplanade only presents the possibility of losing recreation amenity. The more significant issue in respect of coastal hazards is the areas of the south coast where the damage is highly likely to the road, as experienced in the recent storms, and those areas where there is little between the shore and housing.

Regards  
Peta Hird

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

We are keen to get your views on the options for the Island Bay seawall.

You can have your say by:

- submitting online at Wellington.govt.nz
- phoning us on 499 4444.
- emailing a submission to islandbayseawall@wcc.govt.nz
- Submissions close at 5pm, Monday 10 November 2014.**
- completing this form and posting it using the FreePost form at the back of this booklet

### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

John Wilson

Street address\*

8 Maybury Way, Island Bay

Phone/mobile

Email

021-1297-805 wilson-chat@paradise.net.nz

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

1

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

**Disclaimer:** all submissions [including name and contact details] are publicised and made available to elected members and the public. Personal information will be used for the administration of the consultation process. All information will be held by Wellington City Council, Wakefield Street and submitters have the right to access and correct personal information.

## Section two - questions

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
Option 1	1	2	3	4	5
Option 2	1	2	3	4	5
Option 3	1	2	3	4	5
Option 4	1	2	3	4	5
Option 5	1	2	3	4	5

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

The road is a public road and should not be allowed to be "hijacked" by those with a lack of "common sense" and/or an excessive attraction to sand

If the road is closed completely that will divert regular traffic by tourists, locals and heavy vehicles enroute to landfill, around difficult intersections with resulting increase in hazards

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

- Maintaining existing public rights
- Avoiding traffic congestion/hazards

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

No. Leave us in peace!

Do you have any other comments you would like to make?

No

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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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Wellington City Council**

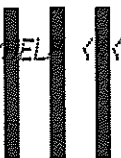
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Wellington City Council  
PO Box 2199  
Wellington 6140



**Sharon Bennett**

---

**From:** Sarah Bicknell <sarahsmaller@icloud.com>  
**Sent:** Sunday, 9 November 2014 10:16 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Sea wall upgrade

My name is Sarah Bicknell, I live at 285 The Parade, Island Bay.  
I support option 4 for the island Bay seawall: <http://wellington.govt.nz/~media/your-council/projects/files/island-bay-seawall/island-bay-seawall-option-4.pdf>

Thanks  
Sarah Bicknell

Sent from my iPhone

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  - completing this form and posting it using the FreePost form at the back of this booklet
  - phoning us on 499 4444.
- Submissions close at 5pm, Monday 10 November 2014.**

### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\* Rose Last name Nawalowalo

Street address\* 11 milne tce Islandbay

Phone/mobile 021 025 94924 Email robertsarah@Xtra.CO.NZ

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

*Sarah Roberts*

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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Option 3	1	2	3	4	<u>5</u>
Option 4	1	2	3	4	<u>5</u>
Option 5	1	2	3	4	<u>5</u>

Do you have any other comments you would like to make?

You should leave it as it is because if you change the road it will make it buisey and someone will get killed by a carcrash or get run over.

*[Handwritten signature]*

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**Thank you for your comments. Please return this submission form by 10 November 2014.**

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FreePost Authority Number 2199

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Wellington City Council  
PO Box 2199  
Wellington 6140

# Island Bay Seawall: SUBMISSION FORM

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- completing this form and posting it using the FreePost form at the back of this booklet

**Submissions close at 5pm, Monday 10 November 2014.**

### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

John Green

Street address\*

25 Welland Place, Island Bay

Phone/mobile

Email

021 532218 John.Green.extra.ro.72

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

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	Strongly agree				Strongly disagree
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Option 5	1	2	3	4	5

**Section two - questions (continued)**

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(\*please indicate which option you are referring to)

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**Thank you for your comments. Please  
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PO Box 2199  
Wellington 6140

**Sharon Bennett**

---

**From:** frith@paradise.net.nz  
**Sent:** Sunday, 9 November 2014 10:27 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Island Bay seawall - public input

Wellington City Council, Councillors

I'm definitely behind the suggestion to create a more family-friendly Island Bay by re-establishing the dune system, removing a section of the damaged seawall, and closing a part of The Esplanade.

I think by doing this, we could make Island Bay a real beach destination. Love the idea of a cafe (Maranui-style) - think how many people make a special trip over to Lyall Bay to go there - and being able to let my kids roam more freely between park and beach. This just makes sense.

With improved cycle paths to and from the city - these should be a priority too - we'd be onto a winner. It's a no brainer. Let's take this opportunity not to look backwards at what the seawall and Island Bay once were, but forwards, to what makes sense for the Wellington community today. If we do this right, we could also be an inspiration to other communities, not just locally/nationally but overseas as well.

Sincerely  
Frith Williams  
0211 789 765



**Sharon Bennett**

---

**From:** Smithann <smithann@xtra.co.nz>  
**Sent:** Sunday, 9 November 2014 11:42 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Reinstate the seawall!

I wish to express my concern at a couple of the options that have been presented to address the loss of a portion of the seawall .

I find the suggestion of closing this section of the road in order to run the park to the sea quite incomprehensible .

That section of road is a major part of the marine drive for all forms of transport as well as walkers, & for traffic to be diverted around this is simply nonsense. heavy traffic would have to circumnavigate the children's play area, & congest narrow intersection at the southern end of Derwent Street which is already a slightly hazardous area having limited visibility for turning traffic.

For this reason alone, I would implore the decision makers to see common sense prevail & maintain the status quo..i.e. a continuous road around the waterfront & the re establishment of a sea wall.

Regards,

Ann Smith  
2 Maybury Way,  
Island Bay.

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

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You can have your say by:

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- emailing a submission to islandbayseawall@wcc.govt.nz
- Submissions close at 5pm, Monday 10 November 2014.
- completing this form and posting it using the FreePost form at the back of this booklet

### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Lisa Haywood

Street address\*

72 Melrose Road, Southgate

Phone/mobile

Email

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

1

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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PO Box 2199  
Wellington 6140

**Sharon Bennett**

---

**From:** Shayne Storey <shaynestorey@aol.com>  
**Sent:** Monday, 10 November 2014 6:08 a.m.  
**To:** BUS: Policy Submission  
**Subject:** Please do not rebuild the seawall

To whom it may concern,

The Island Bay seawall should not be rebuilt. It would be a waste of ratepayers money, in my opinion. According to the latest Intergovernmental Panel on Climate Change report (IPCC, 2014), climate change is predicted to not only cause sea levels to rise, but to produce storms that are more frequent and more intense. The scale of the seawall that would need to be erected to prevent further damage to the road in the future would be cost prohibitive and not guaranteed to hold back the sea.

Let nature take its course. A large park would be a lovely addition to what is already a popular spot in Island Bay. The road closure would only be an inconvenience to a small minority, and future scenarios do not bode well for a seawall that will be successful in holding back the ocean.

Sincerely,  
Shayne Storey  
42a Rhine Street  
Island Bay

# Island Bay Seawall: SUBMISSION FORM

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**Submissions close at 5pm, Monday 10 November 2014.**

### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Therese Barthett

Street address\*

10 Quetta St Ngairio

Phone/mobile

Email

021 2113546

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Ngahoro Nuku

Street address\*

1 Minerva st Newtown

Phone/mobile

Email

\* Mandatory fields

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Wellington City Council  
PO Box 2199  
Wellington 6140

**Sharon Bennett**

---

**From:** Frances De Gregorio <francesdg@icloud.com>  
**Sent:** Monday, 10 November 2014 9:27 a.m.  
**To:** BUS: Policy Submission  
**Cc:** GRP: Councillors  
**Subject:** Seawall

Good morning councillors,

I am writing in regard's to the Island Bay Seawall.

I am 64 years of age from Italian Immigrate parents. Born, raised and live in Island Bay. Grew up on the Esplanade, with a strong family fishing heritage.

1. It's really not good enough that it has taken this long to get action on a broken Seawall which happened in June 2013. Over a year on and we still have no wall and an eye saw – people who live along Trent Street whom have never had sand in there properties are now finding that they are clearing away sand weekly.
2. First public Meeting Councillor Iona Pannett stated that money was not a issue for this project. Questions were not answered when asked and we were told to talk with experts at the end to get answers to our questions - which meant that not everyone got to hear the answers. This was disappointing as this meeting had the biggest turn out.
3. Second Public meeting - Questions about rising sea levels were asked, in particular to building concerts for commercial or residential development on water fronts around Wellington was still being issued by council. We were told that it was because this global issue is yet to trickle down into the building and concerts department of WCC.
4. The traffic expert was unable to answer many questions which were put to him and it was concerning that he knew very little about our streets, areas and how public currently access these areas. He suggested to put around about at the Reef Street, The Parade intersection if option 5 was to proceed yet we are about to have the Dee St round about removed for safe cycle ways as council state that round-a-bouts are not the best practice for safe cycle ways, and just to point that Reef St The Parade intersection is also on the proposed safe cycle way. The Cycle way was proposed to the Island Bay public by its advocates, that the cycle way would connect Wakefield Park to Shorland Park mainly for the Young Children of Island Bay. We heard from the Traffic expert that if the road on the Esplanade was closed that all current traffic mostly heavy vehicles (4000-5000 weekly) would be diverted onto this proposed SAFE cycle way, also effecting Many being children crossing to get to the play ground area as per the proposed options 4 and 5. Note he also made comment to add traffic lights.
5. Meeting three we were told that if the beach wall was to be replaced as is, it would last only 10-15 years, yet our fore fathers were able to build a wall for 78 years, with no or little maintenance. As a child the beach was groomed before every summer. Council staff also stated that they would not build any structure that would not withstand 25 years. It's surprising with todays technology that we cannot rebuild this wall better and for longer than our fore fathers.

6. Also at this meeting we were informed by WCC staff that local primary aged school children had submitted a submission for this Seawall project. It raised the question of whether children were able to write in submissions for the Seawall project. It was later that the question was put to WCC and the response was that a submission is not a vote. Children were able to submit but only when WCC consult?

#### **WCC staff state:**

#### **Councils response to can children make submissions.**

*Councils formal response I wanted to confirm that our advice/position Sent from my iPad*

*1. A submission is not a vote – A submission is not counted as a vote. Some submissions provide a great amount of detail and information. Some submissions are critical in influencing advice and decision making. Other submissions contain very little or have little or no impact. Staff and councillors take-out the important and relevant bits of information from submissions to help guide advice and decision making respectively.*

*2. Accepting/declining submissions – We accept submissions from a very wide range of people and organisations when we consult.. This includes people of all ages, organisations, businesses and also people/groups who may live outside of Wellington (i.e. who are not ratepayers or residents). I think it this point is very important. It is quite rare for us to decline a submission and when we do it is usually because key details are missing (i.e. submitter name) or the submission is offensive/threatening.*

*Weighting – Most importantly, staff and Councillors will of course put the appropriate weighting and consideration from a submission from a young person. We would not expect primary-age students and young people do not have the same level of understanding of issues as adults (particularly a complex project like the Island Bay Seawall project).*

*If this is the case I feel that this council needs to make this point known from the outset at public meetings also clearly stated on submission forms as to not mislead the public and clearly stating rules and guidelines which have not been mentioned at any meeting nor on the WCC website and on no advertising. This council is not really interested in the majority of public opinion. There are councilors with agendas that they are pushing and when the numbers don't stack up to the desired outcome they want, then the game changes. I feel that this whole consultation is just for show for council to be seen to be doing the right thing and engaging, however bottom line is that this is **mis-leading** and that in fact public opinion is not in this councils best interest. It's a contradiction above to first state that young children can vote when WCC consult yet then state "We would not expect primary-age students and young people do not have the same level of understanding of issues as adults (particularly a complex project like the Island Bay Seawall project)."*

*So my question then is: How does this council distinguish between a child, young person, middle aged and old. Amazing when no age is specified on the submissions forms. Immigrants who have limited english (second language) at times print not too dissimilar to that of a young child. So council, when weighting its submissions puts these submitter's at a disadvantage? How do council siphon such submissions from children, adults and Immigrants? Why is it that council spoke at a Public Meeting about a young primary school class putting in a submission for the seawall project?*

*I would like to see some sort of transparency around this so called weighting of submissions. Maybe if we could be privy to the guidelines in which council staff councillors use in weighting such submissions.*

*It seems that this council have forgotten that they are there to represent the PUBLIC. AND PUBLIC opinion does count.*

*I have lost all faith and trust in this council and therefore I am firmly sticking to repairing the existing Seawall Option One and will encourage as many people I know to do the same. Island Bay has one of the*



*best foreshores in Wellington it's a shame we are not developing as other suburbs are with cafes and beautiful clean beach. Shorland Park playground and equipment is in need of a desperate upgrade for our growing young community family. I am sure our children and young people will love to have a say in their playground.*

*Concerned rate payer*

*Frances De Gregorio*

# Island Bay Seawall: SUBMISSION FORM

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

JOHN MARTHUR.

Street address\*

135 MELBOURNE RD, ISLAND BAY

Phone/mobile

Email

021 766 062 | John.mcarthur001@gmail.com

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Rosemary David

Street address\*

26 Waikato St. Island Bay

Phone/mobile

Email

021 024 19459

\* Mandatory fields

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Option 3: Maintains the road link along the coast without the need to divert traffic, pedestrians or cyclists.

Maintains a barrier between the park and beach. Keeping park and beach activities separate and safe.

The new road would only encroach on land that isn't utilised at the present time.

Option 2+3: If the road was moved back there would be more room to initiate beach nourishment.

Could these two options work together?

Do you have any other comments you would like to make?

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Marcel Titomson

Street address\*

72 MELROSE RD ISLAND BAY

Phone/mobile

Email

0272447578

\* Mandatory fields

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Number of people whose views are represented by this submission: 1

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PO Box 2199  
Wellington 6140



## Sharon Bennett

---

**From:** Dean Beavis <beavis@paradise.net.nz>  
**Sent:** Monday, 10 November 2014 10:09 a.m.  
**To:** BUS: Policy Submission  
**Subject:** ISLAND BAY SEAWALL SUBMISSION - WELLINGTON CITY COUNCIL OPTIONS - CLOSING DATE AND TIME 10 NOVEMBER AT 5PM

### ISLAND BAY SEAWALL – WELLINGTON CITY COUNCIL OPTIONS.:

I was previously a Resident of Island Bay Wellington from 1946 (I was born 16<sup>th</sup> June 1946) until 5<sup>th</sup> February 1966, when I became Married to My Husband, Dean Beavis. I have not lived in Island Bay since 1966, but I have very Happy Memories of Island Bay and the time that I spent with My Parents and My Six Siblings and My Paternal Grandparents and other extended Family Members and Friends who also lived in Island Bay. The Italian Community and Fishing Community were a very important part of Island Bay as was Island Bay Beach with its Seawall. I also remember many strong Southerlies during that time but the Island Bay Seawall was never affected and so it was a huge shock when in June 2013, a large part of the Island Bay Seawall was damaged.

I personally attended the Meeting in Island Bay Wellington on 10/04/2014 and there was much discussion as well as many views and opinions made known (by those present), to the Wellington City Council Representatives. From what I remember, an important fact for Myself was the explanation from a Representative of the Wellington City Council that in the future there may well be higher sea levels and that at High Tide, there was the possibility that seawater at Island Bay Beach could reach the existing Seawall.

I AM DEFINITELY IN FAVOUR OF OPTION C (OPTION 3) (I refer to the Document by Tonkin & Taylor ENVIRONMENTAL AND ENGINEERING CONSULTANTS - EXECUTIVE SUMMARY - Island Bay Seawall Alternatives Analysis: Coastal Processes Assessment Wellington City Council T&T Ref. 29595 May 2014.

#### “Option C (Option 3)

“**Relocate wall to stable beach planform** The straight seawall between the outfalls and surf club would be realigned to the natural beach planform and the road and pavement realigned fully or partially behind the wall. Estimated cost: \$1,900,000 to \$2,200,000”. (I wish to comment that the word “platform” has been used on the Wellington City Council photo: “Option 3 : Relocate Wall to Stable Beach Platform” ,(not “planform”) ?

ALSO on the following page:

“Option C is technically feasible although also high cost due to the costs of removing and rebuilding a long section of seawall. The option is sustainable in the long-term as the replacement wall can be built to withstand wave forces and higher sea levels if recession back to the wall ever occurs (potentially after 2065)”

Kind Regards  
 Josephine (Nee Barnao) Beavis (Mrs)  
 6 Tralee Place,  
 Johnsonville  
 Wellington 6037  
 Phone (04) 4785639

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

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You can have your say by:

- submitting online at Wellington.govt.nz
- phoning us on 499 4444.
- emailing a submission to islandbayseawall@wcc.govt.nz
- Submissions close at 5pm, Monday 10 November 2014.**
- completing this form and posting it using the FreePost form at the back of this booklet

### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

TERRY COLLING

Street address\*

2 CHATHAM ST

Phone/mobile

Email

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
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Option 2	1	2	3	4	5
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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

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· ·

· ·

**Section two – questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?



Do you have any other comments you would like to make?

[Empty box for comments]

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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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**Submissions close at 5pm, Monday 10 November 2014.**

## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

KEITH

ROBINSON

Street address\*

25 WITHAM ST., ISLAND BAY

Phone/mobile

Email

021 433 096

thecats@xnet.co.nz

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

2

How have you gathered these people's views?

DISCUSSION

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Do you have any feedback or comments on the five options that have been identified?

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OPTION 1: As part of a very long & lovely coastal walk / drive, we see no reason to interrupt it.

OPTION 4/5 The intersection at Reef St / The Parade is currently difficult & dangerous due to poor visibility & a narrow road. Adding considerably greater volumes of traffic to here (including heavy trucks) is foolish at best, criminal at worst.

OPTION 4/5 We do not want to see heavy traffic diverted through a suburban shopping area - one that also has bus stops & bus turnaround area.

Options 4/5 seem to be part of a different agenda & have no place in finding a solution to restoring the esplanade sea wall.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

The Esplanade is currently a direct traffic route (and no, traffic does not need to be slowed or 'calmed' along here!)

Pedestrians, in our experience, have no difficulty crossing the Esplanade, if they obey traffic safety rules + use common sense.

Parking options would be greatly reduced in options 4/5 - do we want people to visit our beach or not?

Safe access from the suburb to Shorland Park would be reduced in options 4 & 5.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Coastal hazards?

Or do you mean imagined traffic hazards?

If coastal hazards, just maintain the seawall properly.

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Do you have any other comments you would like to make?

Clean our beach & keep it clean.  
 Maintain the dunes.  
 The so-called dunes in Orland Park  
 are not part of the dune system nor  
 should they be

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Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

RAFFAELE MUOLLO

Street address\*

31A LIFFEY ST. ISLAND BAY WBTOWN

Phone/mobile

Email

04 3838762

\* Mandatory fields

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Name of organisation

Number of people whose views are represented by this submission:

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Do you have a preferred option and can you tell us more about why you chose your preferred option?

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Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

GORDON MEHLHOPT

Street address\*

18 BRIGHTON ST ISLAND BAY

Phone/mobile

Email

021 21 69696 gordonmehlhoft@gmail.com

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission: ONE

How have you gathered these people's views?

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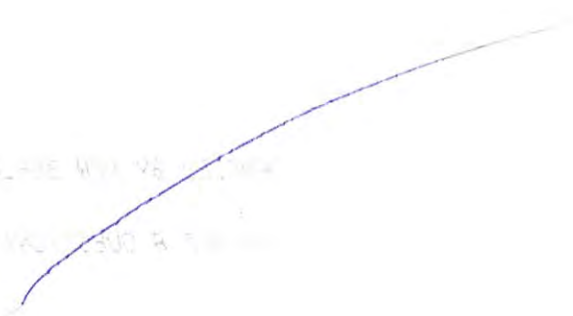
**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

OPTION 3 it is the only  
COMMON SENSE OPTION !!

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?



Do you have any other comments you would like to make?

[Empty box for comments]

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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Don't lose the road.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

(marine Drive) →  
 Keep the "Parade" — a "Parade"  
 i.e. allow drive through  
 to enjoy it.

The weather here doesn't  
 fit a beach walk through  
 only option. Elderly and young  
 enjoy driving by on a cold  
 southerly day — it's spectacular!

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?



Do you have any other comments you would like to make?

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Keryn Marie Johnston - Dixon

Street address\*

12 Welland Place, Island Bay 6023

Phone/mobile

Email

021 607 745

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

General experience. Living in Island Bay for 15 years. - 2 children 12 years + 7 years who use beach.

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option 1  
I feel that the cheapest + simplest option is all that can be warranted at this stage.

Definitely I do not think that money should be spent on tearing down any part of the wall that is currently there.

I think the wall is important. Even now with that small section missing extra sand is blowing onto the road during adverse weather.

I have not attended the public meetings because of 2 children + time commitments.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Yes. Option one.

I believe the Status quo is the most cost effective.

Lets work with what we still have

I think the rocks + "replacement" wall or fence are a good 2013, modern option, and an acceptable substitute. It is a "good start". It is nice to maintain culture

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

of remaining wall. <sup>heritage</sup>

No. A good job was done on the section of footpath undermined by the storm, which occurred over a year ago.

With all those rocks it will never be undermined in that same way again.

The rocks which have been placed where the section of seawall fell, are solid and a good start to dealing with the long term coastal hazards.

Do you have any other comments you would like to make?

Not really  
I think a sensible conservative approach  
is what i want to go with.  
Limiting expenditure + retaining the  
history and worth of the wall that  
remains

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Mr    Mrs    Ms    Miss    Dr

First name\*

Last name

RAFFAELE DE GREGORIO

Street address\*

52 Eden Street Island Bay

Phone/mobile

Email

021 1394 549 raffaele.degregorio77@gmail.com

\* Mandatory fields

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Name of organisation

Number of people whose views are represented by this submission:

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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

I am and have been an Island Bay resident my entire life, I have children and the options outlined linking the park with the beach create a very scary child risk hazard. Looking at these options they seem to be made by people in offices long distances from the site with little understanding for the usage and history of Island Bay.

I suggest let the residents, users and community decide on its surroundings.

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?



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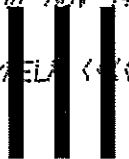
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Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Giovanni BASILE

Street address\*

226 The Esplanade, Island Bay, Wellington

Phone/mobile

Email

3838 649 mar-giohn.basile@xtra.co.nz

\* Mandatory fields

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(\*please indicate which option you are referring to)

Options 4 + 5 - Do not agree with

closing the Esplanade -

A main drive is 'A Marine Drive'

and does not mean a detour around

suburban streets

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

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Wellington 6140



**Sharon Bennett**

---

**From:** Alastair Smith <agsmith37@gmail.com>  
**Sent:** Monday, 10 November 2014 10:39 a.m.  
**To:** BUS: Policy Submission  
**Subject:** Island Bay Seawall submission

Thank you for the opportunity to submit on the proposals to restore the Island Bay seawall.

Great Harbour Way/ Te Aranui o Pōneke has the aim of establishing a cycling and walking route around Wellington Harbour, extending along the south coast to Red Rocks.

The Island Bay seawall project provides an opportunity to establish a separated cycling and walking route through this section of the Great Harbour Way. This appears to be best achieved through Options 4 and 5.

- These options provide an opportunity for people following the Great Harbour Way route to experience a natural dune environment.
- The short diversion for motor traffic (particularly for option 4) will only affect traffic touring the south coast, and for these users the extra time and distance will not be significant.
- These options are more resilient to climate change.

Regards

--

Alastair Smith  
Great Harbour Way/ Te Aranui o Pōneke Trust  
Ph +64 21 036 4443 (M)  
<http://www.greatharbourway.org.nz/>

**Sharon Bennett**

---

**From:** The Play Press <stuff@playpress.co.nz>  
**Sent:** Monday, 10 November 2014 11:53 a.m.  
**To:** BUS: Policy Submission  
**Subject:** Option 5

Dear WCC

I've lived in Island Bay for 25 years and all that time I've longed for someone to see the sense of what is basically your OPTION 5 (especially when my children were small) - close the street from the Bait House to the jetty  
- brilliant.

Though I don't see why you have to remove any sea wall - it could remain as shelter and maybe a boundary for small children.

All the seafront would then need is a decent café!! AND a water feature in Shorland Park for the children.

(Though if all this was accomplished the Bay would be so welcoming it might attract too many people...)

OPTION FIVE!

Cheers

Jean Betts

221 Clyde Street, Island Bay  
027 383 6058

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

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You can have your say by:

- submitting online at [Wellington.govt.nz](http://Wellington.govt.nz)
  - phoning us on 499 4444.
  - emailing a submission to [islandbayseawall@wcc.govt.nz](mailto:islandbayseawall@wcc.govt.nz)
  - completing this form and posting it using the FreePost form at the back of this booklet
- Submissions close at 5pm, Monday 10 November 2014.**

Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Diana

Last name

RUSSEN

Street address\*

4 FRINGE St ISLAND BAY

Phone/mobile

0274 497 428

Email

dianr@mcguinness.co.nz

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission: 1

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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**Section two - questions (continued)**

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Do you have any other comments you would like to make?

[Empty box for comments]

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

McGregor PHIL M'Gregor

Street address\*

92 FROBISHER ST

Phone/mobile

Email

0274448092 apal@paradise.net.nz

\* Mandatory fields

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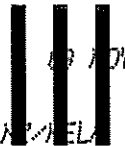
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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

LISA FALLEN I

Street address\*

108 SIDLAW STREET, STRATHMORE

Phone/mobile

Email

\* Mandatory fields

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

STAN

SZALKOWSKI

Street address\*

25 SOUTHERN CROSS CRES

Phone/mobile

Email

caward@slingshot.co.nz

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

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1

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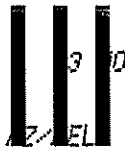
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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Douglas Van Boheemen

Street address\*

54 Owhiro Bay Pde, Owhiro Bay,

Phone/mobile

Email

027 4450033 doug.vb@xtra.co.nz

\* Mandatory fields

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Name of organisation

Number of people whose views are represented by this submission:

1

How have you gathered these people's views?

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(\*please indicate which option you are referring to)

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Preferred option 3.

- It's the best compromise between catering with heavy traffic on the Parade and preserving the current character of the Esplanade.
- It has minimal impact on existing residents of Reef and Trent Sts.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

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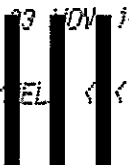
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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Jill O'BRIEN

Street address\*

18 DERWENT STREET ISLAND BAY WELLINGTON

Phone/mobile

Email

04 3836729 jillgrae1807@gmail.com

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation *our family*

Name of organisation

Number of people whose views are represented by this submission:

7 family members

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Opt 3. is my preferred option. even though it doesn't take into account the predicted 100 year water rise. It does however improve the curve of the beach, keeps the scenic coastal road intact, has room for a sea wall (see right) and also removes the <sup>old</sup> toilet block which has been allowed to be reclaimed by sand. It requires less sand. & is expected to last many decades.

opt 1 + 2 appear to be a short term fix & also call for a huge amount of additional <sup>both in land & off the water</sup> sand - this can't be good for the existing sea bed.

opt 4 does give the best solution to the 100 year predicted rise of the water but diverts traffic away from the scenic route, reduces parking considerably, directs traffic to a + intersection where it is difficult to see cars coming or parked cars & the park trees screen cars coming down the Parade & from the Esplanade through the cutting. & Removing the park trees is not an option to fix this problem.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

The wall. From living here / driving around the coastal suburbs I have observed that people congregate along the wide curved original walls (Island Bay, Lyall Bay). They do not do this by the concrete block walls or where there is no wall of Seaburn. They lean on, sit on, use as a table, & walk on these original walls. The wall gives, in Island Bay (& Lyall Bay) shelter from the Northwinds - when it is often warm/sunny, on the beach side. They are an asset to the community, a part of <sup>our</sup> social gathering building <sup>social</sup> bonds. I think it is really important to put in a similar or the original wall.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

Thanks for taking the time, expense to seek  
out people's views / give information.  
Fil

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- Mr   
  Mrs   
  Ms   
  Miss   
  Dr

First name\*  Last name

Street address\*

Phone/mobile  Email

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

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Of the five options shown, the only viable one is Option 3: relocate the wall and The Esplanade further inland - following the natural contour of the beach.

Option 1 will not work, simply because at sometime in the next 100 years, it is very likely the wall would again be undermined by storm wave-action.

Option 2 is impractical. A few mild storms will soon erode all the introduced sand and by 2025 we will be back to the present beach contours. Never try to fight the laws of nature!

Option 4 is not practical. Redirecting all The Esplanade traffic on to Reef Street on a permanent basis has the following hazards:

1. It would then have to make another turn at The Parade/Reef Street intersection, which is also used as a bus turning area, and:
2. It would also have to negotiate the narrow part of The Parade at its intersection with Milne Terrace.

Option 5 is again not practical. This takes The Esplanade traffic through the quiet residential streets (Trent Street or Brighton Street) and would have the same problems as option 4. There is also a considerable narrowing of Brighton Street at its north end.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

There are other options - such as sheet-piling, etc - which would almost guarantee the permanence of the seawall against storm wave-action, but these would compromise the visual and amenity aspects of Island Bay beach, and should not be considered.

My preferred option is 3, simply so that we would be going along with the forces of nature, and not fighting them (which is what the present sea wall has done for many years, quite successfully, until it finally gave up in June 2013).

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

No.

Do you have any other comments you would like to make?

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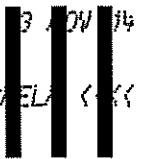
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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Demetra De Gregorio

Street address\*

52 Eden Street, Island Bay, Wellington 6023

Phone/mobile

Email

021 292 0944

\* Mandatory fields

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Option 5	1	2	3	4	5

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

No to road closure

Re-do Sharland Park to make more user friendly.

Eg. Stathamore park (behind Scott's College) is excellent especially if you have more than one child.

Have infant and toddler sections in close proximity

Having beach and park joint is a bad idea because children could run off and drown.

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# Island Bay Seawall: SUBMISSION FORM

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

SARA

FILORITE

Street address\*

15 Brighton Street

Phone/mobile

Email

SARA.FILORITE@gmail.com

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

3

How have you gathered these people's views?

By speaking to Onewa

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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	Strongly agree				Strongly disagree
Option 1	(1)	2	3	4	5
Option 2	1	2	3	4	(5)
Option 3	(1)	2	3	4	5
Option 4	1	(2)	3	4	5
Option 5	1	2	3	4	(5)



## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option 4 appears like a good idea - reservations include increased traffic flow especially heavy duty (come) up past reef street where children play. Also knock on effect of cutting traffic flow up Trent and Brighton Street - streets which are already used by people as a 'cut through' option.

Also I understand that the pots of money to execute option come from different sources - how will this be managed and what impact will this have on timeliness for completion?

Loss of parking around this plan/area may cause problems, particularly for immediate residents.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Traffic safety for pedestrians/families.

Traffic flow, and speed around play areas and in small roads, eg Brighton Street.

Ensuring that there is enough space for cyclists and pedestrians (option 4).

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

More protection for sand dunes.

Do you have any other comments you would like to make?

It's a positive experience to be consulted and 'have a say' in the process

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Grant Shearer

Street address\*

15 Valley St, Island Bay

Phone/mobile

Email

grautshearer56@hotmail.com

\* Mandatory fields

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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

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I believe maintaining some kind of thoroughfare alongside the beach is important and maintains trafficable options for vehicles, as per options 1-3. I believe Option 5 will reduce accessibility to the beach on one level by reducing parking and vehicle access.

I also believe option 5 will introduce a hazard to small children by allowing access to the sea via the park.

Option 4 I believe is also less desirable for the reasons stated above

Option 3 provides some resilience with regard to road maintenance with the seawall moved back. I also think access to the beach is maintained via the existing road and this option also maintains easy thoroughfare to other coastal areas

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

- Option 3 -
- Maintains existing road
  - Provides wave break
  - Moves wall back to provide wave residence in the area
  - accounts for climate change

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

I am also concerned about the general state of the coastal road round Island Bay, Owhiro Bay, Houghton Bay. What is in the Annual Plan to address resilience of the coastal road around the south coast?

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Option 1										
Option 2										
Option 3	(1)									
Option 4										(5)
Option 5										(5)



**Section two – questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

DANIEL NEELY

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2 SEVERN ST, ISLAND BAY, WELLINGTON

Phone/mobile

Email

021 420 338 DANIELPNEELY@GMAIL.COM

\* Mandatory fields

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Name of organisation

Number of people whose views are represented by this submission:

4

How have you gathered these people's views?

HOUSEHOLD UNIT.

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

WE ARE IN SUPPORT OF OPTION FOUR AS IT WILL PROVIDE THE COMMUNITIES OF WELLINGTON CITY - AND THE WIDER REGION - A UNIQUE AND DYNAMIC AREA ON THE SOUTH COAST. FURTHER, OPTION 4 IS THE BETTER LONG-TERM INVESTMENT FOR THE CITY.

ALTHOUGH OPTION 3 HAS MERIT, IT DOES NOT SUFFICIENTLY ADDRESS THE CHALLENGES POSED BY CLIMATE CHANGE AND THE NEW COASTAL LEGISLATION PASSED IN 2010. FURTHER, IT DOES NOT ALIGN AS WELL AS OPTION 4 WITH REGARD TO THE CITY'S GROWING EMPHASIS ON ~~RESILIENCE~~ RESILIENCE.

WE BELIEVE OPTIONS 1 & 2 ARE OVERTLY SHORT SIGHTED FROM AN ASSET MANAGEMENT POINT OF VIEW WHILE OPTION 5 (WHILE APPEALING IN MANY WAYS) HAS THE POTENTIAL TO CAUSE TOO BIG A DISRUPTION TO THE NEIGHBOURHOOD AND TRANSPORT USERS.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

OPTION 4 PROVIDES A GOOD BALANCE BETWEEN COMMUNITY IMPACTS IN THE PRESENT AND FUTURE WHILE ALSO OPENING UP A SCOPE OF POSSIBILITY THAT COULD TRANSFORM THE SOUTH COAST. A PARK THAT SEAMLESSLY CONNECTS TO THE WATER COULD HAVE ANY NUMBER OF NATURAL & MAN-MADE ATTRACTIONS BUILT INTO IT. LETS MAKE DECISIONS ABOUT WHAT COULD BE IN THE FUTURE AND WHAT DECISION IS BEST BASED ON THE HAZARDS THIS ASSET WILL INEVITABLY MANAGE.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

WHAT ARE OTHER PROGRESSIVE CITIES DOING IN THIS SPACE?

→ SEE EXAMPLES FROM NEW YORK SOUTH TO FLORIDA. OF CITIES LEVERAGING THE BUILT-IN RESILIENCE MOTHER NATURE PROVIDES.

LET'S BE A CITY THAT MAKES BOLD AND SOLID DECISIONS <sup>BASED</sup> ON EVIDENCE AND INSPIRATION ~~BASED~~ RATHER THAN MAINTAINING A TIME CAPSULE.

→ WHY DID WELLINGTON RENEW ITSELF IN THE 60'S & 70'S IN THE 1<sup>ST</sup> PLACE ??

Do you have any other comments you would like to make?

THINK BIG!

THIS IS THE CITY'S FIRST BIG MEATY HANDS-ON TANGIBLE DECISION REGARDING CLIMATE CHANGE. THIS IS OUR CHANCE TO SET SOME PRECEDENTS. ABOUT WHAT OUR CITY VALUES IN COMING YEARS. LET'S USE THIS OPPORTUNITY TO BE ON THE RIGHT SIDE OF HISTORY

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

KRISTINA MUOLLO

Street address\*

41 ROBIESON ST. MT. VICTORIA WELLINGTON

Phone/mobile

Email

04 801 8722

\* Mandatory fields

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Name of organisation

Number of people whose views are represented by this submission:

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**Section two - questions (continued)**

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What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

CYNTHIA COOMBER

Street address\*

179 THE PARADE ISLAND BAY

Phone/mobile

Email

383 9202 cynthiacoomb@xtra.co.nz

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

1

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified? PLEASE REFER TO PAGE 1.

(\*please indicate which option you are referring to)

THE FOLLOWING NOTES ARE OBSERVATIONS:

OPTION 4. (5. ALSO REFERS)

WITH TOURISM BECOMING MORE AND MORE CRUCIAL TO THE REGIONAL AND LOCAL ECONOMY ANY DETOUR IS GOING TO BE DETRIMENTAL TO THE WELL EARNED REPUTATION OF WHAT WE UNDERSTAND TO BE THE LONGEST MARINE DRIVE IN THE SOUTHERN HEMI - SPHERE. OF INTEREST, MANY COUNCILS OVERSEAS TREASURE AND NUTURE THEIR COASTAL ENVIRONMENTS. MANY OF COURSE DEPEND FOR THEIR WELL - BEING ON THE COVES, INLETS AND BAYS THAT PROVIDE A HAVEN FOR BOTH RECREATIONAL AND COMMERCIAL SMALL CRAFT AND, THE MAGNETIC LIKE ATTRACTION THESE HAVE FOR VISITORS. THE SOUTH COAST OF ENGLAND COMES TO MIND WHERE LOCALS, VISITORS AND TOURISTS ALIKE ENJOY LEAVING ON A SEA WALL SHARING THEIR LUNCH WITH SEA BIRDS AND GENERALLY GETTING A 'FIX' FROM THE SMELL OF THE SEA. IN THIS CONTEXT THE IMPORTANCE RESTORING THE SEA WALL CAN NOT BE OVER STATED..

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option? PLEASE REFER TO

What are the things that are important to you in making your decision?

PAGE 1.. (OPT. 1.)

IMPORTANTLY THE BREACH IN THE SEA WALL ALLOWS WIND FROM THE NORTHERLY QUARTER TO SURFACE FURTHER INSHORE THAN IT DOES WHEN SPILLING OVER THE TOP. THIS INCREASES STRESS LEVELS ON THE MOORINGS OF BOATS IN THE BAY AND FURTHER ON THE OARS/ROWLOCKS OF SOMETIMES HEAVILY LADEN BINGHIES MAKING TO AND FROM THE BOAT RAMP CLOSE NORTH OF THE 'BAIT HOUSE'. INFLATABLE BOATS AND OTHERS USED FOR RECREATION BY PERSONS OF ALL AGES ALSO REFER.

THE BREACH ALSO PROVIDES EASY ACCESS TO THE MARINE RESERVE FOR WIND BORNE RUBBISH. IT HAS ALSO BEEN NOTED THE BREACH IN THE WALL HAS DEPRIVED FLOCKS OF VARIOUS BREEDS OF SEA BIRDS THE AREA OF LEE USED FOR ROOSTING IN THE EVENINGS.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

TO COMPLIMENT OPTION 1. THERE IS A PROPOSAL TO CONSTRUCT A FENCE HIGH STONE WALL ALONG THE BOUNDARY BETWEEN SHORLAND PARK AND THE ESPLANADE. THIS AT SOME TIME IN THE FUTURE AND THEN AT SOME TIME LATER AGAIN AND, SHOULD THE NEED ARISE, THEN, SPECIAL TRAFFIC LIGHTS COULD BE ESTABLISHED ABOUT THE SURF CLUB AND AT THE INTERSECTION OF BEACH STREET AND THE ESPLANADE. THAT IS IN THE ADVENT OF AN EXTREME WEATHER EVENT RED LIGHTS WOULD DIVERT TRAFFIC. THERE WOULD BE NO NEED FOR GREEN LIGHTS.

FINALLY WE ARE OF THE OPINION THAT WHATEVER MEASURES ARE PUT IN PLACE AT THIS TIME WILL NOT WITHSTAND THE EFFECTS OF RISING SEA LEVELS. CLEARLY NATURE WILL INEVITABLY TAKE ITS COURSE.



Do you have any other comments you would like to make?

A FURTHER OBSERVATION: SAND DUNES; IT IS DIFFICULT TO UNDERSTAND WHY THE BAY NEEDS MORE OF THESE WHEN THE ACTUAL BAY AND SOUTH COAST ALREADY ENJOY THE PARTICULAR CHARACTER THEY BRING TO THE ENVIRONMENT. IF IN FACT MORE DUNES ARE REQUIRED THEN TWO QUESTIONS ARISE. THE FIRST IS WHERE WILL THE SAND COME FROM AND THE SECOND RELATES TO ASCERTAINING THE COST OF IT. THAT IS AS THE FREQUENCY AND INTENSITY OF GALES CONTINUE TO DIMINISH IT IS UNLIKELY TO MATERIALIZE NATURALLY FROM THE BEACH. THE STILL EXPOSED TOP HALF OF THE DERELICT OLD PUBLIC TOILET BLOCK ON THE ESPLANADE IS TESTIMONY TO THIS.

PAGE 4.

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

MAUREEN

GORDON

Street address\*

1/310 The ESPLANADE ISLAND BAY

Phone/mobile

Email

04 3838122

\* Mandatory fields

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## Section two - questions (continued)

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(\*please indicate which option you are referring to)

Options 4 & 5 for 30 years!  
 Having lived on the Esplanade and very aware of  
 the amount of traffic i.e. buses, large trucks going to  
 the tip I am very much against diverting it on  
 to the parade & through the Derron & cutting  
 to rejoin the Esplanade

Options that infringe on Shoreland Park will  
 destroy an area that has proved, over the  
 years, a safe and enjoyable for hundreds  
 of families. If there became a possibility where  
 children could end up, unsupervised, on the  
 beach it would be a worrying situation

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

That the area remains a safe & enjoyable area as it is now

The biggest problem is the traffic being diverted onto the Parade. There is just too much of it.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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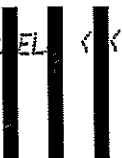
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Wellington 6140

## Sharon Bennett

---

**From:** Michael McCormack <michael@michaelmccormack.co.nz>  
**Sent:** Monday, 10 November 2014 1:50 p.m.  
**To:** BUS: Policy Submission  
**Subject:** submission for Island Bay Sea Wall Proposal Option 4

Hi,

I have been unable to make an online submission as it keeps rejecting my login attempts. Please can you accept this email as my submission in favour of Option 4. This is the option whereby you close the road immediately adjacent to Shorland Park so that the park extends to the sea.

I note that the map supplied by WCC for [option 4](#) shows *projected* traffic counts of 5350 for Derwent Street or The Parade. Yet in WCC actual traffic counts in May 2009 and May 2011, the traffic travelling on the Esplanade from Owhiro Bay direction was 1461. The traffic count for Derwent/Parade was 1187. If the 1461 cars are diverted, then the combined count will be 2648 not 5350. It's a very important distinction.

The reasons I support [Option 4](#):

- Re-instatement and extension of the sand dune. For years I have seen sand blowing away from the beach, never to be replaced. Sand dunes slow the erosion of sand. Even the seaweed on the beach prevents the sand under it from moving. Sand Dunes are a valuable coastal defense against erosion. They look good too. Rope ladders/steps and purpose paths through the dunes would enable people to reach the beach.
- Shorland park is a terrific amenity for Wellington and the kids of Island Bay. To see it extend to the sea would be very exciting. It's a change from the past, but a positive one. Not everything from the past is sacred. The seawall which was knocked over can be recreated within Shorland Park. It can become part of the next chapter of Island Bay.
- Society perhaps needs to stop be so car-centric. If we focus on cars and traffic problems then that is how we shape our vision and our city. I drive, like everyone else, but do not see it as my 'right' to go unhindered from A to B. It's okay to focus on the environment, parks and kids etc and put traffic second.
- Wouldn't it be so nice to have Shorland Park extend to the sea for no other reason than our inherent appreciation of parks and the ocean!

Concerns:

- While I subscribe to the vision of a walking, cycle and people friendly city I appreciate that traffic flow will be the biggest worry for residents on the affected streets. I recommend a trial period of closing the road.
- I also suggest traffic calming measures, regardless of outcome, to slow traffic down as it merges from The Esplanade on to Derwent Street. Reduction of speed limit, speed bumps and/or other measures. I suggest a pedestrian crossing on the Esplanade, just before Beach St/Derwent St. turnoff and another pedestrian crossing further up the Parade.

Thanks for considering my submission.

Best Regards,

Michael McCormack

McCormack Studio Gallery | 355 The Parade, Island Bay, Wgtn 6023  
 Ph: ++ 64 4 939 9620 | web: [www.michaelmccormack.co.nz](http://www.michaelmccormack.co.nz)



**Sharon Bennett**

---

**From:** Lynda Griggs <lynda.tuxie@gmail.com>  
**Sent:** Monday, 10 November 2014 1:57 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Submission on Island Bay seawall

Submission on Island Bay seawall

I live in Owhiro Bay and I work at NIWA in Evans Bay (Greta Point). I travel along the Esplanade every day.

I favour Option 1, where the seawall is strengthened and rebuilt in the current position. This would be the most cost effective option and appropriate strengthening should protect the wall from future damage. The June 2013 storm was an unusual occurrence, although we are likely to get more extreme weather due to climate change.

Adding more sand to the beach makes no sense as it will just be washed out. Moving the wall and making the beach bigger appears to be an unnecessary expense. If option 3 would significantly reduce pressure on the wall to an extent that would justify the cost, it might be an acceptable option.

I am VERY opposed to closing off any part of the Esplanade.

I consider retaining the Esplanade for vehicles and cyclists is essential.

Diverting the traffic to adjacent narrow streets (particularly Derwent St) would be bad for traffic flow and for residents in these adjacent streets. I live in Robertson St and there are enough problems already with increased traffic flow, which would undoubtedly increase if part of the Esplanade were closed. Speed bumps have already been added to Robertson St to address traffic problems.

Shorland park, the newly created areas, and houses in Reef St would be more exposed to the elements.

Storms would make a big mess of it all

Please please please don't do Option 4 or 5.

Spend the money on rebuilding and strengthening the wall itself.

Lynda Griggs  
25 Robertson St  
Owhiro Bay

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

We are keen to get your views on the options for the Island Bay seawall.

You can have your say by:

- submitting online at [Wellington.govt.nz](http://Wellington.govt.nz)
- phoning us on 499 4444.
- emailing a submission to [islandbayseawall@wcc.govt.nz](mailto:islandbayseawall@wcc.govt.nz)
- Submissions close at 5pm, Monday 10 November 2014.**
- completing this form and posting it using the FreePost form at the back of this booklet

## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

TERESA

Last name

CUCCURULLO

Street address\*

21 LIFFEY ST. ISLAND BAY. WELLINGTON.

Phone/mobile

3837142.

Email

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

1

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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## Section two - questions

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
Option 1 <i>Preferred but not practical</i>	①	2	3	4	5
Option 2	1	2	3	4	5
Option 3 <i>Best of five options.</i>	1	2	③	4	5
Option 4	1	2	3	4	5
Option 5	1	2	3	4	5

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

I don't think it a good idea to join Shorland park to the beach as it would <sup>be</sup> dangerous for younger children who maybe run off to the water, as it attracts them so easily. I've lived in Island Bay for most of my life and I liked the beach wall, and was very distressed when the storm caused it to collapse. Please do your best.!

Do you have any other comments you would like to make?

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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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# Island Bay Seawall: SUBMISSION FORM

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- completing this form and posting it using the FreePost form at the back of this booklet
- phoning us on 499 4444.

**Submissions close at 5pm, Monday 10 November 2014.**

## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Carolina

Last name

Petagna

Street address\*

53 Meusey St

Island Bay

Phone/mobile

3837 212

Email

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.

Yes

No

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Do you have any feedback or comments on the five options that have been identified?

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**Section two - questions (continued)**

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What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?



Do you have any other comments you would like to make?

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PO Box 2199  
Wellington 6140

**Sharon Bennett**

---

**From:** Geotechnical Engineer <engineer.geotechnical@gmail.com>  
**Sent:** Monday, 10 November 2014 2:06 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Seawall submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Zach, I am contacting you because the WCC webpage will not let people login and make submissions. In that regard please find below my submission which you are required to accept and appropriately administer on WCC behalf. My submission is as follows:

10 November 2014

Wellington City Council  
101 Wakefield Street  
PO Box 2199  
Wellington

Submission – Island Bay Seawall.

**My submission is for Wellington City Council to repair only the existing damaged/broken section of the seawall with a strengthened section of wall that is the same configuration as the existing concrete seawall.**

My name is Michael Fleming, I became a Registered Engineer in 1999 and remain MIPENZ. I have over thirty years' experience with geotechnical, coastal and river engineering. As Wellington City Council is well aware, I currently am the chief engineer and managing director of my engineering firm, which undertakes geotechnical, coastal and river engineering projects throughout New Zealand and Australia.

In my view the most cost effective and pragmatic option for Wellington City Council, concerning the seawall damage on the Island Bay water front/road verge, is to repair only the existing broken section of the seawall with a strengthened section of wall that is the same physical configuration as the existing concrete seawall. It is considered that the existing seawall has stood the test of time and functions adequately. However it is considered that the damaged section of seawall has in the past been overstressed by the additional kinetic action of sea turbulence caused by adverse hydraulic effects of the adjacent storm-water sea outfall pipe structure. In that regard it is concluded that a newly strengthened section of seawall (to replace and repair the old broken section of seawall) constructed in the same physical shape as the existing concrete seawall on either side would suffice. Wellington City Council must commission us to professionally assess the engineering basis for the engineering assumptions made by us, that form the basis for this submission, before using any ideas or information contained in this/our submission on the Island Bay seawall to Wellington City Council, as the basis or part thereof to design or build or repair a seawall associated with our concerned submission.

Regards

Mike Fleming  
9 Standen Street  
Karori  
Wellington 6012  
0274343296

[Engineer.geotechnical@gmail.com](mailto:engineer.geotechnical@gmail.com)

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

We are keen to get your views on the options for the Island Bay seawall.

You can have your say by:

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- phoning us on 499 4444.
- emailing a submission to [islandbayseawall@wcc.govt.nz](mailto:islandbayseawall@wcc.govt.nz)
- Submissions close at 5pm, Monday 10 November 2014.**
- completing this form and posting it using the FreePost form at the back of this booklet

## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Michaela Morrison

Street address\*

149a Clyde Street

Phone/mobile

Email

3836227

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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## Section two - questions

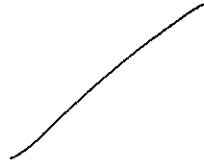
The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree					Strongly disagree
	1	2	3	4	5	
Option 1	1	2	3	4	5	5
Option 2	1	2	3	4	5	1
Option 3	1	2	3	4	5	5
Option 4	1	2	3	4	5	5
Option 5	1	2	3	4	5	5

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)



**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?



Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?



Do you have any other comments you would like to make?

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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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Wellington City Council  
PO Box 2199  
Wellington 6140

## Wellington City Youth Council Submission on the Island Bay Seawall Project

Contact: Sebastian Klinkum, Member, Wellington City Youth Council  
E: [s.klinkum@gmail.com](mailto:s.klinkum@gmail.com) | M: 027 979 0216

The Wellington City Youth Council welcomes the opportunity to present a submission on the Island Bay Seawall project. We are pleased to see the high level of community consultation which has taken place for this project and the extensiveness of the various options which have been developed for the project.

We support Option Four for the project, as we believe this option will derive the most benefits for the local community and area, by increasing the cultural and ecological value of the Island Bay beach, whilst limiting any adverse effects caused by the development.

We believe that this option will improve the cultural and ecological value of both Shorland Park and the Island Bay beach, as linking these two areas will result in better accessibility for the recreational user, and will make both of these assets more appealing without a busy road separating the beach and park.

The sand dune development, combined with the construction of a new, realigned seawall as Option Four proposes, is a more sustainable and long term solution in our opinion, which will go a long way to mitigating the original problem of protecting the local area from storm surges and rising sea levels.

Climate change is an important factor to consider in this issue, so we believe that in order to best adapt to the future challenges of rising sea levels and more frequent storm surges, this option represents the approach we must take – a future-focused solution, in comparison to Option One for example, which the Coastal Processes Assessment report prepared for Council suggests will require repair or replacement in the future.

The cycleway/walkway which is included in this option is an added benefit in our view, and ensures that pedestrians and cyclists will not be adversely affected in any way by the plan.

In regard to the traffic diversion created by the closing of the section of The Esplanade parallel to Shorland Park, the effect this will have on road users is minimal as the added distance of the detour along Reef Street and Derwent Street is very minimal compared to the existing route travelling south past the beach along The Esplanade. In fact, this option is somewhat of a compromise for road users as it allows the Reef St intersection to remain open, decreasing the length of the detour which road users will take compared to if that intersection was closed under Option Five, which would result in an additional block of The Esplanade closing to traffic.

One concern we have with this option is that the high amount of traffic permanently diverted along Reef Street and the southern end of Derwent Street will result in noise and visual pollution from high traffic volumes in two built up, residential streets. This is likely to have a particularly large effect on the southern end of Derwent Street from where it intersects The Esplanade, as this section of the street is narrow compared to surrounding streets and could cause problems with two lanes of busy traffic including large vehicles. Whilst this is the only detriment of this option in our opinion, we believe that thorough and direct consultation with residents in these streets is important, as they will be the people affected by the permanent traffic diversion.

On a brief note, the estimated cost of Option Four, between \$850,000 and \$1,500,000 is notably less expensive than some of the other proposed options, and still results in significant improvements to the beach and park, in addition to solving the original problem of the seawall replacement. It's also worth noting that this project creates a long term solution and may not need further investment for a significant period of time. Therefore we believe that developing this option is a reasonable use of ratepayer funds and provides a good return on the potential investment from Council.

In conclusion, we support Option Four as a sustainable and long term solution which directly solves the problem created by the seawall damage in 2013 and takes the opportunity to improve the value of both Shorland Park and the Island Bay beach. Overall, we regard this option as a development which would add ecological and cultural value to two existing community assets and holistically improve the local area.



**Sharon Bennett**

---

**From:** Sarena Syphers <sarena@bewellchiro.co.nz>  
**Sent:** Monday, 10 November 2014 2:36 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Island bay wall

I think combining the beach and shoreland park is a great idea!  
It will really boost island bay and create a welcoming environment for families. It would be very cool if some cafés could open up near the beach.

I vote for option 4 or 5 depending in the consensus.

<http://wellington.govt.nz/~media/your-council/projects/files/island-bay-seawall/island-bay-seawall-option-4.pdf>

Cheers,  
Sarena Syphers  
Houghton bay resident

121 houghton bay rd  
043884512

Sent from my iPhone

My name is Joe Bleakley and I'm making this submission as an individual. (See contact details below)

I would like the park to connect with the beach, so a version of options 5 and or 4 would be my preference.

I was a member of the Wellington City Council/Community Taskforce (1995), chaired by Roger Shand, City Architect. We worked for over a year with various community representatives developing a plan for The Future of Shorland Park and the Bay. Closing the road was one of the main features of the plan we developed. After the presentation of the plan to council, the Taskforce continued on for more than 10 years regularly presenting submissions to the WCC for the enhancement of Shorland Park and the bay.

Does the WCC have a record of the work the Taskforce did?

## THOUGHTS ON OPTIONS

### Option 1:

Will not cope with sea-level rise predictions

It was the bay with its boats, the promenade along the Esplanade and things like fish and chips on the seawall that attracted me and my family here in the early 80's.

I love Island Bay and especially the seawall but I accept that the status quo will not cope with sea-level rise predictions.

### Option 2:

Expensive and risky – where will sand go?

An interesting idea... but potentially a very expensive experiment.

Who knows if the sand will stay. Essentially the 'dune' on the seaward side of the wall will need to be as high or higher than the seawall... will the sand blow over the wall? Will a big storm drag the sand into the bay... making the bay shallower? Who knows???

### Option 3:

Don't lose old Toilet Block; move road and seawall behind it. Esplanade as a one way cobbled road.

Some aspects I don't like... the new alignment of the road proposed appears to suggest the old 'buried' toilets will be destroyed.

The old toilets are part of Island Bay's history... I love the old buried toilet block, a wonderful little folly in the dunes. It makes our dunes different from those on another bay. A great little lookout for kids. Unfortunately, a lack of planting and basic maintenance means it is a bit of an eyesore. The council's lack of commitment to the

maintenance of this little wonder is one of the reasons some might have a lack of trust in the council. It was clear from the beginning that the council would prefer to remove the toilet block, and letting it become an eyesore could be seen as being in the council's interest.

If option 3 became the preferred solution I prefer the road alignment suggested in the Stage 2 Concept of The Shorland Park Integration Project below... where the roadway goes behind the old toilet block, putting it on the seaward side of the seawall allowing it to function as a dune foundation, amongst other things. There are some other good ideas in The Shorland Park Integration Project.

<http://wellington.govt.nz/~media/your-council/projects/files/island-bay-seawall/shorland-park-stage2-concept-plan-file4c.pdf>



One idea with this option could be to make the Esplanade one way... possibly with speed humps. An option we had considered in the Wellington City Council/Community Taskforce was to have a one lane cobblestoned 'roadway'. This would reduce the total amount of traffic on the park section of the Esplanade and slow down the traffic while discouraging the use of it by those in a hurry.

Option 4:

One way road system with Reef and Trent Streets

Option 4 is not my preferred option... although with changes it could be.

Has a one way option been considered? E.G. Reef St one way and Trent St the opposite way. The width of Reef St could be reduced

with an avenue of trees lining each side and the spare land used by the park.

The section of the Esplanade between the Surf Club and where it meets Reef St would be one way also, allowing the sea wall to move further inland.

The footpaths on Trent St could be widened allowing an avenue of trees either side, beautifying the street while helping to block the traffic noise from the houses.

Option 5:

My current preferred option – but do we need to lose wall?

*NB:- For many who love our heritage wall, this adaptation to option 5 might help them with accepting a change.*

Is it absolutely necessary to remove the wall in this option? What if the damaged section of the wall was repaired and put back to its original position with it's connections to the foundations made stronger and then the dunes were built behind them.

I imagine if the sand that has blown over the wall onto the road over the years had not been swept up, dunes would have formed around and behind the wall.

The seawall would form some sort of protection for the dunes from big storms.

Island Bay will keep its heritage wall and give something for generations to sit and muse upon, as they look out to the bay eating their fish and chips... as generations have done before. Also the 'well maintained' buried old toilet block should remain... a great dune foundation and a lookout.

GENERAL THOUGHTS:-

Keep all our history

My preference with any of these options is to incorporate our history (seawall, old toilet block, maori history etc) into the changes, rather than remove them... these things are a part of us, why we like being here and they are what makes this place unique.

Some sort of replacement for the jewel we might lose

In the options that have the seawall removed has enough been made of the loss of the beautiful promenade that exists now?

Anywhere in the world it would be seen as a jewel. People may be more open to change if they felt that the people driving it, specifically the WCC, appreciated what was being lost and tried to compensate for the loss in the new development.

At the moment this beautiful promenade with its seawall will be replaced with... sand dunes?

More facilities in the expanded park. E.g. a splash pool for kids etc.

I feel if more was made of what potentially could happen with an expanded park people may be more open to a change. What facilities could be added E.G. a water feature 'splash' pool to replace the one that was removed when the stormwater pipe was put through the park.... etc

Re participation in Seawall Action Group meetings... I was keen to be a member of the group but unfortunately their weekly Wednesday 6.30 meetings clashed with another weekly meeting of mine.

Yours sincerely  
Joe Bleakley

PS: Keen to have an ongoing involvement in the process whatever option gets chosen. Please keep me on the email list

Joe Bleakley  
223 Clyde St, Island Bay,  
Wellington 6023,  
New Zealand  
Hm Ph/Fax: +64 4 383 5461  
Mob: +64 27 448 1990  
[joe.bleakley@paradise.net.nz](mailto:joe.bleakley@paradise.net.nz)

# Island Bay Seawall: SUBMISSION FORM

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- Submissions close at 5pm, Monday 10 November 2014.**

## Enter your name and contact details

Mr    Mrs    Ms    Miss    Dr

First name\*

Last name

ANDREW POTTER   POTTER

Street address\*

46 DERWENT ST

Phone/mobile

Email

021 201 2500   aapotter@hotmail.com

\* Mandatory fields

I am making a submission  As an individual    On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.    Yes    No

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Option 5	1	2	3	4	5

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option 5. IS DUMB TO PUT TRAFFIC  
INTO SMALL STREET WITH CHILDREN.  
LARGER VEHICLES USE THIS ROAD  
TO ACCESS ~~OF~~ THE TIP.

Option 4. ~~IS~~ IS NOT AS DUMB

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Option 3 OUT OF THE OPTIONS YOU  
HAVE GIVEN ME, I THINK LONG  
TERM UP KEEP WILL BE THE  
CHEAPEST AND EASIEST TO UP KEEP.  
AND KEEPING THE FEEL THAT ISLAND  
BAY HAS HAD FOR A LONG TIME.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

I THINK THIS IS BEST COVERED WITH  
OPTION 3.



Do you have any other comments you would like to make?

GOD SAVE THE MAYOR.

1st fold here - fasten here once folded

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# Island Bay Seawall: SUBMISSION FORM

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Chrissie Potter

Street address\*

46 Devonport St, Island Bay

Phone/mobile

Email

0210 747 687 Chrissiepotter@clear.co.nz

\* Mandatory fields

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option 1-

I use the Island Bay beach walk most days in all weathers -  
 To me, to change a beautiful  
 Uncomplicated Bay, which has  
 So much history and is so  
 Safe & practical. Which many  
 people enjoy on a daily basis

is just so wrong -  
 the traffic flows so well -  
 The cyclists seem to have  
 a wonderful ride through the  
 area - its all so easy -  
 why change??

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

As answered + death with  
in question 1.

I will say option 4 + 5 are  
so far unrealistic -  
putting all the traffic through  
around the end of the children's  
play area - ??? A Disaster in  
~~making~~ <sup>making</sup>

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

I'm not so sure about alternative  
but some good maintenance in  
the future should really be  
considered!

Do you have any other comments you would like to make?

Use money <sup>to be invested</sup> in the cupeway  
to improve, and save our  
Coastline - much better investment

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Rosalind Moore

Street address\*

12 Emerson Street Berhampore Wellington.

Phone/mobile

Email

04 389 7164 haslettmoore@gmail.com

\* Mandatory fields

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Name of organisation

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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

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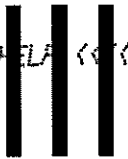
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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

PAULA MUOLLO

Street address\*

APARTMENT 701, 120 COURTEWAY PLACE WGN

Phone/mobile

Email

3842 411

\* Mandatory fields

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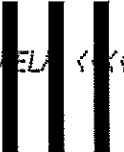
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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

ANTONIO MUOLLO

Street address\*

196 THE PARADE ISLAND BAY WGTONGA

Phone/mobile

Email

0274433380

\* Mandatory fields

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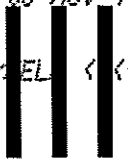
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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

JUSTINE MNUOLLO

Street address\*

40 ROBIESON ST. ROSENEATH WELLINGTON

Phone/mobile

Email

021 477679

\* Mandatory fields

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First name\*

Last name

LINA VOLPICELLI

Street address\*

SEVERN ST. ISLAND BAY WGTON

Phone/mobile

Email

04 3838708

\* Mandatory fields

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Fina Weight

Street address\*

9 Trent street, Island Bay, Wellington

Phone/mobile

Email

(04)3839721 fina.weight@live.com

\* Mandatory fields

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Name of organisation

—

Number of people whose views are represented by this submission:

—

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Option 2	1	(2)	3	4	5
Option 3	1	2	(3)	4	5
Option 4	1	2	3	4	(5)
Option 5	1	2	3	4	(5)

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

As a resident ~~at~~ of Trent st, the amount of traffic that will pass through if option 4 or 5 are decided upon will be horrible. It is already such a dangerous road that cars speed along & either of those options will only make it worse.

Adding sand seems a bit ridiculous as we live in Wellington so it will just blow everywhere but ultimately this is not the worst option (2).

As it stands all options bar the first seem like a waste of money that will just cause more problems for those who live by the beach and park.

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

- option 1 -
- Cheapest
  - Won't change traffic
  - We know it works
  - Not annoying for those who live near by

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

—



Do you have any other comments you would like to make?

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Glen Wong

Street address\*

17 Dee St, Island Bay, Wellington

Phone/mobile

Email

\* Mandatory fields

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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Prefer option 5 the most.

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Most preferred is option 5  
Integrates beach, Shorland Park and  
small ~~residential~~ grass area into a single  
space -

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

No

Do you have any other comments you would like to make?

No

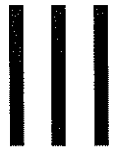
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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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FreePost Island Bay Seawall (COP001)  
Wellington City Council  
PO Box 2199  
Wellington 6140

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

We are keen to get your views on the options for the Island Bay seawall.

You can have your say by:

- submitting online at [Wellington.govt.nz](http://Wellington.govt.nz)
  - emailing a submission to [islandbayseawall@wcc.govt.nz](mailto:islandbayseawall@wcc.govt.nz)
  - completing this form and posting it using the FreePost form at the back of this booklet
  - phoning us on 499 4444.
- Submissions close at 5pm, Monday 10 November 2014.**

### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Maree GREEN

Street address\*

140 The Esplanade, Island Bay

Phone/mobile

Email

976-0399

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

1

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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## Section two - questions

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree					Strongly disagree
Option 1	1	2	3	4	5	
Option 2	1	2	3	4	5	
Option 3	1	2	3	4	5	
Option 4	1	2	3	4	5	
Option 5	1	2	3	4	5	

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option 3 :

- This is my preferred choice because it —
- ① presents a minimum disruption to traffic flow + parking.
  - ② it is a solution to the likely rising shoreline / high tide problem into the foreseeable future.
  - ③ the seawall may need to be higher to contain windblown sand as well as storm-sea swells but its style could be copied to keep its historical character.

Options 4 + 5 :

blocking off the road/roads to make a continuity between Shoreland Park + the seashore makes it hazardous for families eg a mother trying to supervise several young children — drowning is a possibility.

At present the Park is self contained + safely fenced so the road between the Park + the beach is not problematic. They are more safely supervised as discrete areas.

The scenic drive around the Bays for tourists + visitors is a continuity + would be disrupted by these detours away from the scenic beauty + iconic status of Taputeranga Island

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Option 3 preferred:

- ① minimum disruption to traffic flow + parking.
- ② good solution to the rising shoreline / high tide problem for foreseeable future.
- ③ keeps historic character while being adapted to cope with current changed environment.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

not a solution but a question -  
can the sand be returned to the beach from the roads after a storm? - minimal debris removal is needed + it would seem more cost effective + efficient.



Do you have any other comments you would like to make?

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2nd fold here

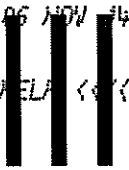
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FreePost Island Bay Seawall (COP001)  
Wellington City Council  
PO Box 2199  
Wellington 6140

To: Wellington City Council

From: Malcolm Moore  
172 Derwent Street  
Island Bay  
Wellington 6023  
10 November 2014

### Submission on The Island Bay Seawall

1: Effects of traffic changes if Option 4 or Option 5 are implemented.

The published historical traffic data provides figures based on a full 7 days. The projected figures are based on a full 24 hours. As such they do not provide information about traffic flows at times when Shorland Park is being used by children i.e. during the day.

I have done two counts during weekdays and provide the following data.

Method: I sat at the intersection of Derwent Street, The Esplanade, and Beach Street and counted the vehicles that travelled along Derwent Street and along The Esplanade. The count for heavy vehicles was decided by whether the vehicle had dual wheels on the rear axle.

Wednesday 28 May 2014 3:15pm – 3:52pm

	The Esplanade	Derwent Street
Light Vehicles	130	92
Heavy Vehicles	9	3
	----	----
Total Vehicles	139	95

If the flows are combined, this gives an increase of total traffic flowing along the south section of Derwent Street at this time of **146%** and an increase in heavy vehicles of **300%**

Friday 30 May 2014 10:30am - 11:15am

	The Esplanade	Derwent Street
Light Vehicles	126	82
Heavy Vehicles	22	5
	----	----
Total Vehicles	148	87

If the flows are combined, this gives an increase of total traffic flowing along the south section of Derwent Street at this time of **170%** and an increase in heavy vehicles of **440%**

The discrepancy between my data and the Council's is probably due to the Council's raw data being based on a full 7 days. The Esplanade is the main thoroughfare to the landfill for the Eastern Suburbs. There is very little heavy traffic along The Esplanade during night time and on weekends. The Council's raw data could be re-analysed to provide data at different times of day.

Routing the extra traffic along Trent or Reef Street, and then along The Parade and the south section of Derwent Street will cause people walking to Shorland Park to have to cross roads that have a significant increase in traffic. Shorland Park is Island Bay's local playground and making access more difficult should not be done

Additionally, every 12 minutes during weekdays a No1 bus has to turn at the intersection of Reef Street and The Parade. This often requires the driver to do a reversing operation to be able to get around. Increased traffic through this intersection will exacerbate the resulting traffic hold ups that occur.

The south section of Derwent Street is quite narrow, significantly increasing the traffic flowing through it, especially of heavy vehicles, will inevitably cause problems.

From 2002 to 2004 this section of Derwent Street was closed for a period of about two years while sewer drainage work was carried out. It caused little inconvenience because traffic could flow via The Esplanade. If The Esplanade is closed and further work needs to be undertaken in the future there will be no alternative route.

Because of all the above I oppose the closing of The Esplanade.

## 2: General Comments.

I have been a user of Shorland Park for over 25 years, firstly with my own children, and now with grandchildren. I've been pleased that there was the distinct barrier of The Esplanade between the park and the beach. As the children have grown they knew that they were allowed to play at the park, but if they were going to the beach they needed increased supervision.

Option 1 The removed sections of seawall show that the seawall is in poor condition, with reinforcing steel having corroded. Rebuilding the damaged section will leave the other original sections still in a weakened state.

Both Option 2 and Option 3 are possibly merely trying to solve a problem that has been caused by the storm water outlets preventing sand from replenishing the beach at its narrowest point. The 1930s photo on the WCC website shows the beach being much wider at this point. Another option would be to move the storm water outlets to a rocky section of shoreline.

The future: As sea levels rise the south end of Island Bay will be susceptible to damage. Additionally the road around the South Coast will become unusable. The Island Bay valley itself could be saved by building a dyke between the cliff by the Baithouse and the high land south of Shorland Park. Any decision should bear this eventuality in mind.

Thank you for the opportunity to make a submission.

Yours faithfully  
Malcolm Moore



**Sharon Bennett**

---

**From:** Hanne Jostensen <jostensh@gmail.com>  
**Sent:** Monday, 10 November 2014 6:52 p.m.  
**To:** BUS: Policy Submission  
**Subject:** submission

Hi there

I support the idea of connecting the park with the beach, and if you are to close off any residential streets, then please consider making them one way streets to reduce the traffic, and also put down speed bumps, large enough speed bumps to force vehicles to slow down, not just small ones that are a nuisance but that you can race over.

Also please ensure that there are lots of crossings to make it safer for pedestrians. The current crossing options around the surf club area are insufficient.

Hanne Jostensen  
43 Brighton Street  
Island Bay

**Section one - your details**

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- Submissions close at 5pm, Monday 10 November 2014.**

**Enter your name and contact details**

Mr     Mrs     Ms     Miss     Dr

First name\* Last name  
Heather + Graham    Campbell

Street address\*  
16 Reef St. Island Bay

Phone/mobile Email  
022 406 2005    pineapplelump@orcon.net.nz

\* Mandatory fields

I am making a submission     As an individual     On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission: 2

How have you gathered these people's views?

*Husband + wife - we have discussed this issue and given it much thought.*

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.     Yes     No

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**Section two - questions**

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Option 5	1	2	3	4	5

Graham and Heather Campbell  
16 reef St  
Island Bay

**Our preferred option is no 3.**

This improves what is already there by allowing the natural contour of the beach to prevail but without drastically altering what has worked well for the Island Bay community for many many years.

This would maintain the special character of the seafront Esplanade for all to enjoy – beach visitors, pedestrians, cyclists and vehicle traffic, even people parked in cars who can still enjoy the view and closeness of the sea. Some people can no longer walk on a beach but The Esplanade provides the perfect place to enjoy one of Wellington’s most special places.

**Option 1** is also acceptable but doesn’t address the problem of further high sea surges hitting the most vulnerable and narrow part of the beach.

**Option 2** may be acceptable if the extra sand wouldn’t harm the bay marine ecosystem.

Options 4 and 5 radically alter the character of Island Bay beach and surrounding streets. They stop direct access to part of the beach from the road. Both options decrease the number of car parks close to the beach, limiting access for people who can’t walk far. Option 4 concentrates traffic to Reef St. Option 5 concentrates all traffic to Brighton St and Trent Street. This traffic includes large numbers of heavy trucks that currently head to and from Owhiro Bay area.

**Options 4 and 5**

The intersection of Reef St and The Parade already requires special attention and care as there is a busy pedestrian crossing on the corner used by many children and adults going and coming from Shorland Park. The buses also turn around at this junction despite very little room to spare. Visibility when turning right from Reef Street, north into The Parade is poor because of the Shorland park foliage and the angle of the southern end of The parade. Other buses not in service frequently park further along Reef St, beside the park taking up multiple park places.

I am unaware of any specific official traffic analysis but from my recent observations (walking The Esplanade daily and living in Reef St) I believe the traffic is about evenly divided. Nearly half the traffic uses The Esplanade by travelling to/from Owhiro Bay direction and to/from Lyall Bay direction.

The other half either turns off The Esplanade into Reef St (to The Parade) at the Reef St/Esplanade junction or joins the Esplanade from Reef St.

A small percentage of traffic uses the junction of the Esplanade/Brighton St to leave or join the Esplanade. (They either continue along Brighton St or Trent St)

With Option 4 and doubling the traffic along Reef St including the addition of large heavy trucks (travelling to and from Owhiro Rd using the WCC dumping station,) there will be a significant traffic load which will make all activity in Reef St more hazardous. In particular the angle parking and parallel parking for beach and park users, crossing the road, using the pedestrian crossing at The Parade corner, vehicle traffic at this corner turning in any direction, and buses turning around at the end of their route or parked at 'rest' in Reef St.

The southern end of The Parade/Derwent St will also experience double the traffic volume with the diversion of traffic wanting to head towards or from Owhiro Bay. In particular the intersection of Derwent St with The Esplanade is ill suited for increased traffic as Beach St intersects here as well.

By closing part of The Esplanade parking for both Shorland Park and the beach will be reduced.

The increased traffic along two sides of Shorland park will create greater risks for people, especially children crossing these adjacent roads.

Currently Shorland Park has specific boundaries with roads on three sides and houses on one side. This means the park is clearly visible from all sides. Parents and children feel safe here.

I am concerned that by extending the southern boundary towards the beach by dunes – the park loses some visibility. People can drift into the area and disappear again via the beach. I am not sure this will make the park as safe for children as it is at present.

Supervising adults are well aware of the road boundaries of the park as are older children. People are vigilant for this. By extending the park to dunes to the sea – the defined boundary becomes less clear. I would be concerned that children could be at risk of wandering unsupervised near water.

If option 4 closes part of The Esplanade and the area become dunes there will be a vast area of new sand. At present in strong southerlies, walking on the beach is nigh impossible because of swirling sand storms. Sand hitting the skin and being blown into eyes is painful and most unpleasant. Although the beach is well below the level of the road and has a significant protective beach wall front most of it - sand still blows 100s of meters inland. The Esplanade is frequently covered in sand. Our vehicles, house, garden and lawns in Reef St get covered in sand. By establishing large dunes of sand, at a higher level than the existing beach and by removing the sea front wall, the sand storms will be far more significant and irritating for all houses in the immediate neighbourhood, as well as creating even greater sand deposits on roads and footpaths. Whilst planting will eventually help this problem, sand is still blown despite ground cover.



In Option 5 the creation of even larger dunes here would provide even more sand to be blow around in southerlies causing this problem to extend over a far greater area.

Trent Street and Brighton Street would significantly change from being quiet streets to very busy thoroughfares.

**The Esplanade running through Island Bay is one of New Zealand's most beautiful coastal drives. As part of a coastal road that stretches from the far south west near the Red Rocks walkway and winds around the coast all the way to Lyall Bay and beyond, there are few roads that offer such extensive and beautiful coastal views for walkers, cyclists and vehicles. I travel this road most days and never cease to admire the ever changing seascape. I am extremely grateful to the intelligent foresight of past Wellingtonians who created this amazing coastal route for everyone to enjoy. I hope that The Esplanade continues to be part of Island Bay community without being fragmented and altered changing its iconic character and function.**

*Colin Campbell*  
*James Beec*

**Sharon Bennett**

---

**From:** Francesca De Gregorio <unsey@xtra.co.nz>  
**Sent:** Monday, 10 November 2014 10:58 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Island Bay SeaWall

Hello there,  
I would like to submit a submission for the Island Bay Seawall.

I am in favor of option 1 keep the wall as it is.

Kind Regards  
Francesca De Gregorio  
169 The Parade Island Bay  
Wellington.

# Island Bay Seawall: SUBMISSION FORM

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- Submissions close at 5pm, Monday 10 November 2014.**

### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*  Last name

Street address\*

Phone/mobile  Email

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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## Section two - questions

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
Option 1	<input checked="" type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5
Option 2	<input type="radio"/> 1	<input type="radio"/> 2	<input checked="" type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5
Option 3	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input checked="" type="radio"/> 5
Option 4	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input checked="" type="radio"/> 5
Option 5	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input checked="" type="radio"/> 5

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option 2 - Looks good on paper, but the mighty ocean shifts sand overnight, and in big quantities, so any manmade additions would be unlikely to last without constant maintenance - I question the purpose.

Our home has a direct view of all the Esplanade traffic. It's considerable. My objections to options 4 and 5 are solely to do with the traffic flow on the Esplanade, and the safety of all road users.

Option 3, 4, 5,

These ~~both~~ re-route the heavy traffic load on Esplanade (especially those enroute to Owhiro Valley - the tip, and a main access to the city) causing extra road junctions and traffic hazards, absolutely unnecessarily in my view.

Option 4.

Diversion of traffic along Reef St will cause a major intersection of tip traffic with turning trolley buses then a few yards down the road, the junction of Milne Terrace with end of Dewent St will be made very difficult to exit with heavy traffic from both directions, and poor driver visibility for the north bound traffic.

To finish this diversion, one faces the 'road calming' mess at the junction of Beach Street with the Esplanade please leave the road as it is presently laid out.

Option 5, Surely it cannot be an option, to re route heavy traffic through Narrow Trent St! or even worse, to take it up Brighton St (one way in) down Liffey to Humber to a left hand turn <sup>ports</sup> on the Parade. From a heavy traffic point of view this is ridiculous. I am not a road-planner, but as a local resident and mature driver, please use wisdom in planning.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

preferred option ① Status quo. <sup>most</sup>  
 Simplest, cheapest, least invasive, and effective.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Deal with long term coastal hazards as they arise.  
 Assist by 1) regular clearing of sand from footpaths + drains  
 2) remove, by bulldozer, and redistribute over beach, the windblown sand dunes that form against the eastern side of bay, before gales from the South blow the lot up Brighton Street. Maybe needed twice a year.

FreePost Island Bay Seawall (COP001)  
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PO Box 2199  
Wellington 6140

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Do you have any other comments you would like to make?

# Island Bay Seawall: SUBMISSION FORM

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### Enter your name and contact details

Mr   
  Mrs   
  Ms   
  Miss   
  Dr

First name\* Barry                      Last name Charles

Street address\* 218 The Esplanade, Island Bay, Wgton

Phone/mobile 934 6468                      Email bandm.charles@clear.net.nz

\* Mandatory fields

I am making a submission   
 As an individual   
 On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission: 1

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.   
 Yes   
 No

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Option 2	1	2	3	<u>4</u>	5
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Option 5	1	2	3	4	<u>5</u>

Do you have any other comments you would like to make?

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PO Box 2199  
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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\* TANYA Last name DRAWBRIDGE (ASHKEN)

Street address\*

302, THE ESPLANADE, ISLAND BAY, WATN 6023

Phone/mobile

Email

04 971 8151 tanya.ashken@gmail.com

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

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Option 5	1	2	3	4	5	

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

In reference to Option 4; it's a nice idea to connect the Park with the beach, & I know where this has been done: Westport, Connecticut, near New York. But, it wouldn't work here because the traffic would have to be diverted along Derwent St, which is very narrow & residential. People have no garages & have to Park on the road. Therefore, I opt for option 3, with reservations listed overleaf.

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

There may be no need to re align the road too much, as it's very wide. The pavement would need to be re aligned, taking in part of the existing road.

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**Thank you for your comments. Please return this submission form by 10 November 2014.**

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

MARCUS

WEIGHT

Street address\*

9 TRENT ST

Phone/mobile

Email

383 9721

weight.marcus@gmail.com

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

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Option 2	1	2	3	(4)	5
Option 3	1	(2)	3	4	5
Option 4	1	2	3	4	(5)
Option 5	1	2	3	4	(5)

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

OPTIONS 1 AND 3 ARE THE BEST SOLUTIONS - JUST BECAUSE THE WALL NEEDS FIXING THERE IS NO NEED TO CHANGE THE TRAFFIC FLOW.

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

SEE MY PREVIOUS COMMENT

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

THE WHOLE OF THE SOUTH COAST WILL NEED ATTENTION AS  
COASTAL HAZARDS - FOCUS ON THE BIG PICTURE.

Do you have any other comments you would like to make?

1st fold here - fasten here once folded

**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

2nd fold here

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Wellington City Council**  
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Wellington City Council  
PO Box 2199  
Wellington 6140



# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

We are keen to get your views on the options for the Island Bay seawall.

You can have your say by:

- submitting online at Wellington.govt.nz
  - phoning us on 499 4444.
  - emailing a submission to islandbayseawall@wcc.govt.nz
  - completing this form and posting it using the FreePost form at the back of this booklet
- Submissions close at 5pm, Monday 10 November 2014.**

## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

ALLISON MARGARET GRECO

Street address\*

26 - 25 TACY ST. KILBIRNIE - (lived in Is Bay for 70 years)

Phone/mobile

Email

976 - 2231

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

1

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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## Section two - questions

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
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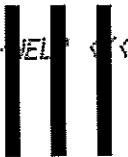
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Wellington City Council**

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Ferdinando Petagna

Street address\*

53 Meusey Street Island Bay

Phone/mobile

Email

3837212

\* Mandatory fields

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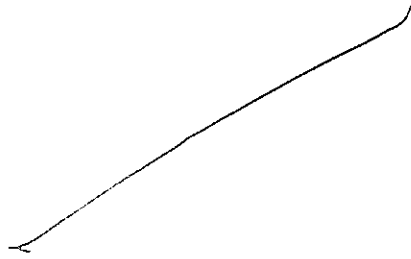
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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

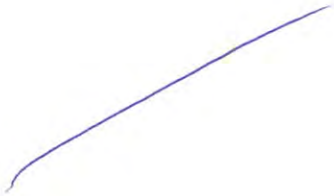
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**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?



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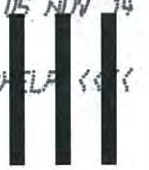
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- Submissions close at 5pm, Monday 10 November 2014.**

### Enter your name and contact details

Mr    Mrs    Ms    Miss    Dr

First name\*

David

Last name

Graham

Street address\*

4 Silverpine Ave, Woodridge

Phone/mobile

027 667 0581

Email

classicpanel@clear.net.nz

\* Mandatory fields

I am making a submission  As an individual    On behalf of an organisation

Name of organisation

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Do you have any other comments you would like to make?

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- Submissions close at 5pm, Monday 10 November 2014.**

## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Kirsten Porteous

Street address\*

9 Trent St, Island Bay

Phone/mobile

Email

027 777 9704 kirsten.porteous@gmail.com

\* Mandatory fields

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Name of organisation

Number of people whose views are represented by this submission:

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option 2 is ill-founded for two reasons. Firstly, any sand that is added will quickly be either washed away or blown away. Secondly, what are the rules regarding marine reserves? Surely if nothing can be removed from a reserve, ~~adding~~ adding imported sand would also be wrong.

Options 4 and 5 I live in Trent St and already the traffic is noisy and often speeding. Closing any part of the Esplanade would make this even worse. Please don't do this.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Option 1 - Just put the wall back as it was. It lasted a long time until last year's storm, and is still fine in the rest of the bay. Option 2 is ~~my~~ essentially the same but would just waste money on sand as well.

Option 3 is my next preferred option, but I think would be expensive, and takes away the historic aspect of the existing wall.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Why worry about this stretch of the coast when other areas also are being affected (Owhiro Bay where the foot path is being propped up) and between Houghton Bay and Princess Bay (currently being fixed). Just repair it without meddling - it feels like the WCC is taking advantage of the storm to push through radical change without a mandate.

Do you have any other comments you would like to make?

1st fold here - fasten here once folded

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PO Box 2199  
Wellington 6140

R8  
Island Bay School  
6 Thames Street  
Island Bay  
Wellington 6023

10 November 2014

Attention: Lisa McLaren

Island Bay Seawall

Wellington City Council

PO Box 2199

Wellington 6140

Dear Lisa,

The children really understood your talk and have had a lot to say about it. We drew pictures and wrote letters concerning our view on what should happen to the seawall and Shorland Park.

Please find enclosed a few of these letters from the Rimu Syndicate who are the children aged between six and eight years. I don't think these children could make an oral submission however I did talk to the other syndicate about this as well so maybe they will respond.

Yours sincerely,



Alyson McRae

R8



R8

R8  
Island bay school  
6, Thames street  
Island bay  
Wellington 6023  
6, November 2014

Dear Wellington city council,

I agree  
with option number three because  
I still want to go through the middle  
of the park and the beach, also  
can we please have a little  
paddling pool. so can you please  
choose option three

yours sincerely  
Ben Luey  
age 7



R8  
Island Bag School  
6 Thames Street  
Island Bay  
Wellington 6023  
6 November 2014

Dear Wellington City Council,

My class think Option 4 is the best because we can go from the park to the beach without crossing the road, and I think it would be safer too. Also about the park, I would like you to please to do a mini train track, and a water slide with warm and sort of hot water. Back to the train track I wanted it to go from the park over the sand dunes to the beach. But you can walk over if you don't want to go on the train.

y  
yours sincerely,  
Meredith Banks  
8 years old

R 8  
Island Bay School  
6 Thames Street  
Island Bay  
Wellington 6023  
6 November 2014

Dear Wellington City Council

I agree with option four so we can go to the beach without getting hit by cars. Put a seawall so water won't go to the park. Connect the beach to the park so I can play with more sand.

Make sure the seawall is stronger.

yours sincerely

Marcus Ierum

7 years old

R8

Island bay School  
6 Thames StreetIsland bay  
Wellington 6023

6 November 2014

Dear Wellington city council,

I believe that the best one is the four option. I think you can be able to go and cross the road from the park to the beach or from the beach to the park. When I want to be able to just go and cross to the other side ~~no~~ I want to be able to walk to the beach and back to the park with out crossing a road. If I have to cross a road I have to take my family with me all the time. I want to just go all the way just to get to the beach or park. It is good for kids so we can go and be safe with out being ran over by a car.

R8  
 Island Bay School  
 6 Thames Street  
 Island Bay  
 Wellington 6023  
 6 November 2014

Dear Wellington city council,

I prefer option four because twelve people in my class like option four and that is quite a lot of people this is why it is a good option.

1. It is closer. It is better that it is closer because you don't have to walk that far and you don't get tired.
2. Because when the park is connected to the beach because it is safer because you don't have to cross the road and no one gets run over.
3. It is a bigger place for kids to play and also for some adults.
4. And last of all people get a bigger place to run/jog/sprint/bike/scoot/play/walk.

yours sincerely,

Shaa-ista Sayed, 7 years 138510.

R8  
 Island bay school  
 6 names street  
 Island bay  
 wellington 6023  
 6 November 2014

Dear wellington city Council  
 I want to connect the beach to Shortland park. Between the park and the beach can there please be a gate and sand dunes. I want the gate, sand dunes, and a wall because if those things weren't there sea water could make everything muddy. The park will have more space. So please do option 4.

Yours sincerely,  
 Theodore Dalley

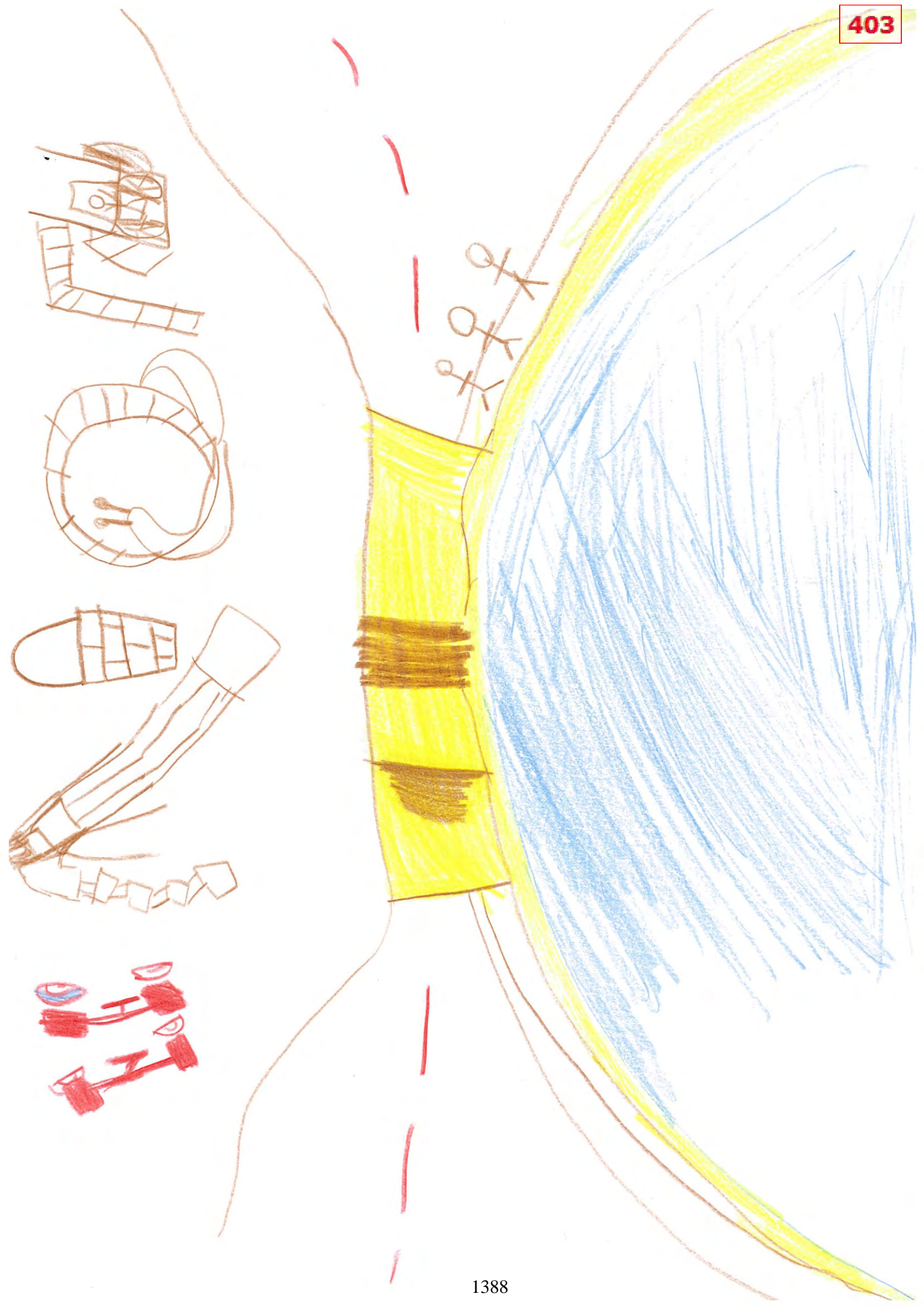
18  
18  
18  
Island bay School  
6 Trarua Street  
Island bay  
Wellington 6023  
6 November 2014

Dear Wellington City Council,  
I want to agree  
to connect the Beach to the Park  
because you don't need to look  
for cars. And if your dog escapes  
it won't get squashed.

yours sincerely,

Henry Archer

Age:  
Age: 8



Stick figures

Option 4

MARCHES

park

seawall









Option 4





# Island Bay Seawall: SUBMISSION FORM

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

MATTHEW AITKEN

Street address\*

41 High St, Island Bay, Wellington, 6023

Phone/mobile

Email

021 344 852 matt@aitken-mcrae.co.nz

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

I support option 4

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\* Last name

Aimee Hayton

Street address\*

140 Denwit St, Island Bay

Phone/mobile

Email

04 3836124

\* Mandatory fields

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• •  
• •

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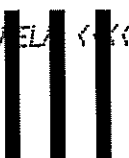
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Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

ferrucci Baldass

Street address\*

17 Southern Cross Cres. Island Bay

Phone/mobile

Email

021 778231

\* Mandatory fields

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

MELANIE

BALDAS

Street address\*

17 SOUTHERN CROSS CRESCENT

ISLAND BAY

Phone/mobile

Email

021 158 5333

\* Mandatory fields

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The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
Option 1	1	2	3	4	5
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**Section two – questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

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**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Ongoing removal of washed up sea debris.  
It is an eyesore and can be foul smelling  
making much of the beach unusable.

Do you have any other comments you would like to make?

1st fold here - fasten here once folded

**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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Wellington 6140

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

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- completing this form and posting it using the FreePost form at the back of this booklet

### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

John Harrison

Street address\*

130 The Esplanade, Houghton bay

Phone/mobile

Email

027 478 3737 j.l.harrison@gmail.com

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

1

How have you gathered these people's views?

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\* ANNETTE Last name Mc CANN.

Street address\*  
155 SEVERN ST. ISLAND BAY WELLINGTON

Phone/mobile 9728964 Email

\* Mandatory fields

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Do you have any feedback or comments on the five options that have been identified?

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**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Keeping the road as it is for the through traffic and fix wall I think the cheapest option is Option 2.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

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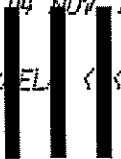
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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

JOHN, M'CANN

Street

155, SEVERN ST, ISLAND BAY.

Phone/mobile

Email

04 9728964, JOMCANN@CLEAR.NET.NZ

\* Mandatory fields

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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

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**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

My Preferred option is (2) as road would stay as it is  
AND Hopefully the extra sand would have a calming effect  
on the waves!

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Maybe a wall along Shorland Park to reduce  
sand drift.

Do you have any other comments you would like to make?

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Carmela Monissen

Street address\*

149a Clyde Street Island Bay

Phone/mobile

Email

027 3224680

\* Mandatory fields

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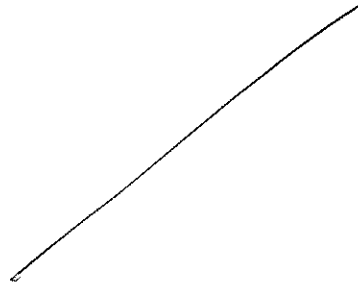
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**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

*[Handwritten mark]*

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shortland Park?

*[Handwritten mark]*

*[Faint handwritten text]*

*[Faint handwritten text]*

Do you have any other comments you would like to make?

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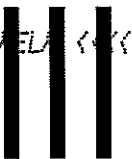
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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Elisa Morrison

Street address\*

149a Clyde Street Island Bay

Phone/mobile

Email

04 3836227

\* Mandatory fields

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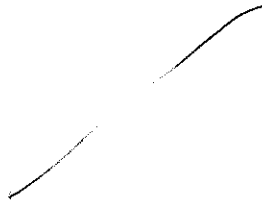
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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

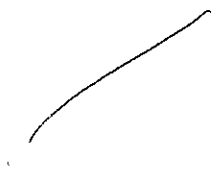
(\*please indicate which option you are referring to)



**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?



Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?



Do you have any other comments you would like to make?

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PO Box 2199  
Wellington 6140



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First name\*  Last name

Street address\*

Phone/mobile  Email

\* Mandatory fields

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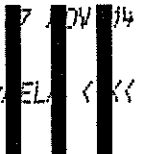
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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

ANNE - MAREE

MICHAEL

Street address\*

32 HUNGER ST

ISLAND BAY

Phone/mobile

Email

027-356-6515

ANNE-MAREE@PROCARD.CO.NZ

\* Mandatory fields

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Option 3	1	2	3	4	5	3
Option 4	1	2	3	4	5	1
Option 5	1	2	3	4	5	4

Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

option 4. Preferred option.

would like the roading/traffic to be locked at more closely. — slowing it down and avoiding too much impact on the involved streets.

can we incorporate the dog park into the road to avoid closing the road on feet street?



## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Option 4.  
I think its a great oportunity to make the beach/  
park area into a really great public space.  
I really like how they landscape around Te Papa  
waitangi Park and ~~they~~ <sup>landscaping</sup> ~~the~~ ~~area~~ incorporated  
the natural resource into the area. (the stream).  
Would like to see the sand dunes/rock pools  
incorporated into the design.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Can we use the dog park for  
the road diversion.

Do you have any other comments you would like to make?

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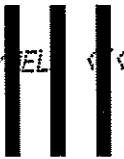
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Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

GAETANINA (NINA) CUCCURULLO

Street address\*

21 LIPPEY ST, ISLAND BAY, WELLING

Phone/mobile

Email

021 07 07 474 nina.cuccurullo@xtra.co.nz

\* Mandatory fields

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option 1 - Status quo.

If wall had been maintained the collapse may not have resulted. The wall has been there for many years and has deteriorated over the years due to lack of maintenance

Option 3 -

To account for the rising sea levels this seems to be the best option and a win win situation for all.

There is a minimal amount of area taken off park which is already in a bad state there would still be space for the dog exercise park too.

Extending the wall back would mean more space on the beach for everyone to enjoy.

Councillors & those who have not lived in Island Bay should acknowledge that locals of long standing know the beach area well.



## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

The preserving of a wall that is part of Island Bay's heritage

The Esplanade to remain an Esplanade for people to walk, drive and cycle around.

ALSO I think the park should be tidied up and the complete area enclosed so it is safer. The idea of putting the fencing around where one can still see through.

The park and sea wall are two separate areas to look at and should not be combined.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

- ~ I am concerned that if dunes go ahead there is no enclosed area for children and they could wander down to the beach.
- ~ I am concerned about the flow of traffic in the area and the impact on all.

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First name\*

Last name

CLARE MCLAUGHLIN

Street address\*

55 MERSEY ST ISLAND BAY

Phone/mobile

Email

04 3837 837

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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## Section two - questions

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
Option 1	1	2	3	4	5
Option 2	1	2	3	4	5
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Option 4	1	2	3	4	5
Option 5	1	2	3	4	5

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

I am definitely against options 4 & 5  
option 4:

Redirecting traffic up Reef St will cause problems  
At present there is a continuous flow of traffic  
coming around the Esplanade, especially trucks  
coming to and from the Wellington Tip.

Like it or not the present road gives a  
continuous route - By diverting traffic through  
Reef St, ~~down~~ down the lower end of  
the parade and DeWent St - more traffic  
problems will be created - Especially considering  
the number of large trucks coming to and  
from the tip. There is also a lot of general  
traffic taking the scenic route around the bays  
Much as I love Wellington the climate isn't  
always suitable for cycling! It seems  
this Council believes that by closing off  
roads, everyone is going to cycle everywhere!  
It ignores the fact that business and industry  
need roads to transport their goods.

Option (5)

As in the case of option 4, this will create  
traffic bottlenecks through Foent or Brighton  
streets - As traffic coming ~~South~~ will have  
to divert through these streets in  
order to get to either side of the Esplanade.  
This option ignores the fact that trucks and  
other industrial vehicles use the road.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Options 1 & 3 are preferred because they will cause the least disruption to the area. Closing off the roads will cause even more traffic delays and bottlenecks for the area.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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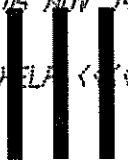
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Wellington 6140

# Island Bay Seawall: SUBMISSION FORM

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- Submissions close at 5pm, Monday 10 November 2014.**
- completing this form and posting it using the FreePost form at the back of this booklet

## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Marina Greco

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Phone/mobile

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022 319 3789 Marinaandcath@gmail.com

\* Mandatory fields

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Option 5	1	2	3	4	5

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)



## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

I prefer option 1.

reasons = should be cheapest option

= spend some of the money left over  
on improvements to the park

- Add a water park like the one in Ramnath.
- update equipment.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

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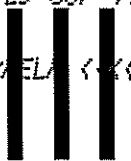
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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

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Last name

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41 High street

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Email

(04) 3838571 rona@aitken-mcrae.co.nz

\* Mandatory fields

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Option 5	1	2	3	4	5	

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

I would prefer option 4 because it creates a large outdoor environment for families to enjoy and spend time in. Directing traffic through Reef Street would be simple and easier than directing it through Trent Street, which is smaller and would be harder to direct large amounts of cars through. Extending the beach will utilise the park and make it safer for small children because they will not have to use the road where cars can be going through at speed. This space would be great for summer picnicking and swimming as the beach and the park would be linked and it would be easy to go between the two.

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

option 4

I chose this option because replacing the road by extending the beach will create an enjoyable area for families to play and picnic and cars are easily diverted around through (road).

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

N/A

Do you have any other comments you would like to make?

N/A

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Wellington 6140

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- completing this form and posting it using the FreePost form at the back of this booklet

**Submissions close at 5pm, Monday 10 November 2014.**

### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

ALYSON

Last name

MCRAE

Street address\*

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Phone/mobile

0274 45 99 01

Email

aly@aitken-mcrae.co.nz

\* Mandatory fields

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Name of organisation

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Option 2	1	2	3	4	5	4
Option 3	1	2	3	4	5	5
Option 4	1	2	3	4	5	1
Option 5	1	2	3	4	5	4

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

I prefer option 4.

This is a rare opportunity to extend the recreational facilities in Bland Bay. Linking the park to the beach will improve this recreational space. Families and children will especially benefit from this improvement. The redirection of traffic down Reef Street is made easier because it is such a wide road and therefore taming the traffic and still providing parking is possible. I believe any roadity issues can be addressed easily.

The park is well used by families and community groups, extending it towards the beach will create extra space so children playing and those picnicing can enjoy the space together. Creating a more natural beach will ensure the future of the beach as sea levels rise.

This exciting possibility gives us a chance to rethink and improve what we have. I believe we have to change the way we regard cars and vehicles and put people and recreational facilities over the convenience that the Esplanade may be regarded by a few locals.



## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

option 4.

1. Link the beach to the park.
2. Improve safety for our children.
3. Extend previous recreational facilities.
4. Provide a natural protection for the beach.
5. Create sand dunes with native vegetation.
6. Reef Street can take more traffic.
7. Brighton and Trent Street cannot take an increase in traffic.
8. An opportunity to plan for the future and make a positive change for the better.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Create a natural sand dune environment that will change ~~and~~ as the sea level rises but will protect ~~the~~ the beach in a natural manner.

Do you have any other comments you would like to make?

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Elizabeth NELSON

Street address\*

304 The Esplanade, Island Bay

Phone/mobile

Email

029 257 2122 belt-nelson002@gmail.com

\* Mandatory fields

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Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

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Option 5	1	2	3	4	5

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option three could take a wider  
Sweep to increase the curve of  
the new sea wall + allow for  
higher tides in the future. It might  
have to take out the dog park  
& some of the park, definitely the old  
toilet has to go, to allow for a greater  
curve but that would not seriously  
impact too much on Shoreland Park

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

If Council does consider any of the road closures in option 4 or 5 definitely find first because they are both crazy proposals with the trapped volumes we have now

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Take a bigger curve around the foreshore. Make the road out and rounder. It may mean of course losing a bit of the park and taking out the dog park

Do you have any other comments you would like to make?

A board walk for cycles & walkers  
would be dangerous as cyclist travel  
at great speed around the coast  
and in parks. Children would be  
in danger

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PO Box 2199  
Wellington 6140

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Steven Ho

Street address\*

2167 Manupua Road, Wellington

Phone/mobile

Email

021 0382495 Steven.ho@wcc.govt.nz

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

5

previous and current residents of The Parade Island Bay - 372.

How have you gathered these people's views?

Face to Face discussion

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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**Section two – questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)



We support options 1 to 3 or a combination of.

A seawall creates better protection and more permanent barrier against the sea.

Planting of coastal dunes will wash away in another storm or from raising sea level.

Relocating the wall and road inland will increase the size of beach and enhance its conservation status and its use and is least disruptive to all.

We 100% oppose options 4 or 5.

We are long term residents of Island Bay and have lived in our property for over 40 years. Over this period we have had vehicles drive through our fence 4 times. The latest being last week (16 October 2014) where the front of our garage and a section of our fence were completely damaged by a car speeding and losing control.

Any closure of The Esplanade will divert and channel traffic through a densely populated and narrow area of Reef Street, Brighton Street, The Parade and Derwent Street.

Closure will result in increased traffic volume and noise including heavy and towing vehicles travelling to and from the landfill.

Between Beach and Reef Street the road narrows, rises, dips and bends with multiple blind spots and is not suitable for larger vehicles.

Speed and vehicle volume will increase danger to residents and property.

Cars are parked constantly along both sides of Shorland Park along The Parade increasing danger to park users and pedestrians.

The Parade/Reef St intersection is also used as a turning area for buses (bus terminal).



**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

1 to 3

prefer option 2

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Gemma

Crouch-Gratehouse

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Phone/mobile

Email

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a-mighty-delemma@hotmail.com

\* Mandatory fields

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Name of organisation

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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

12-5 is the worst for me living on trent street as we will get a huge increase in traffic and there are a lot of young children on our street Not to mention pets that it will no longer be safe for.

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Better Maintenance.

Do you have any other comments you would like to make?

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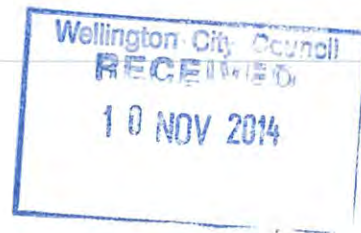
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## Enter your name and contact details

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Last name

Sue Allan

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\* Mandatory fields

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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Options 4 and 5 which close the Esplanade and redirect traffic through either Reef or Trent Streets are going to have major consequences for traffic.

This is a main route for trucks and vehicles accessing the landfill in Ouhiro Bay and diverting all this traffic onto residential streets is dangerous and unfair.

Also interrupting the scenic coastal route around the South Coast simply to allow direct access from a playground to the beach is unnecessary - this could be achieved with an overbridge over the Esplanade. The playground and beach are mainly used over the warmer months (Sept - March), yet the road is used all year round.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Option One - Status Quo.

- against road closure
- keeping traffic away from residential streets (particularly trucks).
- spending money when it is not necessary.
- wall is historical feature of Island Bay.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Reinstate the wall using extra strengthening (2014 engineering presumably has advanced since the wall was first built).

The wall has broken once (to this extent) in the last 75 years and (although anything is possible) reinstating the wall is likely to last at least this long with modern engineering. Build it better to cope with possible "one in a hundred year" event but don't tear it down because of this.

Do you have any other comments you would like to make?

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Last name

IFOR OWEN

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174 MELBOURNE ROAD WELLINGTON 6023

Phone/mobile

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iforowen.co.nz

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Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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## Section two - questions

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	Strongly agree				Strongly disagree
Option 1	1	2	3	4	5
Option 2	1	2	3	4	5
Option 3	1	2	3	4	5
Option 4	1	2	3	4	5
Option 5	1	2	3	4	5

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

OPTION 1 REPLACE THE WALL IN ITS PRESENT ALIGNMENT.

?? WHAT ARE THE CURRENT BUILDING CODE SPECIFICATIONS.

OPTION 2 THIS IS A MARINE RESERVE AREA.

?? HOW WOULD THIS AMMOUNT OF SAND REACT TO TIDAL FLOW.

OPTION 3 A COSTLY VERSION OF OPTION 1.

OPTION 4  
+ 5.

THESE TWO OPTIONS WOULD DESTROY THE CHARACTER OF ISLAND BAY AND DESTROY A BEAUTIFUL MARINE DRIVE.

MIGHT LOOK PRETTY ON PAPER BUT THE HOUSING TO THE NORTH WOULD BE SANDBLASTED IN A SOUTHERLY.

THERE WOULD BE WINDBLOWN SAND EVERYWHERE - COUNCIL CLEAN UPS??

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

PREFER OPTION 1 AS IT IS THE MOST COST EFFECTIVE. LEAST DISRUPTIVE TO THE ENVIRONMENT.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

No.

IF 100 YR PREDICTION OF RISING SEA LEVELS ARE CORRECT IT DOES NOT MATTER WHAT BARRIER IS PUT UP IT WILL NOT PREVENT WELLINGTON BECOMING 'THE VENICE OF THE PACIFIC' AS MENTIONED IN THE RECENT DOM POST.

Do you have any other comments you would like to make?

[Empty rectangular box for comments]

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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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Wellington City Council**  
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PO Box 2199  
Wellington 6140



# Island Bay Seawall: SUBMISSION FORM

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- emailing a submission to islandbayseawall@wcc.govt.nz
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- completing this form and posting it using the FreePost form at the back of this booklet

## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

KEITH

ALLAN

Street address\*

286 THE PARADE ISLAND BAY

Phone/mobile

Email

0274 472 654

allans@paradise.net.nz

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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Option 5	1	2	3	4	5

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

OPTION 4 AND 5.

CLOSING THE ESPLANADE WILL CAUSE TRAFFIC PROBLEMS AT INTERSECTION OF THE PARADE AND DERWENT ST. ALSO DERWENT ST NARROWS AS IT REJOINS THE ESPLANADE CAUSING MORE PROBLEMS.

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

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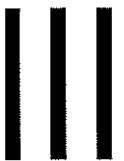
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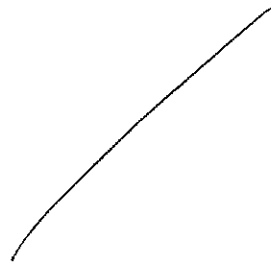
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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

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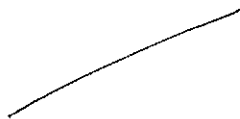
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What are the things that are important to you in making your decision?



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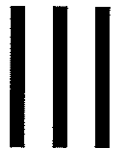
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**Section two - questions (continued)**

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First name\*  Last name

Street address\*

Phone/mobile  Email

\* Mandatory fields

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	Strongly agree				Strongly disagree
Option 1	<input checked="" type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5
Option 2	<input checked="" type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5
Option 3	<input type="radio"/> 1	<input type="radio"/> 2	<input checked="" type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5
Option 4	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input checked="" type="radio"/> 5
Option 5	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input checked="" type="radio"/> 5

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option 1 & 2 - It would be great to maintain the existing shape of the wall.

Option 4 & 5 - I would hate to have the beautiful drive round the bays interrupted. Also it is great to park at the beach and unload kids, picnics etc.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

My preferred option is (2) maintaining the existing wall strengthened appropriately and adding extra sand.

Because

- (1) love the wall
- (2) love driving round the bays
- (3) great to park & unload,

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Maybe consult a sea erosion expert eg a Dutchman and take note of currents, shape of sea floor, wave dynamics etc.

and maybe accept need to maintain wall in same way as Island Bay roads are maintained every year

Do you have any other comments you would like to make?

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Bruce Paeker

Street address\*

36 Happy Valley Rd, Owhiro Bay, Wgton

Phone/mobile

Email

04 - 938 7147

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

1

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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	Strongly agree				Strongly disagree
Option 1	1 ✓	2	3	4	5
Option 2	1 ✓	2	3	4	5
Option 3	1	2	3 ✓	4	5
Option 4	1	2	3	4	5 ✓
Option 5	1	2	3	4	5 ✓

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option 1 + 2 ✓

I prefer option 1 + 2 in order to keep the existing road as is.

I would like to see the wall rebuilt to match the existing profile as it has a unique shape and historic background to the older people of Island Bay.

The Italian people who used to lean on the wall and tell fishing stories as they looked out to sea.

The coast road must stay as is and any break in this would be crazy and cause traffic congestion.

Out of option 1 + 2 I think 2 would be the best provided the sand will stay in place or be maintained

B Parker

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

Do you have any other comments you would like to make?

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## Enter your name and contact details

- Mr
  Mrs
  Ms
  Miss
  Dr

First name\*

Last name

Moray

Bevan

Street address

43 The Parade, Island Bay

Phone/mobile

Email

021 727954

moray.bevan@clear.net.nz

\* Mandatory fields

- I am making a submission
  As an individual
  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views? *Spoken to all members of my family ages 18, 22, 25, 51 and 53 and discussed the seawall options supplied.*

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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## Section two - questions

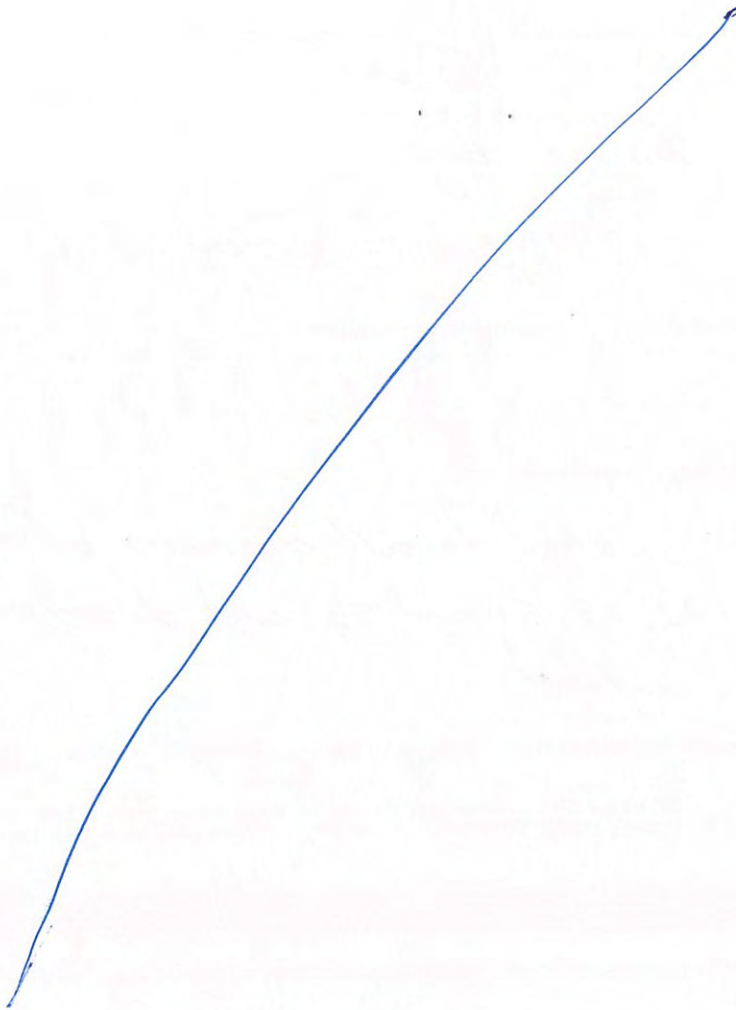
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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

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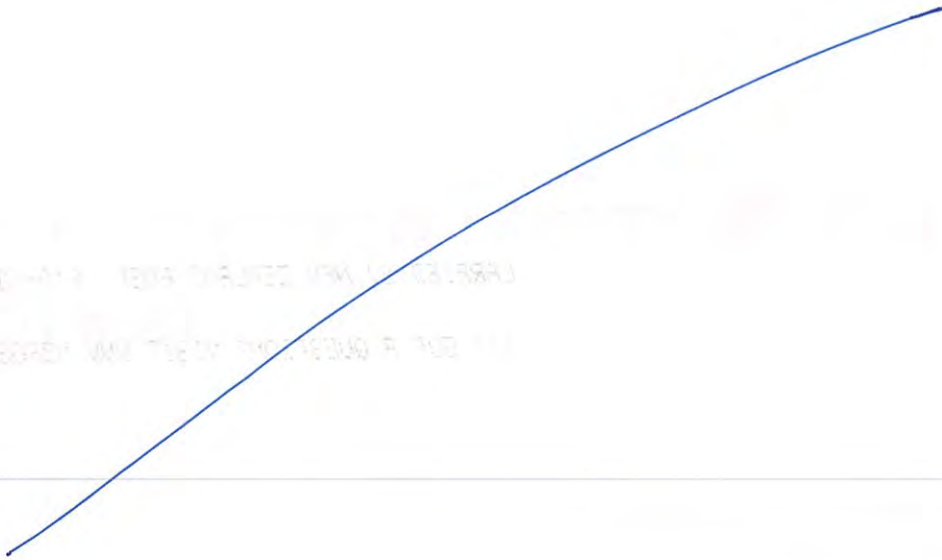
**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

- Keeping heavy traffic on the esplanade and away from the park and residential area.
- not adding sand to a beach which will loose it in the next big storm.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?



Do you have any other comments you would like to make?

[Empty box for comments]

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

Bruce & Edith DIEGLF

Street address\*

155 The Ridgeway

Phone/mobile

Email

bruce.edith@stra.co.nz

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Family group

Number of people whose views are represented by this submission:

5

How have you gathered these people's views?

By Discussion

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.  Yes  No

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**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

Option 2. The sand will revert  
to the surf club area.

---

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

Linking play area and beach  
without through traffic but  
good parking area in Reet St.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

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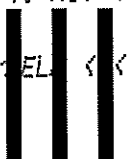
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PO Box 2199  
Wellington 6140

**Sharon Bennett**

---

**From:** Halmshaw, Jeff <Jeff.Halmshaw@justice.govt.nz>  
**Sent:** Wednesday, 8 October 2014 3:19 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Island bay Sea Wall - Submission

Hi I am unable to attend the meetings so I would like to put in my thoughts and wishes as a submission.

I would like to see the wall reinstated and the road remains the same as prior to the storm. I think the wall has significant heritage value to the community and if we start to remove these or part of them then we lose the original significance and you might as well just take down the lot.

The wall is/was erected to cover the full length of the beachfront not just half of it so the Mayor can create an enlarged beach, history shows the different walls erect have covered the full beach.

Please stop wasting ratepayers money and put the wall back.

Thanks  
Jeff

**Jeff Halmshaw**

Property Project Manager | Commercial & Property  
DDI: +64 4 918 8818 | Ext 58818 | Mob +64 27 207 3409  
[www.justice.govt.nz](http://www.justice.govt.nz)

---

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- (1) reply promptly to that effect, and remove this email and the reply from your system;
- (2) do not act on this email in any other way.

Thank you.

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### Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

MALCOLM WATSON

Street address\*

10 ZETLAND ST, HIGHTBURY, WELLINGTON

Phone/mobile

Email

021 578 383 malcolm.watson@nzta.govt.nz

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

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How have you gathered these people's views?

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## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

There is a good range of options explaining various facets of the bay.

It is a good idea to alter the alignment of the beach at this time to give a wider more natural shape. (options 3, 4 & 5).

In the end the connection of the park to the sea in option 4 takes the work to a new level & would revitalise the area.

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

My preferred option is No. 4 as it opens up and connects the park to the sea front making it more usable for more people.

I believe it is important to keep the traffic flow thru reef st to the Esplanade as it is a favourite drive for lots of people.

I think No. 3 is a good second option if full access needs to be kept.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

1. The front of the new wall needs to be of a type which breaks up the impact of big sea swells.
2. Would it be possible to build a protective barrier in the bay itself?





Do you have any other comments you would like to make?

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## Enter your name and contact details

Mr  Mrs  Ms  Miss  Dr

First name\*

Last name

GERARD BELLAM

Street address\*

866 VOLGA ST, ISLAND BAY, WELLINGTON

Phone/mobile

Email

934 8317 BELLAM@METSERVICE.COM

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation

Number of people whose views are represented by this submission:

How have you gathered these people's views?

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Option 3	1	2	3	4	5
Option 4	1	2	3	4	5
Option 5	1	2	3	4	5

## Section two - questions (continued)

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

- Option 4:
- a) Allows connection from S. Park to beach providing an expanded rest and recreation asset to South Coast residents, and the rest of the city, plus tourists
  - b) Global warming and sea level rise, combined with forecast bigger more violent storms and this "storm surge" mean retreat of seawall and roadway is safest bet.
  - c) How about a prefab cafe to bring "life" to beach in all seasons (on roadside grass triangle used for dog walking). Keep dog area surrounding it.
  - d) i) Please maintain wide walkway/cydenway est. 3 metre to encourage same.  
ii) Run ribbon of 3 metre wide walkway/cydenway around South Coast from Owhiro Bay to Lyall Bay (note: sections of repaired wall have done this) - Huge success of New Plymouth / Napier coastal walkway/cydenway from recent visits.
  - e) Traffic calming measures needed over remaining roadways. As a regular walker/cyclist on these routes I sadly still encounter speeding cars/trucks.

→ I believe decision on which option should be weighted on future generations needs and leisure, and not on current older generation harking to nostalgia and a reactionary pull to the status quo. Future provision for a changed cli

## Section two - questions (continued)

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

- Optim 4: a) Adding a traffic free recreation asset on the South Coast for all residents, especially children, to roam freely from Shoreland Park to beach.
- b) I.P.C.C. most recent climate change report spells out the high risk to coastal infrastructure, and is written in a sober + conservative framework.
- 2) Feedback mechanisms may result in much higher sea level rise of 1 metre by the end of the century, with 6 metre rise possible if major ice sheets melt at the poles.
- 3) The last time CO<sub>2</sub> levels were at current concentrations sea levels were 6 metres higher than today!

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shoreland Park?

to, and coastal environment is the best, most prudent option (4 or 5).

Do you have any other comments you would like to make?

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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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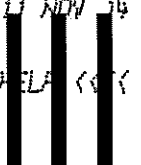
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Wellington City Council**  
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FreePost Island Bay Seawall (COP001)  
Wellington City Council  
PO Box 2199  
Wellington 6140

# Island Bay Seawall: SUBMISSION FORM

## Section one - your details

We are keen to get your views on the options for the Island Bay seawall.

You can have your say by:

- submitting online at [Wellington.govt.nz](http://Wellington.govt.nz)
  - phoning us on 499 4444.
  - emailing a submission to [islandbayseawall@wcc.govt.nz](mailto:islandbayseawall@wcc.govt.nz)
  - completing this form and posting it using the FreePost form at the back of this booklet
- Submissions close at 5pm, Monday 10 November 2014.**

### Enter your name and contact details

Mr
  Mrs
  Ms
  Miss
  Dr

First name\* CLARE Last name O'BRIEN

Street address\* 9 DOVER ST. ISLAND BAY WGTN.

Phone/mobile \_\_\_\_\_ Email obriclare@gmail.com

\* Mandatory fields

I am making a submission  As an individual  On behalf of an organisation

Name of organisation \_\_\_\_\_

Number of people whose views are represented by this submission: \_\_\_\_\_

How have you gathered these people's views?

Please let us know if you would like to make an oral submission. Dates and time for this to be confirmed.
  Yes  No

**Disclaimer:** all submissions [including name and contact details] are publicised and made available to elected members and the public. Personal information will be used for the administration of the consultation process. All information will be held by Wellington City Council, Wakefield Street and submitters have the right to access and correct personal information.

## Section two - questions

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

	Strongly agree				Strongly disagree
Option 1	1	2	3	4	5
Option 2	1	2	3	4	5
Option 3	1	2	3	4	5
Option 4	1	2	3	4	5
Option 5	1	2	3	4	5

**Section two - questions (continued)**

Do you have any feedback or comments on the five options that have been identified?

(\*please indicate which option you are referring to)

**Section two - questions (continued)**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

I think it is important for the character of Island Bay that the marine drive remains continuous.

Do you have any alternative ideas about how to manage long-term coastal hazards in the area of the Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?



Do you have any other comments you would like to make?

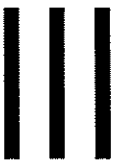
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**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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Wellington City Council**  
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FreePost Island Bay Seawall (COP001)  
Wellington City Council  
PO Box 2199  
Wellington 6140

**Introduction**

Thank you for making a submission on the Wellington City Council's Island Bay Seawall.

Consultation runs until 5.00pm Monday, 10 November 2014.

**Privacy Statement**

All submissions (including name and contact details) are published and made available to elected members of the Council and the public. Personal information supplied will be used for the administration and reporting back to elected members of the Council and the public as part of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

**Submitter Details**

First Name: **Sonya**

Last Name: **Cameron**

Street: **8 Dee Street**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

eMail: **sonyacameron@gmail.com**

Resident or Ratepayer:

Ratepayer       Resident       Non-resident ratepayer       Other

Which Community Board Area is your property in?

Eastern       I do not own a property       Lambton       Northern  
 Not indicated       Onslow-Western       Outside Wellington       Southern

Wishes to be heard:

Yes  
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

Submitter  
 Agent  
 Both

**Submission**

The Council has identified five options to resolve the damage to the Island Bay Seawall. Please indicate how you feel about each option below:

**Option 1:** Status quo (*click 'Option 1' to view aerial photo.*)

Retain the seawall in its present alignment and rebuild the damaged section of the wall to meet the current building code specifications.

Strongly agree  
 Agree  
 Neutral  
 Disagree  
 Strongly disagree

**Option 2:** Fix the wall and add sand to the beach (*click 'Option 2' to view aerial photo.*)

Fix the wall and provide a buffer by adding sand to the narrowest part of the beach where the wall is the most vulnerable to large waves and storm surge.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 3:** Increase the size of the beach (*click 'Option 3' to view aerial photo.*)

Relocate the wall and road further inland to match the natural contour of the beach.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 4:** Close part of The Esplanade and connect Shorland Park to the beach (*click 'Option 4' to view aerial photo.*)

Remove a section of seawall, close a part of the road and restore some coastal dunes - this option closes part of The Esplanade in front of Shorland Park.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

**Option 5:** Close part of The Esplanade and the intersection between Reef Street and The Esplanade and connect the beach to Shorland Park (*click 'Option 5' to view aerial photo.*)

Remove a section of seawall, close some local roads and establish some coastal dune systems linking the beach with Shorland Park - this option closes part of The Esplanade and the Reef Street and The Esplanade intersection.

- Strongly agree
  - Agree
  - Neutral
  - Disagree
  - Strongly disagree
- 

Do you have any feedback or comments on the five options that have been identified?

*(\*please indicate which option you are referring to)*

**Comments**

Do you have a preferred option and can you tell us more about why you chose your preferred option?

What are the things that are important to you in making your decision?

**Comments**

It would be lovely to extend the beach at Island Bay I would like to see an option that is more climate change proofed.

Heavy vehicle traffic increase

**Comments**

Traffic Safety

**Comments**

Amenity Loss (Seawall/Esplanade)

**Comments**

Amenity Gain (Beach/Dune/Park)

**Comments**

Do you have any alternative ideas about how to manage long-term costal hazards in the area of Island Bay Esplanade between Brighton Street and the southern end of Shorland Park?

**Comments**

Do you have any other comments you would like to make?

**Comments**

**Attached Documents**

File
No records to display.