

**ORDINARY MEETING**

**OF**

**ENVIRONMENT COMMITTEE**

**AGENDA**

**Time:** 5.30pm  
**Date:** Wednesday, 3 December 2014  
**Venue:** Wellington South Baptist Church  
284 The Parade, Island Bay  
Wellington

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**MEMBERSHIP**

Mayor Wade-Brown

Councillor Ahipene-Mercer  
Councillor Foster  
Councillor Free  
Councillor Lee  
Councillor Pannett (Chair)  
Councillor Ritchie  
Councillor Sparrow

**Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.*

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## **AREA OF FOCUS**

The Committee will focus on climate change initiatives, enhancing the city's open spaces, protecting biodiversity in plant, bird and animal life, and ensuring there are high quality outdoor areas for residents and visitors to enjoy. The committee is also responsible for waste minimisation, energy efficiency and the three waters (drinking water, stormwater and wastewater).

**Quorum:** 4 members

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**3 DECEMBER 2014**

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## **1 Meeting Conduct**

### **1.1 Apologies**

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

### **1.2 Conflict of Interest Declarations**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

### **1.3 Confirmation of Minutes**

There will be no confirmation of minutes.

### **1.4 Public Participation**

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

### **1.5 Items not on the Agenda**

The Chairperson will give notice of items not on the agenda as follows:

***Matters Requiring Urgent Attention as Determined by Resolution of the Environment Committee.***

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

***Minor Matters relating to the General Business of the Environment Committee.***

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Environment Committee for further discussion.



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## 2. Operational

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### ISLAND BAY SEAWALL ORAL HEARINGS

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#### Purpose

1. To provide a list of submitters making oral submissions in support of their written submissions on the Island Bay Seawall.

#### Recommendation

That the Environment Committee:

1. Receive the oral submissions.

#### Background

2. In September the Environment Committee agreed to a consultation and engagement plan for the Island Bay Seawall Project. Officers initiated a public consultation process, which ran from 9 October to 10 November. The purpose of this consultation was to:
  - Provide relevant information to residents, businesses and key stakeholders
  - Collaborate with the community on the development of options
  - Ensure the community have an opportunity to have their say on the project and the options.
3. The Council received 436 submissions and 25 submitters requested they present an oral submission to the Environment Committee, in support of their written submission. Four oral submitters have presented to the Environment Committee on 27 November.
4. The Council also ran three well-attended public meetings in Island Bay, which were facilitated in partnership with the Seawall Action Group.

#### Timetable of oral submissions

Time	Name and Organisation	Submission Number	Page
5:30pm	Alastair Smith – Great Harbour Way/Te Aranui o Poneke Trust	351	123
5:40pm	Gavin Peacock	317	114
5:45pm	Liz Springford	293	106
5:50pm	Tanya Ashken	13/397	9
5:55pm	Ivan Kocich	31	14

**Item 2.1**

6:00pm	Irene Halakas	157	32
6:05pm	Frances Hudson	37	18
6:10pm	Philip O'Brien	70	21
6:15pm	Yvonne Curtis	74	24
6:20pm	Cristina van Dam	118	28
6:25pm	Alex Hills	204	37
6.30pm	Mike Frew	254	86
6.35pm	Mark Lindsay	262	90
6.40pm	Perry Davy	267	98
6.45pm	Barbara Fill	311	110
6.50pm	John Wilson	327	118
6.55pm	Richard Walker	266	94
7.00pm	Ann Smith	332	122
7.05pm	Sebastian Klinkum – Wellington City Youth Council	377	124
7.15pm	Marnie Woodd	271	102
7.20pm	Heather Campbell	413	126

**Attachments**

Attachment 1. Written Submissions

Page 9

Authors	Zach Rissel, Programme Manager, Biophilic City Philippa Aldridge, Senior Policy Advisor Nigel Taptiklis, Senior Policy Advisor
Authoriser	Brian Hannah, Director Strategy and External Relations

**Sharon Bennett**

---

**From:** Tanya Ashken <tanya.ashken@gmail.com>  
**Sent:** Tuesday, 7 October 2014 12:26 p.m.  
**To:** BUS: Policy Submission  
**Subject:** Fwd: Island Bay seawall.

I sent this letter to the Wellingtonian recently, so I thought I'd forward it to you to add to your list of suggestions. I've lived on The Esplanade for 50 years & seen all sorts of weather.

Best wishes  
Tanya

Sent from my iPad

Begin forwarded message:

**From:** Tanya Ashken <[tanya.ashken@gmail.com](mailto:tanya.ashken@gmail.com)>  
**Date:** 3 October 2014 1:50:14 PM NZDT  
**To:** "[editor@thewellingtonian.co.nz](mailto:editor@thewellingtonian.co.nz)" <[editor@thewellingtonian.co.nz](mailto:editor@thewellingtonian.co.nz)>  
**Subject:** Island Bay seawall.

Dear Editor.

I have another suggestion about the Island Bay seawall.

The nature of the beach just there is a definitely curved bay. The sea runs up in a curve & the wall is straight. The curve reaches its capacity where the wall is broken & in a normal, really high tide, hits the wall. Last year's storm was much more than a normal high tide & breached the wall.

The wall should have been built originally to follow the curve of the bay, & not straight.

I suggest the wall be rebuilt back from its old position, prefably following a curve. Some sections on each side of the break could be demolished & a new wall built.

The road & pavement would then have to follow the same curve & take over a little of the land there from Shorland Park.

If it's not a good idea to demolish any more of the existing wall, the new part could still step back from the present place & the pavement widened. The road there is wide enough to allow for a wider pavement.

Just a suggestion!

Best wishes  
Tanya Ashken  
302, The Esplanade,  
Island Bay. Wellington  
04-9718151

Sent from my iPad

## 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\* TANYA      Last name DRAWBRIDGE (ASHKEN)

Street address\* 302, THE ESPLANADE, ISLAND BAY, WATN 6023

Phone/mobile 04 971 8151      Email 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: 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	
	1	2	3	4	5
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

397

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?

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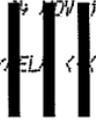
**Thank you for your comments. Please  
return this submission form by 10 November 2014.**

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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

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

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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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.**

2nd fold here

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Wellington City Council  
PO Box 2199  
Wellington 6140

Island Bay Seawall from Hudson, Frances

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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**

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: **Frances**  
Last Name: **Hudson**  
Street: **20 Jackson Street**  
Suburb: **Island Bay**  
City: **Wellington**  
Country: **New Zealand**  
PostCode: **6023**  
Daytime Phone: **049383938**  
Mobile: **0210420100**  
eMail: **francesnz@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

Island Bay Seawall from Hudson, Frances

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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
- 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?

Island Bay Seawall from Hudson, Frances

**37**

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

**Comments**

I think that allowing the beach to reach a more stable alignment is the only rational forward thinking approach and as such remaining with the current configuration should not be an option (Options 1 & 2 )

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**

Connecting the beach and park provides a safe cohesive recreational facility which is already heavily used and likely to become more so in this improved configuration. It also impacts little on drivers going around the bays (Option 4).

Heavy vehicle traffic increase

**Comments**

Traffic Safety

**Comments**

I think this should actually read pedestrian safety which is enhanced under option 4 with existing pedestrian crossings on The Parade and on Reef st.

Amenity Loss (Seawall/Esplanade)

**Comments**

Is a Sea Wall an amenity?

Amenity Gain (Beach/Dune/Park)

**Comments**

Option 4 provides for Amenity Gain, for all of these amenities.

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

Island Bay Seawall from O'Brien, Philip

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**Introduction**

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**Submitter Details**

First Name: **Philip**  
Last Name: **O'Brien**  
On behalf of: **myself**  
Street: **31 Melbourne Road**  
Suburb: **Island Bay**  
City: **Wellington**  
Country:  
PostCode: **6023**  
Daytime Phone: **04 494 3477**  
eMail: **philip.obrien@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.

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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

Island Bay Seawall from O'Brien, Philip

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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
- Neutral
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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

**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?

Island Bay Seawall from O'Brien, Philip

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

**Comments**

Option 1 Fixing the existing beach will be fine. Not enough people lie or play on the beach for it to be worth putting more sand on.

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**

Island Bay beach is fine with the wall restored

Heavy vehicle traffic increase

**Comments**

Keep it to the Esplanade.

Traffic Safety

**Comments**

Keep heavy traffic out of the built up areas in Island bay

Amenity Loss (Seawall/Esplanade)

**Comments**

Amenity Gain (Beach/Dune/Park)

**Comments**

Extending Shorland Park to the beach is a nice idea, but the price is too high - heavy traffic and dangerous intersections at Derwent and Beach streets. Also it becomes more difficult for mothers to watch their young children.

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.

## 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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First name\*  Last name

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Phone/mobile  Email

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Name of organisation

Number of people whose views are represented by this submission:

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Option 5	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?

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

I prefer option 3 - Use the opportunity  
to prepare for sea level rise now.

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 would suggest option 3 and also rather than close the road permanently use barrier arms to close it between ~~Ferry~~ Reef St & the houses at the side of the park as suggested in Option 4. The road could be then closed during the summer school holidays & at weekends during the summer when having easy access to beach from the park is most needed.

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

Please contact me if my idea  
is of interest.

Yours -

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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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Wellington 6140

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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 4 & 5

- It would be a shame to disrupt traffic going around the bays -
- It could be dangerous to divert traffic off The Esplanade
- There has been no guarantee that for these options sand would not be blown into properties. At present we do not get much sand at all

Option 3

This is our preferred option - We heard that it is an expensive option. If that was the case we would prefer option 1 -

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 is the preferred one:
- I understand that moving the wall will reduce the impact of waves on wall.
  - I like to keep The Esplanade for driving up
  - " Island Bay Festival as celebrated for years
  - I like walking on The Esplanade.

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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Do you have any other comments you would like to make?  
The objective of this project is to 'provide <sup>protection for</sup> community from  
storms'. Option 4 ~~is~~ does not mitigate this. Seawater  
would flow onto the lowest part of the 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  
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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](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

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

**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	1	2	3	4	Strongly disagree
Option 1 <i>will not solve problem</i>		1	2	3	4	5
Option 2 <i>" "</i>		1	2	3	4	5
Option 3 <i>Best option - we need road to tip</i>		1	2	3	4	5
Option 4 <i>Closing the road is not an option</i>		1	2	3	4	5
Option 5 <i>" "</i>		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?

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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.**

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 1 November 2014

The most practical solution to the seawall replacement is option **3** where the wall and road is relocated to match the natural contour of the beach. This is less disruptive to residents and does not destroy the area.

This road is a necessary route to the **TIP**. We cannot have it removed and thus turning a residential area into a motorway by rerouting traffic. As long as the tip is where it is we need the access to the tip.

Wellington is on the coast and is surrounded by beaches. Princess Bay below the Pines is within walking distance. Island Bay beach is not so popular as it is in the Cook Strait and is very cold and on some occasions we have had sewage coming out while people were in the water. Not very pleasant.

We do not need to create any more **dark** areas. Shorland park is already very large and there is plenty of space for its use. The only time there are a lot of people is during the Island Bay Festival once a year when the weather allows.

We cannot recreate the 1800's where there was only beach and no houses. **Options 4 & 5** are an unrealistic vision that does not take the surrounding residents into consideration.

At present there is already a delinquency problem at night in the park. We get tagging and a lot of noise until the early hours. Around Guy Fawkes we get noisy fireworks going off continuously well before and after Guy Fawkes. The area already needs more policing. Having more empty space near residential areas only encourages more mischievous behaviour.

In my opinion option **3** is the only one worth considering as it fixes an existing problem without creating new problems.

I hope my opinion is taken into consideration when making a decision.

I Halakas 195A Derwent St Island Bay 6023

29/10/14

Island Bay Seawall from hills, alex

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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**

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: **alex**

Last Name: **hills**

Street: **12 Brighton Street**

Suburb: **Island Bay**

City: **Wellington**

Country: **nz**

PostCode: **6023**

Daytime Phone: **04 9703660**

Mobile: **021577135**

eMail: **alex@greenweaver.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

Created by WCC Online submissions Page 1 of 5

Island Bay Seawall from hills, alex

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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
- 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?

Island Bay Seawall from hills, alex

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

**Comments**

Option 1-3 The idea of dropping hundreds of thousands of dollars worth of sand which will be quickly washed away due to its location immediately in front of a poorly performing sea wall is abhorrent to many local residents.. What an outstanding waste of public money that would be!? You can bet we will all be back again spending more money in 10 - 20 years when climate change 'takes us by surprise' even though the writing is on the cards.... it would be immoral and disrespectful to our children - to put something in place that fails to meet even current building / development codes and guidelines.. (ie, Science) and maintains the gross preference to the car (even though most of us know that cars and fossil fuels will be dinosaurs not very long from now) Rebuilding the sea wall at or near its current location is highly likely to increase the speed of water (and therefore the rate of erosion) now that the sea is right up to the wall at high tide. Next we will be seeing pavements being eroded from underneath much like as happened in St Clair in Dunedin. I attach this document to this submission for your information. Suggesting any removal of public spaces (such as the removal of the natural dunes in shoreland park ) so we can maintain a vast road along the waterfront seems absolute madness to me. Options 4-5 The amount of land devoted to the car along the esplanade (when compared with land used for public spaces / pavement / residential properties ) is wasteful from a planning point of view and it is extremely dangerous for people to cross these vast wide roads safely... As provided in option 4-5 we should be encouraging bikes / pedestrians and putting less emphasis and focus on helping out those who choose to travel by car. Reef street is wide enough to handle the increase in traffic, and as for the road most affected by future traffic - Derwent street near the ocean - It should be noted these residents would now own beach front properties .. as for the other side of Derwent street - there are no properties fronting onto this area - making this a one sided road... I therefore do not feel that these residents will be any worse off than they are with the current arrangement of coastal streets. I am a resident of Brighton street - a very narrow street which will no doubt be subject to extra traffic if options 4 or 5 go ahead nevertheless I can see this is the best long term solution and certainly the best option in terms of good urban planning.. Lastly I am concerned that many young families (who make up the main part of Island Bay's residents) are not likely to be voicing their opinions on this matter - and instead we are listening to many elderly and long term residents who are afraid of change and cant imagine the amazing benefits improving island bay's coastline and increasing resilience to climate change which should be on everyone's agenda first and foremost.

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 the only option that takes account of traffic issues as well as providing a long lasting solution for Island Bay. The short detour around a small triangle of housing is a small price to pay for these improvements... The overwhelming majority of families I have spoken to in my informal survey of locals prefer option 4 or 5 . I am well connected to playcentre and school families and have been asking opinions of everyone I have met over the last fortnight. I have found very few that believe putting back the wall in a slightly different configuration (or as existing), adding thousands of dollars worth of sand or reducing shoreland park by redirecting the road are reasonable strategies.

Heavy vehicle traffic increase

**Comments**

The amount of land devoted to the car along the esplanade (when compared with land used for public spaces / pavement / residential properties ) is wasteful from a planning point of view and it is extremely dangerous for people to cross these vast wide roads safely... As provided in option 4-5 we should be encouraging bikes / pedestrians and putting less emphasis and focus on helping out those who choose to travel by car. Reef street is wide enough to handle the increase in traffic, and

Island Bay Seawall from hills, alex

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as for the road most affected by future traffic - Derwent street near the ocean - It should be noted these residents would now own beach front properties .. as for the other side of Derwent street - there are no properties fronting onto this area - making this a one sided road... I therefore do not feel that these residents will be any worse off than they are with the current arrangement of coastal streets. I am a resident of Brighton street - a very narrow street which will no doubt be subject to extra traffic if options 4 or 5 go ahead nevertheless I can see this is the best long term solution and certainly the best option in terms of good urban planning..

Traffic Safety

**Comments**

See above heavy traffic increase and safety covered.. The wide esplanade is a hazard for pedestrians at present. Comments regarding the safety of toddlers in the park who may access the beach seem invalid seeing as the current arrangement allows kids to freely access a busy wide road. A simple toddler gate would answer these concerns.

Amenity Loss (Seawall/Esplanade)

**Comments**

a short detour around a tiny triangle of houses is a small price to pay travelling down the south coast - for a long term solution and major improvement in urban planning. There will be no amenity loss with option 4. I can only see improvements to the area as a result. On the other hand proposing to reduce shoreland park in favour of a newly positioned road would be a disgrace and a rejection of science and common sense.

Amenity Gain (Beach/Dune/Park)

**Comments**

Connecting the park to the beach (perhaps including a child-proof gate to stop toddlers accessing the beach) adding dunes and more beach will be an amazing improvement to Island Bay - its a no-brainer for me. Adding sand to the beach is a fools game unless the beach is allowed to be widened considerably so that there is less risk of this sand being lost to sea and requiring replacement in a few short years.

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 love the idea of a wetland play area similar to that at Waitangi park in town. This would restore a natural condition to the beach front since the river coming down the valley would have originally discharged nearer the surf club.. Lets restore this back to a more natural position... Other proposals by Island Bay Enhancement Trust have been suggested over the years including blow holes in the storm water culvet and bronze whale tail etc. These additional embellishments could be paid for using grants therefore not costing additional rates... Using local design talent and passionate supporters of Island Bay community to come up with ideas to include in the final design would be my preference. Local residents have taken great pride to restore the sand dunes on the west side of the beach and this will surely continue if the council realise this wonderful plan. How about getting a prominent green local architect like Hugh Tennant to come up with a design - or by holding a design competition? I was also interested in the ideas of making Trent / Reef street one way roads to reduce overall traffic figures on these roads. Im sure further work would need to be done on these options. I can not see any issue with the short stretch of Derwent street given this is a one sided road with the active side now having beach front properties and therefore could not

Island Bay Seawall from hills, alex

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argue any real loss of amenity overall.

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

**Comments**

Given the issues I have had logging in to this WCC site I am very concerned that busy families will not have had the will to comment on the sea wall to date - it has taken me 9 days and several emails back and forth to council to resolve my login issues. Have others suffered the same issues ?. In general these families are the very people who would support option 4 and I feel these valuable opinions have been lost in favour of those elderly or long term residents who naturally have a strong resistance to any change whatsoever (but who probably have more time available to comment on the options presented). How do we allow for these issues in the final tally of peoples opinons? Island Bay is a wonderful community made up in the most part by families. Please lets not disrespect our children's future by going with any of the options 1-3. It would be such a lost opportunity - our generation.have already done enough damage to the planet and its time we considered our children in our actions. NOW!

**Attached Documents**

File
StClairSeawallDunedinProblems

By Date order older first

### The Dunedin Amenities Society

Established in 1888, the Society is New Zealand's oldest conservation organisation.

29th May 2013

#### St Clair Esplanade – When History Repeats

Posted by [daseditor](#)



The recent damage of the sea wall at St Clair Esplanade is a pertinent reminder of the power and ferocity of the ocean and the continuation of an issue that has been prominent in Dunedin since the beginnings of colonial settlement. The extension of physical occupation of coastal areas by people and the development of infrastructure around that occupation has been fraught with problems. Worse still has been the undermining of the important protection afforded to the city by the St Clair and St Kilda beach areas.

The first sea wall built at St Clair was in the early 1870's and appears to have been privately built, eventually being transferred to the ownership of the Caversham Borough Council. In 1885 the wall was badly damaged during a period of high seas and the Caversham Borough Council began rebuilding the wall in 1888. As with today there was considerable debate over the merits of the construction by amateur and professional engineers alike. So problematic was the rebuilding of the wall that the Minister of Public Works inspected the works himself. The Caversham Mayor Mr Bragg appears to have had a hand in the design and construction supervision himself which was described as *“a sloping bank, terminating in a wall six feet wide at the base, which is sunk in the hard sand to the depth of five feet, being quite four feet lower than the foundation of the old wall. This wall has a facing of very large and weighty stones on both sides. The centre built up of smaller ones tightly wedged and closed in with rubble. At the foot of the embankment this solid wall is backed up with rotten reef, which gives the whole structure great solidity.”*

However that solidity did not last and by 1890 it was reported that the 630 feet wall built for £800 *“has all but been demolished by the sea, with the exception of 80 feet at its west, and even this portion is considerably disturbed and undermined.”* Several design flaws were reported by marine engineer CY O'Connor, notably that it had been placed too far out to sea and that its foundations were *“too low.”* Worse was to come, when in 1891 a significant storm did considerable damage to the whole Ocean Beach area. Further storms occurred in May 1898 when the dunes themselves were breached and there

1

was 3 feet of water in Larkworthy Street. By May 11th 1898 much of St Kilda between Ocean Beach and Cargill's Road were inundated and houses could only be accessed by wading through water. In July 1898 the sea breached the dunes again and St Kilda was saturated with the Pacific Ocean.

Public acrimony and outrage was vitriolic and both the Otago Daily Times and Otago Witness were inundated with letters between 1890-1900 regarding the erosion and management of the Esplanade and Ocean Beach Domain. One of the central problems lay in determining the responsibility for management of the issues between the various local councils and central government. A deputation by Mayor and Councillors of Caversham Borough Council to the Minister of Public Works in 1890 requesting government assistance was made. Caversham was particularly concerned at the level of borrowing it had been forced to undertake in dealing with the Esplanade issues. In 1891 Richard Seddon also visited the area and if the Caversham Borough Councillors were hoping for government assistance they were to be sadly disappointed. Seddon told the deputation *"If you think for a moment that this Government are going in for extravagant expenditure, all I can say is that you will be disappointed. We are going to govern this country on commercial lines, and be very careful of the people's cash."*

The passing of the Ocean Beach Public Domain Act in 1892 provided for the protection and conservation of the area known as the "sand hills". However, this was a period of deep public acrimony and recrimination and coupled with a lack of funding was largely ineffectual. In 1894 the Board were allowed to raise funding through levying rates of a halfpenny in the pound for rateable properties in all of the city's boroughs. However, there was catch, and the rates could only be levied by a public referendum. The Ocean Beach Domain Board largely took extensive steps to re-vegetate the sand dunes and construct sand trap fences to repair the dune barrier and protect the city. However, the problematic issue of the St Kilda Esplanade remained.



By 1910-1911 both the Domain Board and the City Council had received advice on options for the reconstruction of the esplanade. The Domain Board had not been able to reconstruct the esplanade because of a shortage of funds and had been too afraid to levy higher rates on ratepayers in fear of the reception they would have received. However, the Dunedin city Council received £1000 from the government to proceed with reconstruction and utilised a further £1000 from the Tramways Department and £1000 from the municipal account. The rebuilt esplanade was officially opened in 1913 and the construction was described as having *"333 reinforced' concrete piles 2ft wide, 44 piles 1 ft wide, and 36 anchor piles—a total of 413 piles, and if these were placed end to end they would stretch one mile and a-half. After being sunk and driven into the solid they were driven further by an electric pile-driver. The length of the piles was from 18ft to 24ft, and they were driven to a depth of from 9ft to 19ft. The wall*

*was anchored every 10ft with 1 inch rods 35ft long, cased in mortar to prevent rusting. Safety was assured first by the position of the work being beyond mean high-water mark, and any waves that reached it would be broken and rendered harmless by means of an apron of loose rock, more of which had yet to be placed in position. The length of the esplanade was 10 chains (200 metres) and its width 50ft, with footpaths on the land and sea sides.”*

In 1914 almost all of the sand immediately in front of the wall at St Clair beach disappeared and this was repeated to a greater extent in 1919, 1935, 1939 into the high erosional period of the 1990’s. Erosion of the beach and the dunes has become a regular historical and present day feature of both the beach and dunes immediately east of the wall. This has largely been due to the “end wall effects” where once waves reach the wall it “bounces” off them with more energy than a wave washing back off a normal sand beach. More sand is carried off shore, promoting beach loss. Seawalls, harden the coast and reduce its ability to adjust naturally exacerbating erosional problems by reflecting and concentrating wave energy and erosion.



Dunedin’s various local authorities have struggled for the last 140 years to manage the coastal issues at St Clair and St Kilda. Sadly, it is a historical record of failure to understand the natural processes of the dune and coastal environment that affects the coastline that we perilously live beside. Perhaps this latest failure is an opportunity to rectify that understanding and restore the coastal environment to ensure its long term functionality as an ecological asset that provides both protection and pleasure for our city. The problems with the wall and the wider erosion issues of Ocean Beach Domain cannot be dealt with in isolation, but must be integrated into a programme that deals with the coastal environment as a living entity rather than as an engineered solution. That may also mean making changes to our thinking and use of this area in the long term. History has shown our failures let’s hope that we don’t continue that trend.



*Related*

[The Sand Cycle](#)In "Coastal"

[Ocean Beach Domain](#)In "Biodiversity"

[Ocean Beach Domain Environmental History](#)In "Coastal"

Posted in [Coastal](#), [Conservation](#), [Dunedin](#), [Dunedin Amenities Society](#), [Environment](#), [Heritage](#), [Landscape](#), [Lets Get Ugly](#), [Local News](#), [New Zealand](#), [Otago](#)

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[May 29](#)

#### 4 thoughts on "St Clair Esplanade – When History Repeats"

1. *Robin*

[May 29, 2013 at 2:37 pm](#)

Good timely, topical article. Indeed I would imagine a greater readership would enjoy this.

2. *Ann Barsby*

[May 30, 2013 at 8:53 pm](#)

Well done Paul, excellent to know the historical background and sequence of events. Cheers a

o *daseditor*

[May 31, 2013 at 9:08 am](#)

Thank you for the comments. It is important that people see the historical background to the St Clair as it has such a significant bearing on the condition of the dunes and beach that we see today.

3. Pingback: [St Clair Sea Wall Erosion | Spiralis - Environmental Solutions Consultancy](#)

<http://dunedin-amenities-society.org.nz/2013/05/29/st-clair-esplanade-when-history-repeats/>

#### What if? Dunedin...

by [Elizabeth](#) | [May 26, 2013 · 10:50 pm](#)

(Below is rather long I've only copied some of it but if you get it up theres some revelant comments.

[bad news] St Clair seawall #FAIL

4

Comment received from **Stu.** 2013/05/26 at 7:29 pm

St Clair sea wall compromised? Webcam image refreshes every 1 minute.

<http://media.wickednetworks.co.nz/current-stclair.jpg>

—Tweet to @whatifdunedin from @lowercasewriter.

**bevan** @lowercasewriter Following

@whatifdunedin  
[pic.twitter.com/RLfNPJlCzR](http://pic.twitter.com/RLfNPJlCzR)

Reply Retweet Favorite More

Voda NZ 9:40 PM

Just in case anyone thought they new what they we're doing.

**Starfish Cafe & Bar** 3 hours ago

As expected...

Like Comment Share

2 RETWEETS

9:41 PM - 26 May 13 Flag media



**Related Post and Comments:**

28.11.11 [St Clair seawall and beach access](#)

[140 Comments](#)

[140 responses to "\[bad news\] St Clair seawall #FAIL"](#)

1. [Elizabeth](#)

May 27, 2013 at 9:24 pm

### ch9.co.nz May 27, 2013 – 6:42pm

**Erosion damage set to cost hundreds of thousands**

Erosion of the St Clair Esplanade looks set to cost ratepayers hundreds of thousands of dollars in repair bills. An assessment team were on site this morning and the council says the source of the breach needs to be plugged as soon as possible. But with swells of more than two metres predicted, it remains unknown whether or not the work can be carried out in time.

[Video](#)

[Reply](#)

- o [Elizabeth](#)

[May 28, 2013 at 2:09 am](#)

### 3news.co.nz Mon, 27 May 2013 2:31p.m.

**PHOTOS: Sinkholes open in Dunedin waterfront**

By Thomas Mead – Online Reporter

Several large sinkholes have opened up on a popular Dunedin waterfront, swallowing a seat and forcing officials to cordon off the area. A section of the St Clair Esplanade was shut yesterday afternoon after parts of the walkway dropped into the sea. Dunedin City Council transportation operations manager **Graeme Hamilton** says an unusually high tide has caused washout of sand fill beneath the Esplanade. “It looks as if there’s been water penetration from the ocean that has penetrated above the wall,” he says. “There’s been a significant washout of sand with these high tides. Probably a metre of sand has been lost in the last few days.”

[Read more + Video + Photos](#)

Sinkhole. Facebook/James Coombes 27.5.13 (via 3news)

[Reply](#)

- [Elizabeth](#)

[May 28, 2013 at 10:10 am](#)

### ODT Online Tue, 28 May 2013

**Esplanade repairs ‘won’t be cheap’**

By Debbie Porteous

Repairing the hole under the sea wall that caused large sinkholes to appear in the Esplanade at St Clair is set to hit ratepayers in the pocket. But just how hard is yet to be worked out. Contractors worked into last night, around the 10.30pm low tide to try to plug a gap under the St Clair sea wall. The gap appeared when spring tides in the past few days carried away more than 1m of sand from the beach in 24 hours. This exposed the bottom of the sea wall in front of the South Coast Board Riders Association clubrooms. Water then sucked sand and soil fill

6

from behind an original wall about a metre behind the existing sea wall, creating sinkholes in the walkway either side of the St Clair Surf Life Saving Club's rescue boat launch ramp. The holes continued to grow in size yesterday, spreading north.

Dunedin City Council network maintenance engineer Peter Strandring said a preliminary examination revealed no other obvious places where water was getting under the wall. Its integrity appeared to be intact. However, engineers would make a more extensive assessment of the wall and its anchors, which reach 6m back into earth. While a long-term solution would need to be considered, the immediate focus was on blocking the gap to stop more of the paved area caving in. Council contractors were to begin inserting sheet piling under the ramp at low tide last night, completing the job at low tide this morning. The main area affected was in front of the Board Riders club rooms around the ramp.

[Read more](#)



Two large sinkholes created when the Esplanade at St Clair was undermined after the sea gouged a hole under the seawall. Photo: Stephen Jaquierey [ODT Files]



Two diggers begin pushing rock to secure the exposed toe of a concrete panel of the St Clair seawall late last night. Low tide allowed Fulton Hogan contractors to begin work at 10pm, with more work possible at the beach this morning. Photographer not identified [ODT Files]

\*\*\*\*

Waves smashing into the wall could now be felt as vibrations through buildings in the area, making it hard for people living and working there.

### ODT Online Tue, 28 May 2013

### **Esplanade holes not a surprise**

By Debbie Porteous

Large holes appearing in the Esplanade at St Clair come as no surprise to

Dunedin's surfers. They say St Clair Beach's sand has been disappearing consistently since the southern end of the beach was reshaped and a new sea wall of precast concrete panels was erected in front of an existing wall in 2004.

"It's a white elephant, that wall, and it's going to cost a fortune."

Surfers and residents said the wave and water-movement patterns since the new wall was constructed meant that sand washed away from the clubrooms end of the wall in bad weather was unable to resettle there in any quantity.

[Read more](#)

2. *Peter*

[May 28, 2013 at 10:31 am](#)

Wouldn't it be interesting to know the university qualifications/years of experience of the people who brought on this mammoth sea wall stuff up?

Could they erect an outdoor dunny without any mishaps?

3. *Calvin Oaten*

[May 28, 2013 at 11:39 am](#)

I seem to remember when the new wall was first designed, it was proposed that the beach would be excavated down to a basalt bedrock, it would be chiseled into a groove for the panels to be inserted and grouted in place. That was to lock them firmly. As a cost saving measure it was decided to just sit the panels on the raw basalt and to hit where they touched. Result. The panels are free to swing according to the forces applied. And that is exactly what is happening now, breaking any seal that there might have been between the sea and the back of the wall. It was set to fail from the get go, just another example of a lack of oversight from within the DCC building. Consultants read their client's minds and assess the limits of the financial rewards that they can extract for their shareholders. In this case the minds took about two minutes to read. I wager that this debacle would never have happened if city engineer Armstrong had his department design and execute the project. Again we pay the price for the actions of administrators selling us out to the consultants and independent contractors. Even now we are beholden to them with this event. Watch the costs elevate as they all toss in their pennies' worth of suggestions as to how to repair the damage. A veritable feast laid out for them. And we, the ratepayers will be quietly taken to the cleaners.

4. *Hype O'Thermia*

[May 28, 2013 at 12:23 pm](#)

Hot diggety, ratepayers are in for massive costs and the designers, contractors, get to sit around playing angry birds.

Should have got it done by minor offenders on community service in the first place. I'm not saying it would have been better, but – know what I mean?

5. *Anonymous*

May 28, 2013 at 12:25 pm

I just don't know which issue is more crazier at the moment. What with The Lawyer and his passive threats; a Stadium Councillor's longing to spend hundreds of thousands on old wood; that council guy's dipshit comments 'what-hole-oh-THAT-hole' and the ODT's 'oh-that's-going-to-cost' reporting; oh bugger it – just almost any council reporting from it; the limp-wristed OAG; rich pricks taking everybody for a ride;... the whole bloody place seems to have gone bat-shit crazy.

The finances are bugged – the esplanade failing will show that and the Mayor and corrupt councillors will run to the wall, flapping their arms, blamestorming, delaying, spending money everywhere and anywhere, except where it's required.

Why can't people just do their bloody job? Even better, do their job and do it properly?

6. *Rob Hamlin*

May 28, 2013 at 1:18 pm

I think that McPravda's information management and stakeholder protection via editorial confidentiality systems have been overloaded by this manifest and unspinnable failure. The result is 'white noise gibberish'. Let's look at today's attempt to plug the information leaks:

Statement 1

"The gap appeared when spring tides in the past few days carried away more than 1m of sand from the beach in 24 hours."

Statement 2

"This exposed the bottom of the sea wall in front of the South Coast Board Riders Association clubrooms."

Statement 3

"However, engineers would make a more extensive assessment of the wall and its anchors, which reach 6m back into earth."

The existence of these three statements in the same argument is both a mathematical and logical impossibility  $6-1 = 5$ , not zero or  $-0.5$ .

Statement 4

“Dunedin City Council network maintenance engineer Peter Standring said a preliminary examination revealed no other obvious places where water was getting under the wall. Its integrity appeared to be intact.”

My rear bicycle tire has only one small hole in it. Does this mean that I can advertise it on Trademe with a description that its ‘rear tire’s integrity is intact’ and that thereby imply that it is in full operational order?

Statement 5

“This exposed the bottom of the sea wall in front of the South Coast Board Riders Association clubrooms. Water then sucked sand and soil fill from behind an original wall about a metre behind the existing sea wall, creating sinkholes”

Now it’s all clear – After getting under the new sea wall, the water presumably teletransported itself a metre inland to behind the second wall without causing any damage to the fill behind the new one? Now we know, it’s all that pesky old wall’s fault. Hooray! You can’t libel the dead, and we can presume that the architects of the old one are now all safely in that category.

[Reply](#)

7. *Anonymous*

[May 28, 2013 at 6:34 pm](#)

Ian Smith refers to the remedial work in relation to the esplanade repair. Some years back there was discussion about strengthening the dunes as well. It was estimated around \$150M. Because this council can’t control its spending and likes to grow the wealth of certain Stakeholders, that figure would have blown out to \$450M. But because the city was/is still burdened with councillors who fund vanity projects, instead of essential services and infrastructure, let’s put the cost at \$600M. Now let’s get back to the esplanade. And that related remedial work. Might as well throw in the leaky pipes throughout the city too. Then add another \$40M for each of the Stakeholders who will benefit from the projects, whether they succeed or fail. Then there’s all the homes and businesses in South Dunedin... the mind boggles.

To me, this hole is truly representative of what about 20 people have done to this city.

8. *Anonymous*

[May 28, 2013 at 6:35 pm](#)

Related ODT comment:

<http://www.odt.co.nz/news/dunedin/258633/esplanade-opens#comment-44104>

9. *Phil*

May 28, 2013 at 7:32 pm

This whole mess was compounded by the ridiculous decision by Roading to split up the design phase of the Esplanade rebuild between external consultants and internal DCC staff. A supposed cost saving exercise at the time. Doesn't look like a lot of cost saving right now. If they had left it clean and simple there would be only one source at fault and only one source to rectify the problem. As it has turned out, the whole thing ended up so murky that blame was being pushed in all directions with no one sure exactly who was responsible for what. End result, the ratepayers pick up the tab. A cheap job with an expensive price tag.

- o Elizabeth

May 28, 2013 at 9:04 pm

### ch9.co.nz May 28, 2013 – 7:12pm

### Esplanade still closed off

St Clair Esplanade is still closed off to pedestrians as work to contain the damage to the sea wall is repaired.

Video

- Elizabeth

May 28, 2013 at 10:24 pm

Last Friday, before the sinkholes appeared...

ODT 24.5.13 (page 12), Letter to the editor [scanned]

### Ongoing costs of repairs to St Clair sea wall lamented

IMPRESSIVE photo of the sea hitting the St Clair sea wall in the ODT 24.5.13. So, how many hundreds of thousands (or millions) of dollars has it cost us all as ratepayers for repairs to the ramps and railings so far? Chris Morris' article (ODT, 30.3.13) mentions the ramp and steps have failed six times since completion in 2004. There are two design flaws: they're not difficult to understand. What really is hard to grasp is why they were approved in the first place. I was taught that to withstand waves, you need a convex structure. This is why there are cylindrical stone and brick lighthouses centuries old. If you have a concavity, wave strike compresses air in it, which then decompresses like a grenade explosion. This is what

has drilled the sea caves tens of metres deep in the headlands off Waikouaiti. The empty spaces beneath the ramps and steps make fine explosion chambers as the waves hit – and we've all seen the results. The article states the DCC is continuing to work with CPG on a \$250,000 redesign of the sea wall's steps and ramps. If it doesn't include simple convex filling in under them, don't pay the money. They haven't got it right yet, as shown by the results. The second design flaw is the railings, which should be 316 marine grade stainless steel, the same as the fittings on any seagoing craft. Any coated steel is going to corrode in a marine environment. I see one set of step railings has just been replaced by

stainless steel ones – the others will need this also. The Esplanade railings have just been recoated – and will eventually need it again and again. Who pays for this (the DCC or CPG?), how much, and who approved it? It's simply embarrassingly-bad economics. Steve August Woodhaugh (Abridged: Graeme Hamilton, DCC, transportation operations manager, replies: "It is always interesting to receive readers' views of alternative forms of construction, but now we are in a situation where earlier design commitments have dictated current solutions. Further, we can advise that since 2010 the costs to repair and/or refurbish handrails on the Esplanade

(using a zinc and three-coat paint system expected to last 25 years) and one set of stairs (using stainless steel), together with removal of part of the ramp that had become dangerous, totalled \$488,250. "Since that date, a confidential settlement has been reached with the consultant CPG, now known as Spire following a recent name change. The future work programme has been reported in the ODT and the packaging and tendering for this work is under consideration. It is now expected that the refurbishment proposed for the stairs and their handrails will not be completed before year's end due to securing suitable contractual terms and seasonal weather issues.")

- Elizabeth

May 29, 2013 at 1:12 pm

<http://www.dunedin.govt.nz/seawall>

DCC seem unable to get their heads around management of the coastline generally – engineering the solutions will get more and more interesting... DCC v Pacific Ocean, the best game in town.

[today] Fresh holes appear in Esplanade

11

<http://www.odt.co.nz/news/dunedin/258884/fresh-holes-appear-esplanade>

- *Elizabeth*

May 29, 2013 at 4:03 pm

Dunedin Amenities Society – historical context to the sea wall issue.  
Cogent argument and great images too. Worth reading!

—

### **St Clair Esplanade – When History Repeats**

By daseditor | May 29, 2013

The recent damage of the sea wall at St Clair Esplanade is a pertinent reminder of the power and ferocity of the ocean and the continuation of an issue that has been prominent in Dunedin since the beginnings of colonial settlement. The extension of physical occupation of coastal areas by people and the development of infrastructure around that occupation has been fraught with problems. Worse still has been the undermining of the important protection afforded to the city by the St Clair and St Kilda beach areas.

Dunedin's various local authorities have struggled for the last 140 years to manage the coastal issues at St Clair and St Kilda.

The first sea wall built at St Clair was in the early 1870s and appears to have been privately built, eventually being transferred to the ownership of the Caversham Borough Council. In 1885 the wall was badly damaged during a period of high seas and the Caversham Borough Council began rebuilding the wall in 1888. As with today there was considerable debate over the merits of the construction by amateur and professional engineers alike.

[Read more](#)

- *Elizabeth*

May 29, 2013 at 4:16 pm

Dunedin mayor Dave Cull says the council will do whatever it takes to fix the problem.

### RNZ News Updated at 2:36 pm today

### **Business owners fear for buildings as sinkholes grow**

Business owners at Dunedin's St Clair waterfront are beginning to fear for their buildings as sinkholes in the Esplanade continue to grow.

[Read more](#)

10. *Hype O'Thermia*

May 29, 2013 at 1:44 pm

I saw some time ago why Bob Jones prizes broad education over narrow business-accounting-law degrees when he's hiring. Those who have no knowledge of history and no breadth of experience are a farking disaster when they get the opportunity to make important decisions. Here's an oldie that's worth thinking about, for all that the techlology has changed beyond recognition.

Ralph Waldo Emerson, Thought on Art, The Dial, I, January 1841

"...Smeaton built Eddystone lighthouse on the model of an oak tree, as being the form in nature best designed to resist a constant assailing force...."

and

"The first and last lesson of the useful arts is, that nature tyrannizes over our works. They must be conformed to her law, or they will be ground to powder by her omnipresent activity. Nothing droll, nothing whimsical will endure. Nature is ever interfering with Art. You cannot build your house or pagoda as you will, but as you must. There is a quick bound set to our caprice. The leaning tower can only lean so far. The verandah or pagoda roof can curve upward only to a certain point. The slope of your roof is determined by the weight of snow. It is only within narrow limits that the discretion of the architect may range. Gravity, wind, sun, rain, the size of men and animals, and such like, have more to say than he. It is the law of fluids that prescribes the shape of the boat,— keel, rudder, and bows, — and, in the finer fluid above, the form and tackle of the sails. Man seems to have no option about his tools, but merely the necessity to learn from Nature what will fit best, as if he were fitting a screw or a door. Beneath a necessity thus almighty, what is artificial in man's life seems insignificant. He seems to take his task so minutely from intimations of Nature, that his works become as it were hers, and he is no longer free."

But if we work within this limit, she yields us all her strength. All powerful action is performed, by bringing the forces of nature to bear upon our objects. We do not grind corn or lift the loom by our own strength, but we build a mill in such a position as to set the north wind to play upon our instrument, or the elastic force of steam, or the ebb and flow of the sea. So in our handiwork, we do few things by muscular force, but we place ourselves in such attitudes as to bring the force of gravity, that is, the weight of the planet, to bear upon the spade or the axe we wield. What is it that gives force to the blow of the axe or crowbar? Is it the muscles of the laborer's arm, or is it the attraction of the whole globe below it, on the axe or bar? In short, in all our operations we seek not to use our own, but to bring a quite infinite force to bear."

<http://transcendentalism-legacy.tamu.edu/authors/emerson/essays/art.html>

11. *Calvin Oaten*

May 29, 2013 at 4:44 pm

Thank you 'Dased Editor' for that interesting bit of history. It seems that as far as this city is concerned, the more it changes the more it stays the same. Just why it is that the solution to the St Clair Sea Wall can't be found is a mystery. It is not as if the same problems haven't been met elsewhere on the planet. For goodness sakes, how did the Dutch people not only keep their land but over the centuries increased its area by challenging the sea and winning? Surely, it would be a simple exercise to either Google or, more likely send some really qualified people over to investigate and enquire about the technologies that have been developed to meet the challenges. It is patently obvious that the latest 'consultants' employed have been woefully qualified to solve the problem. Why is it that these people are so conceited that they won't simply ask? I am sure the solution is out there if a bit of commonsense was applied to look into it. The oft mentioned 'Eddystone' lighthouse is nineteenth century engineering technology which has stood the test of time, yet here we have again the flat, in your face challenge to the elements of this disaster. A repeat of all that has gone before. It was oh so predictable, but still the 'plonkers' think that they know best. I guess that is the 'hallmark' of a small insular city. Shame really.

- o [Elizabeth](#)

[May 29, 2013 at 4:59 pm](#)

### DScene 29 May 2013

**Holey Hell** (page 1)

St Clair Esplanade sinks into the sea, as waves batter Dunedin's favourite walkway. See page 3.

[#bookmark](#)

\*\*\*\*

**St Clair collapse just nature** (page 3)

By Wilma McCorkindale

Tempestuous seas are undermining areas of the sea wall at Dunedin's popular St Clair Esplanade, and authorities are scrambling to identify and repair weak points in the wall. Large sink holes appeared in the esplanade outside the St Clair Surf Club headquarters as heavy seas pounded the wall on Monday. Dunedin City Council transportation operations manager Graeme Hamilton yesterday shut public access to the esplanade. The area has been aflo with a constant stream of members of the public taking in the spectacular seas and checking out the damage. Council staff, contractors and engineering consultants moved in to investigate points of entry where the sea penetrated. Hamilton said the problem was "nothing as flamboyant" as the rising sea threatening to break through into the St Clair residential area.

{continues} [#bookmark](#) [#bookmark](#)

- [Elizabeth](#)

[May 29, 2013 at 11:20 pm](#)

### ch9.co.nz May 29, 2013 – 8:29pm

**Contractors rush to beat incoming tide**

Work on the St Clair Esplanade wall continued today, as contractors rushed to beat an incoming tide.

[Video](#)

12. *amanda* [May 29, 2013 at 4:54 pm](#)

What about using the \$400,000 money used to pay acts to use the fiscally useless stadium ? That could be used to pay for the sinkholes to be fixed. Insert Tui ad here. Got to keep the reputations of “Business Geniuses” intact. That is so much more important.

13. *Lance* [May 29, 2013 at 5:06 pm](#)

Question is: Why have councils over the years, including the Chin / Brown council, allowed business development on the St Clair waterfront when it appears that since the 1800s the problem was, and still is, it’s not financially viable to keep fighting the sea. Unlike the Dutch, Calvin, we don’t appear to have a big enough finger to fill this hole.

14. *Phil Cole* [May 30, 2013 at 10:42 am](#)

Flood defence is never quite as easy as it sounds! Don’t think the Dutch have solved the problem... they’ve been having a go for over a thousand years and still have problems with floods, but they do have experience of dealing with it and are constantly upgrading their defences... which costs lots of money which Dunedin unfortunately doesn’t have.

The national government in the Netherlands also take a key role in the subject, unlike in New Zealand and Dunedin hasn’t exactly been ‘flooded’ (pun intended!) with MP’s commenting on the topic – even the local ones have been conspicuous by their absence! Mind you, that’s probably a good thing!

The Netherlands has suffered terrible floods and will still be prone to more floods and they are already improving their defences to meet expected (reasonable) sea level rises, although the cost of this is prohibitive.

Yes, the Dutch know what to do and have had plenty of experience in both ‘hard’ and ‘soft’ defences. Some work, some don’t and some have to be upgraded or replaced. The English in the 1600s brought Cornelius Vermuyden over from the Netherlands to drain The Fens – an area in Norfolk – using a series of canals, sluices and gates. Very successfully too... but that is another story!

So what for St Clair and the seafront to Lawyers Head? In the [opinion piece](#) (ODT) I wrote on the subject a few years ago I mentioned about the effect on sea walls wave action would have and raised the subject of ‘Managed Retreat’ – not from a ‘Green’ point of view, but from the fact that Dunedin had no money to pay for any effective defences to the natural action of the sea. I

was met with the usual derision from most people – even two councillors ‘poo-pooed’ me in the ODT at the Sea Wall hearing – but as I pointed out, ‘Managed Retreat’ is the only solution because of the financial crisis Dunedin is now in (and was in then). Three plus years on... have we seen any action? No...

As in life, you get what you pay for. If you want something ‘Rolls-Royce’ that will at least last a lot longer than anything built by ‘Joe Bloggs’ then you have to pay for it. Spend little and you get a bad job. Remember the argument about cheap train wagons from China rather than pay more money for New Zealanders to do the work? The same applies to sea defences. If Dunedin wants a serious solution to the problems of sea walls and sea defences it will have to spend big time... but we don’t have any money. I wonder how many Council candidates will bring up the actual problems of the sea defences and how they will solve them....

—{Link added. -Eds}

15. *Calvin Oaten* [May 30, 2013 at 10:53 am](#)

Phil; the councillors in this instance will, like as in the past adopt the ‘three monkey stance’. “Sea wall? What sea wall? Oh is that where I go for my Sunday latte’ ?” ” I don’t know anything about a sea wall, that is what we pay consultants to look after isn’t it?” “Please, don’t expect me to study any of these things, I only stood for council so I could improve the citizens’ lot.” “The fact that I don’t have a clue is nothing to do with it, and anyway I live in Middlemarch, miles away from the sea.”

16. *Whippet* [May 30, 2013 at 11:35 am](#)

Calvin. Beware sharks have been sighted in Middlemarch, they only look different from the ones at St Clair.

o *Elizabeth* [May 30, 2013 at 12:16 pm](#)

### ODT Online Thu, 30 May 2013

**Esplanade sinkholes may get bigger: DCC**

By Debbie Porteous

Sinkholes in the Esplanade at St Clair could get bigger over the next week, but the Dunedin City Council is happy the damage is contained to that immediate area. It says preliminary tests indicate there is no immediate concern about the safety of the rest of the sea wall. [...] Council roading network engineer Peter Standing said the situation yesterday was that the council expected sinkholes in front of the South Coast Board Riders’ Association at the north end of the sea wall would continue to grow in a northerly direction over the next week, as contractors worked in two-hour bursts around tides, to plug gaps underneath the sea wall at that end. [...] A portion of the Esplanade walkway along its length and about 3m back from the wall would remain cordoned off [...] The cordon still allowed room for foot traffic.

[Read more](#)

- Elizabeth May 30, 2013 at 1:07 pm

Random items:

24.7.12 <http://www.odt.co.nz/news/dunedin/218330/st-kilda-erosion-wall-step-closer>

20.7.12 <http://www.odt.co.nz/news/dunedin/217864/erosion-plan-vote-next-week>

29.3.12 <http://www.odt.co.nz/news/dunedin/203329/warning-beach-scheme>

22.3.12 <http://www.odt.co.nz/news/dunedin/198721/engineer-says-let-erosion-take-south-dunedin>

23.2.12 [poll] <http://www.odt.co.nz/polls/homepage/198767/should-dcc-consider-managed-retreat-south-dunedin>

22.2.12 <http://www.odt.co.nz/news/dunedin/198625/conflicting-calls-ocean-beach-action>

15.2.12 <http://www.odt.co.nz/news/dunedin/197790/erosion-spurs-club-plea-other-grounds>

5.1.12 <http://www.odt.co.nz/news/dunedin/193273/middle-beach-erosion-hearing>

30.9.11 <http://www.odt.co.nz/news/dunedin/180159/erosion-threatening-kettle-park-lights>

8.9.11 <http://www.odt.co.nz/news/dunedin/176712/public-have-say-erosion-plans>

2.9.11 <http://www.odt.co.nz/news/dunedin/175975/sea-may-win-fight-coast>

31.5.11 <http://www.odt.co.nz/news/dunedin/162821/report-erosion-sandhills-expected-july>

14.4.10 <http://www.odt.co.nz/your-town/dunedin/101552/to-stay-and-fight-or-retreat>

13.4.10 <http://www.odt.co.nz/news/dunedin/101429/sea-could-claim-city-suburbs>

27.8.09 [Opinion: Phillip Cole]

<http://www.odt.co.nz/opinion/opinion/71493/nature039s-way-may-be-middle-beach-answer>

22.4.08 <http://www.odt.co.nz/news/dunedin/3771/kettle-park-may-be-sacrificed>

<https://dunedin.stadium.wordpress.com/2013/05/26/bad-news-st-clair-seawall-fail/>

7th June 2013

same blog thing as a above but a different bit of it

\*\*\*\*

Council roading maintenance engineer Peter Standing said the first rock placement was included in the already documented \$500,000 cost of immediately fixing [the] problem. The rocks placed this week cost about \$60,000. Consultants hired by the council to look into the problem plan to report to the council next week, and may be required to do more work.

### ODT Online Fri, 18 Oct 2013

**Start on Esplanade boat ramp close**

By Debbie Porteous

The Dunedin City Council will begin building a temporary rescue boat launching ramp at the north end of the St Clair Beach sea wall next week, after this week dumping another 1000 tonnes of rock along the wall. The ramp is to run from the north end of the Esplanade down to the beach, and will be used by the St Clair Surf Lifesaving Club to get its inflatable rescue boats to the water. The club lost its original concrete ramp after the sea wall near the ramp was undermined and the fill behind the wall sucked out to sea earlier this year.

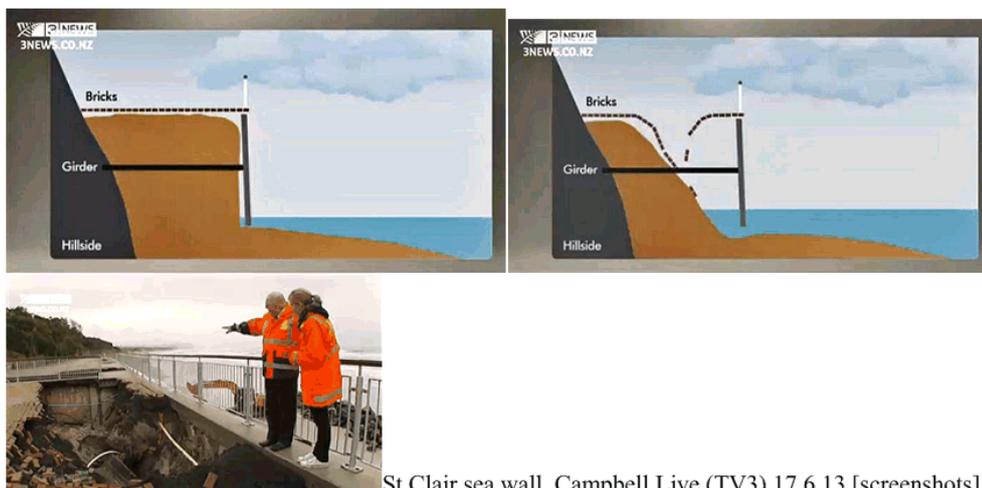
A consent application was lodged, but the ramp would be built at the same time as the application progressed, as it needed to be in place for the start of beach patrols at the end of this month.

[Read more](#)

**Related Posts and Comments:**

26.5.13 [\[bad news\] St Clair seawall #FAIL](#)

25.6.13 [DCC Annual Plan 2013/14](#)



St Clair sea wall, Campbell Live (TV3) 17.6.13 [screenshots]

<https://dunedin stadium.wordpress.com/tag/mayoralty/>

[Spiralis – Environmental Solutions Consultancy](#)

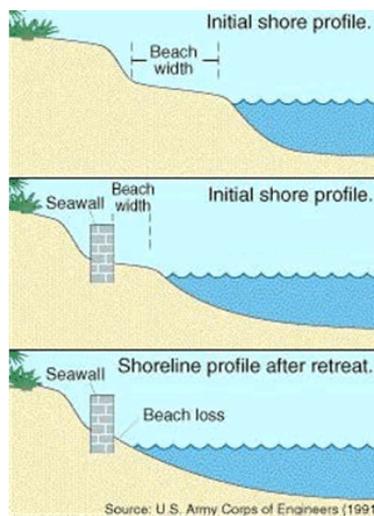
Do what you love and love what you do

[St Clair Sea Wall Erosion](#)

**Item 2.1 Attachment 1**



Overview of working area at eastern end of wall



problematic St Clair Esplanade has dominated the news in Dunedin recently. Since the undermining and collapse of the paving areas Dunedin City Council staff and contractors have been feverishly working to stabilise and protect the eastern end of the wall. The wall has been problematic for the City Council since it was rebuilt in 2004, with on-going issues over the construction of access stairs to the beach. This latest slumping will test that most recent construction and just how the City Council will deal with the problem will be an interesting and costly engineering project for the City.

Particularly interesting will be whether the City Council take this opportunity to deal with the continued erosion of nearly 900 metres of dunes immediately east of the end of the wall. This portion of dunes has been significantly effected by the presence of the wall accompanied with the lowering of the beach immediately adjacent to the wall. The “end wall” erosion has been a constant battle for the Council since the first wall was established in 1872 and destroyed in the early 1880’s. Rebuilt in 1888 the wall was totally destroyed by high seas in 1890 and rebuilt in 1913. Episodes of dune and beach erosion continued regularly throughout the 20th century, culminating in a periods of dramatic dune loss in the mid-late 1990’s and early 21st century. A history of the St Clair sea wall can be found here.

The erosion during the 1990’s revealed the various attempts during the early to mid 20th century to utilise building and demolition waste along the dune toe along with the use of clay capping on the crest of the dunes east of the wall and towards Moana Rua Road. This material was considerably exposed and while some was removed much of it remains creating a highly erosional dune face. Attempts to deal with continual erosion immediately adjacent to end of the wall were made by the construction of a reno mattress in the 1990’s and filter cloth bags during the reconstruction of the wall in 2004. However despite these attempts the central issue of the effects of the wall on beach width and wave velocity remained and the measures were largely destroyed.

In the wake of the recent wall slumping the City Council must look more holistically at the wall and its effects on the dunes to ensure a more sustainable and pragmatic outcome for the conservation of the beach.



Collapse of clay capping near Moana Rua Rd – Mid 1990's

<http://spiralis.co.nz/2013/06/07/st-clair-sea-wall-erosion/>

## Save Ocean Beach

**The natural and physical resources of Ocean beach and its adjacent City Dunedin are under threat and you can help**

(Below blog had quite a lot about the seawall I have only copied some of it)

[Ch9 News - Essential beach ramp to re-open](#)

August 29, 2013 - 6:56pm

A beach ramp St Clair lifesavers say is essential to save lives will be re-opened by late October.

That information came after a passionate public meeting on the issue of the battered seawall last night.

And it is one good result for concerned residents.

*Click on the following link to view the news video*

<http://www.ch9.co.nz/content/essential-beach-ramp-re-open>

### [Heated debate over sea wall problem | Otago Daily Times](#)

A public forum on the battered St Clair sea wall led to some heated debate at the Forbury Park Raceway hall in Dunedin last night.

"This is not a design-by-committee or about beating up the council," meeting chairman Cr Andrew Noone said.

"Council is committed to finding a long-term solution but, ultimately, we are going to be relying on the best technical advice."

City operations manager Tony Avery said it was still not clear what the best solution was.

"We don't actually know what needs to be done. We need to understand why it has failed, the dynamics of the beach and what to do to ensure it stays there for another 50, 60 or 100 years."

Opus International Consultants, working with the Danish Hydraulic Institute, had been selected from 11 applicants to resolve the problem.

"We have quite a complex engineering problem in front of us," Opus senior project manager Steve Rollason said.

"The beach changes all the time."

Council network maintenance engineer Peter Standring said remedial work had, so far, cost ratepayers \$500,000.

"There's a lot to consider and there's too much at risk to do nothing. But, we have to balance that with the safety of the beach, its amenity value and its value to surfers. It has to tick all the boxes."

However, many at the 200-strong forum expressed frustration at the remedial response to date.

St Clair resident James Dignan said the council had been "treating the symptom, rather than the problem itself" and suggested an artificial reef was needed to reduce the effects of wave action.

Dunedin resident Dave Ross said he was "angry at the ongoing financial cost to ratepayers".

"What is the guarantee this won't happen again?" he asked.

Surfers Tony Ryder and Peter Haslemore said the sand erosion had led to the quality of the surf deteriorating in recent years.

"The wave levels haven't changed. The problem is the sand level is so low that the waves are hitting the sea wall for longer," Mr Haslemore said.

Graeme Newton, a St Clair Surf Lifesaving Club member for 47 years, said the damage was also endangering lives, as it prevented the club from launching a rescue on the beach.

"If we have a call-out, we can't respond. By the time we get there, someone will drown. It's as simple as that."

Cr Noone said it was hoped a solution could be found before the surf club season opened at the end of October.

The council has set until the middle of next month for public submissions, with an Opus report due by mid-October.

-nigel.benson@odt.co.nz

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AUGUST

### [CH9 News - St Clair beach and seawall topic of local forum](#)

[comments \(0\)](#)

August 28, 2013 - 6:57pm

The public gets the chance to have its say on the future of the St Clair beach and seawall this evening.

*Click on the following link to view the news video*

<http://www.ch9.co.nz/content/st-clair-beach-and-seawall-topic-local-forum>

⌵

25

JULY

### [Consultation over Esplanade 'possible' | Otago Daily Times](#)

[comments \(0\)](#)

Consultation over Esplanade 'possible' | Otago Daily Times Online News : Otago, South Island, New Zealand & International News

A request for public consultation on the future of the Esplanade at St Clair is to be made to the Dunedin City Council, following a public meeting at the St Clair Surf Life Saving Club last night.

Dunedin Mayor Dave Cull recently said a decision on how best to protect St Clair Beach and the sea wall would be based on expert engineering advice, not "expert public opinion".

However, there was some hope when council roading network engineer Peter Standing told last night's meeting it was "possible" for the DCC to consult people in the community with knowledge of the beach.

More than 60 residents, business owners, surfers and regular beach users attended the meeting called by Dunedin South Labour MP Clare Curran, to discuss the next steps towards fixing the problems at the Esplanade.

Large sinkholes appeared in the paved Esplanade walkway in May during a period of high tides and heavy seas, when fill was sucked out from behind the wall after waves got under the structure.

The numerous problems with the sea wall over the century since it was built have always generated a healthy level of public opinion on how to resolve them.

Last night was no different.

Among the issues brought up at the meeting was a concern there was no safe access to the beach, and many surfers said they were just jumping over barriers to get to the water.

There was also concern the St Clair club's ramp was out of action, meaning there would be long delays in any surf rescue operations in the area.

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It appeared there were no councillors at the meeting. However, Mr Standing said the council was looking at the issue as a matter of urgency.

Many at the meeting agreed all the problems at the Esplanade were caused by the reshaping of the "corner" by the St Clair Hot Salt Water Pool.

Some who had lived in the area for more than 30 years said they believed it was causing the sea currents to create a "gouging effect", which sucked sand away from the beach.

They believed the cheapest and easiest way to fix the problems would be to remove the corner.

The meeting concluded the council should recognise the knowledge of local residents, and they wanted to be consulted by the council before any final decision was made on the future of the Esplanade.

While Mr Standing's belief it could be done brought some hope to the meeting, there was also scepticism. Local resident Vince Ryan said there had been similar community meetings in the past where similar advice had been given but the DCC had not taken it.

Ms Curran said the public knew there was a DCC process in place, but the missing element in the equation was the opinion of the community.

The meeting voted to have Ms Curran approach the DCC and request regular meetings with the community, and to ask if the community could formally consult on any developments.

It was hoped another community meeting could be held, this time with council staff providing information.

A reference group will also be formed to liaise with the council on the issues.

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**JULY**

### [Calls for accountability over failure of sea wall | Otago Daily Times](#)

[comments \(0\)](#)

[Calls for accountability over failure of sea wall | Otago Daily Times Online News](#) : Otago, South Island, New Zealand & International News

Calls for accountability were met with pleas for a trial before a hanging as Dunedin city councillors considered the failure of the St Clair sea wall yesterday.

The debate came as councillors approved plans to recruit an international consultant to help with sea wall repair plans, following repeated damage culminating in the emergence of sinkholes in May.

The review was expected to cost the council up to \$150,000 and take three months, but was endorsed by councillors at yesterday's Dunedin City Council infrastructure services committee meeting.

That followed a report by council transportation operations manager Graeme Hamilton that identified issues to be considered, from the continued structural integrity of the wall to the benefits of an offshore groyne.

However, Cr Lee Vandervis saw red over the failure to mention the need for accountability in the report, and demanded it be a priority of the review.

Warnings at the time the wall's design was "incompetent" had been ignored, and the project had ended up costing ratepayers \$6 million, Cr Vandervis said.

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"Every single aspect of this project has been compromised and we should have had a much harder look at responsibility way before now," he said.

Mr Hamilton said accountability could "certainly" be considered, but whether the design or those who accepted it were to blame was difficult to say.

That prompted Mayor Dave Cull to urge caution, saying the review needed to establish the facts before blame could be apportioned.

"We should be having a trial before we have a hanging," he said.

The sea wall was designed by Duffill Watts and King, which later merged with Commes Consulting in Australia to become CPG, before morphing again to become Spiire late last year.

The council struck a deal with Spiire earlier this year to split the estimated \$250,000 repair bill to fix earlier damage to stairs and a ramp.

The council had opted for the deal rather than expensive and risky court action, but neither party had accepted liability for the wall's faults.

Mr Hamilton indicated last month the council could seek further costs from Spiire if the design was found to have contributed to the sinkholes.

Committee chairman Cr Andrew Noone told yesterday's meeting the deal with Spiire related to the failure of the steps and ramp, but the council now had "a bigger picture of failure" to consider.

Most councillors yesterday favoured the review, although Cr John Bezett urged his colleagues to "get on with it".

He predicted finding a way to retain sand at St Clair Beach - and the cost of doing so - would be the "nub" of the issue.

The council needed the facts as quickly as possible, but it would be up to ratepayers to decide if the "serious" costs that came with it were acceptable, he said.

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JULY

### [Public gets no say over St Clair | Otago Daily Times](#)

[comments \(0\)](#)

[Public gets no say over St Clair | Otago Daily Times Online News : Otago, South Island, New Zealand & International News](#)

A decision on how best to protect St Clair beach and the sea wall will be based on expert engineering advice and not "expert public opinion", Dunedin Mayor Dave Cull says.

Council staff are expected to decide by the middle of next week which of three short-listed firms the council will hire to provide it with advice on the best engineering solution for the long-term protection of the beach and sea wall.

The danger of fluctuations in sand levels on the beach was highlighted last month when large sinkholes opened up in the Esplanade at St Clair.

The city has, as a result, to date spent \$500,000 on stabilising the wall and Esplanade.

It is expected that work should be completed at the end of this week.

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The holes appeared in the walkway when the level of the beach became so low during a period of high tides and heavy seas, that the bottom of the sea wall was exposed allowing waves to get underneath and suck out fill from behind it.

The numerous problems with the sea wall over the century since it was built have always generated a healthy level of public opinion on how to resolve them.

They have also resulted in many technical, engineering and scientific reports, studies and assessments of what the issues are with keeping the sea at bay.

Council roading maintenance engineer Peter Standing said all those reports would be provided to the chosen company.

It would assess them, conduct its own assessment, keeping in close contact with council engineering staff, and report back - probably within six weeks.

He expected staff would be in a position to report to the council by September the "best engineering advice" it had for a long-term solution.

Mr Cull said councillors would then have to decide what to do based on the expert advice.

There would be no public consultation on that decision, as such, although people would be kept informed of what was happening.

Mr Cull said it would be irresponsible of the council to base a decision like this on public opinion in a situation that required specific technical and engineering expertise.

He was not certain whether the council would be provided options, but expected any advice would be accompanied by expert reasoning.

He would not speculate on what would happen given options that were significantly costly to the ratepayer.

"Clearly, we have to weigh up what value we get from what we are going to spend."

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JUNE

### [Sea-wall work almost done | Otago Daily Times](#)

[comments \(0\)](#)

[Sea-wall work almost done | Otago Daily Times Online News : Otago, South Island, New Zealand & International News](#)

Work to secure and stabilise the damaged sections of sea wall and the Esplanade at St Clair should be completed by this weekend.

Since the installation of new sheet-piling at the bottom of the sea wall was completed last week, contractors have been filling gaps behind the wall to protect it from the thumping of waves.

A gap between the sea wall and the original sea wall behind it has been filled with fine gravel, and holes that appeared in the Esplanade have been filled with coarser gravel.

The holes were created when the wall was undermined by high tides and heavy seas that removed more than a metre of sand from the beach at the foot of the wall and created gaps through which fill from behind was sucked out under the wall.

Council roading maintenance engineer Peter Stand-ring said he expected the filling work to be completed by this weekend.

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The sheet-piling and fill would protect the wall from further damage, but the area round the St Clair Surf Life Saving Club's ramp would remain closed to the public for a significant amount of time yet.

Contractors would next go over the damaged area looking for any less obvious damage that had not been picked up yet.

The next major stage of work would be looking at addressing the sand retention on the beach in the long term.

Council staff had narrowed down the 11 expressions of interest received from consultants across the country for that work, and were in discussions with three companies.

It was hoped a decision on a consultant would be made by the middle of next week.

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<http://save-ocean-beach.blogspot.co.nz/>

## Seawall 'Toe' Protection Work Underway

Wednesday, 4 June 2014, 4:12 pm

Press Release: [Dunedin City Council](#)

### Seawall 'Toe' Protection Work Underway

Dunedin (Wednesday, 4 June 2014) – Some 250 – 300 tonnes of rock will be deposited on St Clair Beach this week to maintain and protect the 'toe' of the seawall panels.

From today until Saturday, trucks will be accessing the St Clair promenade and an excavator will be on the beach placing the rocks along the wall during low tide.

Last week Fulton Hogan staff removed the last section of the St Clair Surf Life Saving Club's former access ramp, as it appeared to have been contributing to significant sand depletion around the seawall in that area.

Dunedin City Council Roading Maintenance Engineer Peter Standring says, "We have been monitoring sand levels at the seawall base over the past year. We noticed the ramp was creating turbulence and its removal revealed that some rock protection had been washed away and eroded.

"Depositing the new rock is part of the general maintenance of the seawall, preventing the need for emergency work down the track.

"This type of maintenance is 'par for the course' for the foreseeable future. We can expect ongoing seawall monitoring and maintenance, which more than likely will involve getting on to the beach every six months with a digger, and may involve rock work."

As with last week's ramp removal, an area of the beach will be cordoned off at times to enable machinery to be brought on to the site safely. Barriers will also be installed on a section of the promenade to ensure the safety of both contractors and the public.

There is no indication there is any further risk to the sea wall at this point and it is expected that, as has occurred in the past, the sand will return when the season and currents change.

<http://www.scoop.co.nz/stories/AK1406/S00056/seawall-toe-protection-work-underway.htm>

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## Esplanade collapse linked to long-term seepage

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[Home](#) » [News](#) » [Dunedin](#)

By [Debbie Porteous](#) on Sat, 16 Aug 2014

A hole that opened up on the Esplanade at St Clair is hoped to be an isolated incident related to water getting in by the old surf club ramp, rather than low sand levels in front of the sea wall.

Dunedin City Council roading maintenance engineer Peter Standring says he believes a 50cm-deep hole that appeared on Thursday was the result of leaks in a wall along the side of St Clair Surf Life Saving Club's old access ramp, which is still partly exposed to the sea.

"We think there's been a slow seepage over time through tiny gaps and leaks in the wall.

"This has created a void beneath the ramp and, with the rattling and vibration [from high seas] over the last couple of nights, the soil above has slumped down into the void."

The hole did not seem to be getting bigger and was stable, Mr Standring said last night.

"I'm reasonably confident it's not going to get any worse."

He planned to reduce the roped-off area to around the beach end of the old ramp, so people could walk through to the new ramp at the east end of the Esplanade over the weekend.

A series of large holes that appeared in the same area in May 2013 were caused by sand depletion in front of the sea wall, which allowed fill to be sucked out from under the Esplanade paving.

The council spent about \$680,000 repairing the walkway, removing the end of the old ramp, which was contributing to the erosion, adding sheet piling to make the sea wall deeper and placing tonnes of rocks at its foot to deflect sea energy.

Mr Standring said a digger cleared the rocks from in front of the wall yesterday so it could be inspected.

Workers found there was still 1.5m of sand above the foot of the wall, which was not damaged.

"Everything seems to be still sealed up well, so we put the rocks back again. This [latest hole] was not caused by sand issues."

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The hole would be monitored over the weekend and on Monday contractors would begin to fill the void, seal any remaining gaps and start pulling up paving either side of the ramp to check the soil to see if there's "not any other void under there just waiting to happen", before resetting it.

He expected the work would cost less than \$10,000.

The void, which could be viewed only with a camera, was known about when remedial work was done last year, but a "significant amount" of concrete pumped into it through holes drilled in the ramp filled it about two-thirds and was thought to have sealed it off.

It would now be completely filled.

He acknowledged someone might have stepped into the void and that was a concern.

The council was keeping a close eye on sand levels and would keep a closer eye on the pavers as well.

"We've got a particular issue around the ramp area, but hopefully this will not happen again."

The hole was not affecting the structural integrity of the seawall.

The council was working out a long-term solution for protecting the wall from sand loss, but occasional maintenance would be needed in the meantime.

High tides over the past week had also exposed sand sausages further along the beach, including several older sausages ripped open during similar high tides several years ago.

Those would also be monitored over the weekend, as it was pointless to tidy them up or cover them over again while the high tides continued for the next few days, Mr Standing said.

[debbie.porteous@odt.co.nz](mailto:debbie.porteous@odt.co.nz)

<http://www.odt.co.nz/news/dunedin/312807/esplanade-collapse-linked-long-term-seepage>

26 May 2014

## The Sand Cycle

Posted by [daseditor](#)

The Dunedin City Council is presently consulting on the next stage of its cycle network for South Dunedin in Victoria Road. The project has raised the ire of residents in the area because of a loss of parking, dangers to pedestrians due to the shared design of the proposal, a loss of business and the timeframe of the consultation process. The City Council has already changed the proposed route away from the sand dune area of St Clair/St Kilda because of the stability and safety of the foreshore due to on-going erosion concerns. Despite that, the notion of a cycle track in the dune area seems etched in the public's mind to allay other effects of the proposal. For the Society, the protection of the dune areas of St Clair and St Kilda remains paramount to the long-term protection of the city, its coastal environment and its associated landscape. As a city Dunedin and its residents have been fortunate to be able to enjoy the recreational opportunities that the sand dunes have afforded them over the years. This, despite the

continued pressure being placed upon dune and beach health due to pressures from land use, mixed management practices and continued erosional forces over the last 150 years.



St Clair 1939

Infrastructural development, such as the proposed cycleway must be mindful of the need to protect and promote the sustainable management of dune health for the welfare of the city and its residents. This is particularly pertinent in the face of recent erosion events along the Dunedin coastline and in the predicted sea level rise scenario's promoted by various bodies including the City Council. From both perspectives and within the historical context the sand dunes are under extreme pressure that has continued with widespread human modification and destruction of dune habitat. The Society has repeatedly requested the City Council undertake major initiatives such as change in land use and restorative management to ensure the dunes are protected and nurtured into a productive ecological and landscape entity. The cycleway issue means that the City Council must find appropriate measures that allay the community fears over the management and design of the project. However, to achieve this it must utilise good design, consultation and common sense so as not to impose expensive infrastructure on a precarious and fragile dune habitat that protects and provides for the benefit of our city.



St Clair Emergency Repairs

Posted in [Coastal](#), [Conservation](#), [Dunedin](#), [Dunedin Amenities Society](#), [Habitat Restoration](#), [Landscape](#), [New Zealand](#), [Otago](#)

<http://dunedin-amenities-society.org.nz/author/daseditor/page/2/>

## St Clair Esplanade and Seawall



St Clair beach front and the promenade behind

have long been a focal point for recreational and social activities for Dunedin people and visitors alike. Equally important is the seawall's critical role as part of the city's southern coastal defence, along with the sand dunes at Middle Beach, St Kilda and Tomahawk.

While the look of the St Clair seawall and the surrounding area has changed over the decades its importance has not - its protection and enhancement is seen as a priority.

A period of successive south east storms in May 2013 eroded backfill from behind the wall leading to slumping along the promenade above. The damage acted as a stark reminder of the relentless forces at play on this foreshore and highlighted the role this wall plays in our community and the importance of ensuring its ongoing integrity.

### History

Development of the St Clair Esplanade can be traced as far back as the 1870s.

### May 2013

In May 2013 the city was subjected to successive storms.

### Boat Ramp

The surf lifesaving club boat ramp was significantly damaged during the storms in May 2013.

### Reports

Engineering reports, reports to Council and other relevant documents.

## Monitoring

Sand monitoring at St Clair

## Updates

Updates on current developments at the St Clair seawall.

## Photos

A collection of historic St Clair / St Kilda beach photos.

<http://www.dunedin.govt.nz/whats-on/st-clair-esplanade-and-sea-wall>

## St Clair Seawall Updates (frm Dun City Council site)

### 15 August 2014

Another slump has developed in the St Clair promenade area near what was the Surf Lifesaving Club ramp and has grown slightly over night. The immediate area has been fenced off and the walkway along the sand dunes has also been cordoned off.

One of our contractors is on site and, with low tide expected at around 1pm today, will open up spaces around the ramp for inspection. The last sand survey was completed on Tuesday 12 August and another will be undertaken today.

We are expecting high tides for the next couple of days.



15 August 2014



15 August 2014

### 9 June 2014

Contractors finished placing 200 tonnes of rock on St Clair Beach on Saturday morning in their ongoing effort to maintain and protect the toe of the seawall panels. Depositing the new rock is part of the general maintenance of the seawall, as the DCC tries to prevent the need for future emergency work.

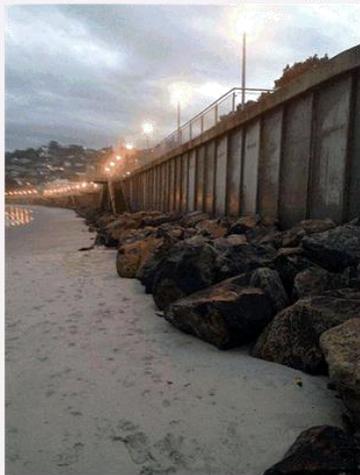
**Item 2.1 Attachment 1**



7 June 2014



7 June 2014



7 June 2014



7 June 2014



7 June 2014

**4 June 2014**  
Seawall 'Toe' Protection Work Underway

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"Depositing the new rock is part of the general maintenance of the seawall, preventing the need for emergency work down the track.

"This type of maintenance is 'par for the course' for the foreseeable future. We can expect ongoing seawall monitoring and maintenance, which more than likely will involve getting on to the beach every six months with a digger, and may involve rock work."

As with last week's ramp removal, an area of the beach will be cordoned off at times to enable machinery to be brought on to the site safely. Barriers will also be installed on a section of the promenade to ensure the safety of both contractors and the public.

There is no indication there is any further risk to the sea wall at this point and it is expected that, as has occurred in the past, the sand will return when the season and currents change.



**30 May 2014**

[Low sand levels prompt action](#)



*Saturday 31 May*



*Saturday 31 May*



*Saturday 31 May*



*Sunday 01 June*



*Sunday 01 June*



*Sunday 01 June*



*Sunday 01 June*

### **4 December 2013**

A public forum was held on Wednesday, 27 November to provide an update on the St Clair beach and seawall work.

### **6 November 2013**

Work on the temporary ramp was completed by 25 October, just in time for the White Island event during Labour Weekend. The St Clair Surf Life Saving Club's IRB now has access to the beach via this new ramp from the north end of the promenade. The ramp also provides public access to and from the beach, via the existing walking track.

The structural assessment of the seawall has been completed. As a result, several sections of the wall will be repaired before the end of the year. The northern section of the promenade will be closed at times over the next few weeks while contractors replace the pavers and re-install the street furniture.

Opus staff have been reviewing information on the seawall and beach and will report back to DCC staff at the end of this week. It is hoped a public meeting can be held this month to provide an update on their work.



*St Clair Seawall - 6 November 2013*



*St Clair Seawall - 6 November 2013*

### **23 October 2013**

Work starts at the beach today to install a temporary ramp to provide rescue boat access for the St Clair Surf Life Saving Club.

It is still hoped the ramp and most of the promenade area will be open for the long weekend. The northern section of the promenade will be closed again early next month so the paving can be put back in place.

### **16 October 2013**

Construction of a temporary ramp to provide rescue boat access for the St Clair Surf Life Saving Club will begin next week.

The original ramp was removed following storm damage. The replacement ramp will be installed to the north of the existing wall, near the walking track. The track will be widened, but beach users are asked to use other access points while the ramp is being constructed, which is due to be completed by 26 October.

Over the last week DCC contractors have placed more rock on the beach to further protect the toe of the wall against high seas and to limit sand depletion.

Opus consultants have been reviewing information on the St Clair seawall and beach and will report back to DCC staff at the end of this week. A public meeting is planned for early November to provide an update on this work. Contact will be made with interested parties and a meeting date will be published on this page.

### **25 September 2013**

The DCC plans to have alternative boat access to the beach in place for the St Clair Surf Life Saving Club by late October. The ramp was removed following storm damage and ongoing discussions are being held with the Surf Club about alternative options.

The area of the Esplanade where holes appeared remains exposed so engineering inspections can take place, but the promenade pavers should be reinstated by the end of October.

The consultants are expected to finish their review of available information by mid to late October. To complete the information gathering phase, Opus will meet with previous consultants to glean any extra information related to the beach frontage and marine environment.

The report back to Council will identify any extra information that is needed before long-term options for the protection of the beach and seawall can be developed.

The first public forum will take place shortly after this reporting. Contact will be made with interested parties and a meeting date will be published on this page.

### **17 September 2013**

Opus structural engineers and a contractor visited the seawall site by the St Clair Surf Life Saving Club on 11 September to discuss options for beach access for the Surf Club. There are some viable options available, but no final decisions have been made.

Opus and DHI are continuing to review background documents and reports. At this stage they have reviewed about half the material. The DCC is still receiving public submissions, and it is likely DCC and Opus staff will meet this week to discuss all the submissions received. These will be reviewed as part of work leading up to developing options for the long-term protection of the seawall and beach amenity.

The first formal meeting between the DCC and those that put their names forward to be part of a community liaison group is planned for the end of September.

### **6 September 2013**

DCC staff met with Opus structural engineers and members of the St Clair Surf Life Saving Club on Friday 30 August to consider options for beach access for the Surf Club. Opus are reviewing the options put forward, but no final decision has been made on a preferred option, or options, at this stage. The DCC is still intending to provide suitable access for the Surf Club as soon as practical.

Fulton Hogan removed a set of stairs opposite the end of Beach Street (near Pier 24) on 29 August. This particular set of stairs was already blocked off. The connection at the top of the stairs had become badly fractured and unstable and so the stairs needed to be removed for safety reasons.

Opus and DHI are steadily working their way through the large number of background documents and reports. Opus are also making note of the submissions that are being received via the DCC website. The submissions received to date have been very constructive and have provided valuable local knowledge.

The details around forming a community liaison group are being worked through. The liaison group will be set up in time to be involved in any key decision-making or option discussions on the seawall.

### **29 August 2013**

A wide range of views and ideas were presented at the St Clair seawall public forum held in Dunedin last night.

About 150 people attended the meeting at the Forbury Park Raceway Hall, which was chaired by Cr Andrew Noone. DCC staff and representatives from Opus International Consultants Ltd were also present.

Those at the meeting asked for a community liaison group to be set up and the DCC is progressing this issue.

DCC staff explained St Clair Beach is a complex and challenging environment so expert advice is being sought from Opus, supported by DHI New Zealand. The consultants' initial brief is to assess, understand and report on the existing marine environment and the challenges that need to be addressed along the sea frontage. It will only be after we understand these dynamics that suggestions will be made about the potential long-term protection of the seawall and beach amenity.

The consultants are expected to report back to the DCC in October on what information is already available and what, if any, extra data is needed.

Issues raised at the meeting included that problems with the seawall were a symptom of a much wider issue of sand depletion on the beach. Some people were concerned filling in the corner near the St Clair Hot Salt Water Pool had contributed to the loss of sand.

Several speakers wanted a breakwater or artificial reef to be considered, while others asked what was happening with the St Clair Surf Life Saving Club ramp. People believed consultants' assessments needed to take local knowledge into account. Hence the call for a community liaison group.

The key issues for the DCC are that the St Clair beach environment is looked at in its entirety, that boat access for the Surf Club is provided as soon as possible and that the promenade is fixed for summer.

Staff emphasise establishing any long-term solutions could well be a lengthy process.

People are encouraged to tell us their ideas through the online feedback form.

## **22 August**

We encourage you to come along to the public forum on Wednesday, 28 August at 6.30pm at the Forbury Park Raceway Hall.

This is an opportunity to share your ideas for the protection of the St Clair seawall and beach and hear about the next stages of the project.

This forum is an important part of the process and we look forward to hearing from you.

## **16 August**

Opus International Consultants Ltd, supported by DHI New Zealand, has been appointed to assist the Dunedin City Council with the next stages of the St Clair Seawall project.

Opus International Consultants Ltd is an internationally respected firm with a strong New Zealand base. The support consultant, DHI New Zealand, is internationally recognised for its applied ability in water modelling and assessment capability encompassing marine and harbour situations.

DCC General Manager Infrastructure and Networks Tony Avery says the consultants' brief is to assess the current situation and provide recommendations for a process to protect the seawall and the beach amenity in the area in the long term.

One of the first steps will be to hold a public forum where people can present their views and ideas to the consultants. The meeting will be held on Wednesday, 28 August at 6.30pm at the Forbury Park Raceway Hall and will involve Councillors, DCC engineers and consultants, as well as the public. The meeting will be advertised closer to the time.

As part of the first stage of the work the consultants will also:

- Review the many reports available on the St Clair environment that have been prepared over the past 20-plus years, together with the many ideas submitted by residents.
- Hold a workshop with previous consultants to gather all relevant information related to the beach frontage and marine environment.
- Structurally evaluate the whole seawall, the promenade and the St Clair Surf Life Saving Club ramp.
- Provide a report on how issues have evolved over the years and highlight any gaps in the DCC's understanding of the tidal processes along that stretch of ocean frontage. The report will also identify what information still needs to be collected.
- Provide alternatives to address the stability of the seawall in the longer term, while protecting beach amenity.

Mr Avery says the consultants are expected to report back to the DCC in early October. The cost for this scoping stage is estimated at \$130,000, with further stages to be defined once the scoping is complete.

The structural integrity of the seawall was under threat following the undermining of the sand foundation and backfill over a 40m length of the seawall near the St Clair Surf Life Saving Club. The problem was identified when sinkholes appeared in the St Clair Esplanade paving in that area during extremely high tides in late May.

Public access from the Esplanade down to the beach was restored late last month. Stabilisation of the seawall was completed earlier in July. The DCC has spent about \$500,000 on repairs. This reflects the significant amount of work carried out by contractors at the site, often late at night, and the use of specialist machinery and advice.

## **26 July**

Public access from the St Clair Esplanade down to the beach should be restored within a week.

Stabilisation of the seawall was completed earlier in the month and DCC staff have been assessing the sets of steps which lead to the beach to decide which ones can be re-opened to the public.

DCC Roading Maintenance Engineer Peter Standring says as has been the case for about a year, there is a lack of sand at the bottom of the steps to provide a good landing area. The overall concern has been public safety, but the DCC recognises people are keen to have access restored to the beach.

Before some steps are re-opened, they will be water blasted and precautionary signs will be put up. However, people will still have to be careful.

In early August, the DCC hopes to announce the appointment of a consultant to look at a long-term solution for sand retention and seawall stability at St Clair.

It is also hoped the reinstatement of the St Clair Surf Life Saving Club ramp and the surrounding pavement will be carried out within the next three months, but this will depend on the consultant's advice.

## Tuesday 2 July

The repair and containment work at the St Clair Esplanade is expected to finish by the end of this week.

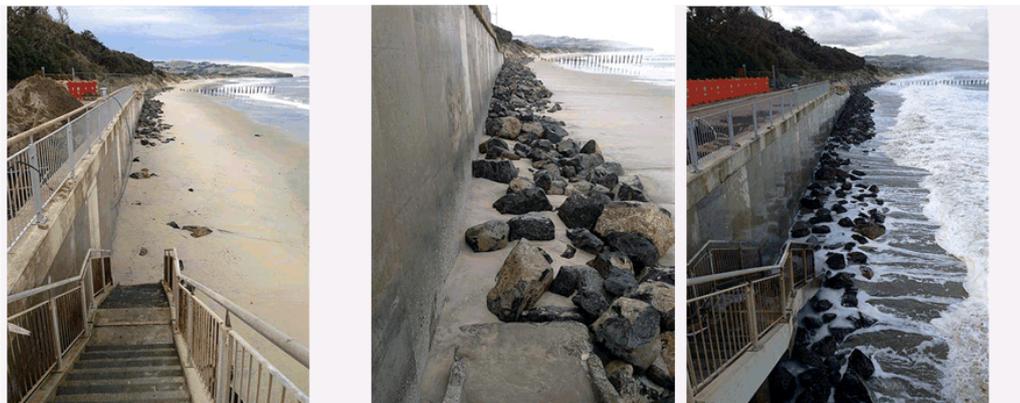
DCC Roading Maintenance Engineer Peter Standring says stabilisation of the seawall is almost complete. In terms of the Esplanade area where holes appeared, the pavers have been removed and stacked and the area will be backfilled to about 300-400mm below the surface.

The area, which will remain cordoned off, is being dealt with in this way to allow for settlement of the material and to leave the area exposed enough so engineering inspections can take place.

Mr Standring says the DCC has spent an estimated \$500,000 so far. This reflects the significant amount of work carried out by contractors at the site, often late at night, and the use of specialist machinery and advice.

From the 11 expressions of interest received from consultants around the country for the next stage of work, DCC staff have been working with three companies. It is hoped the successful consultant will be selected in the next two weeks.

Mr Standring emphasised this would be a long-term strategic project, which would involve a wide range of expert advice. Any solution would centre on sand retention, both to ensure the structural integrity of the wall and for the amenity value. Sand levels at the beach will continue to be monitored in the meantime.



*St Clair Seawall - 1 July 2013 St Clair Seawall - 26 June 2013 St Clair Seawall - 24 June 2013*



*St Clair Seawall - 10 June 2013*



*St Clair Seawall - 30 May 2013*

### **Monday 24 June**

A close watch is being kept on sand levels at St Clair as high tides continue.

DCC Roading Maintenance Engineer Peter Standring says sand levels are being monitored daily. Sand movements of 300mm to 400mm are occurring, but the sand is shifting around the beach, rather than being removed.

Work to protect the seawall is ongoing, with attention turning to the northern side of the ramp by the St Clair Surf Life Saving Club. As in other affected areas, contractors will fill the cavity between the current and old seawalls and then backfill.

DCC staff are working through the 11 expressions of interest that have been received from consultants around the country for the next stage of work – addressing sand retention on the beach in the long term.

### **Monday 17 June**

The ramp beside the St Clair Surf Life Saving Club was removed at the weekend for safety reasons.

DCC Roading Maintenance Engineer Peter Standring says there was an unprotected area under the ramp which could not be reached and stability issues meant it was too dangerous for contractors to work under the structure.

The ramp was removed and the area cleared. Today sheet piling is being placed in front of that part of the seawall to protect it and concrete will be poured along the toe of the panels tomorrow. The intention is to replace the ramp when the area has been stabilised.

Contractors also removed a loose section of the north-facing set of steps close to the St Clair Hot Salt Water Pool over the weekend before damage was done to the wall. The steps have been blocked off for safety reasons. Mr Standring says the future of those steps was already “under a question mark” as earlier engineering advice had been they were at risk of ongoing damage from wave action.

DCC staff and contractors are continuing to closely monitor sand levels, especially with another king tide expected on Saturday.

## Tuesday 11 June

Ten expressions of interest have been received from consultants around the country for stage two and three of the work to be carried out at St Clair (see below).

The expressions of interest will now be assessed before the DCC decides which proposal to proceed with. DCC Roading Maintenance Engineer Peter Standring says this will be done as quickly as possible as the work is a priority.

About 1800 tonnes of material has been placed along the seawall in front of the St Clair Surf Life Saving Club and the South Coast Boardriders Association, to prevent the area being further undermined by heavy seas and high tides. The area remains cordoned off as more paving collapses into the known cavities and this still presents a hazard. Contractors are continuing to pour concrete along the toe of panels between the seawall and the sheet piles to help stabilise the area.

## Thursday 6 June

Today, the DCC invited consultants to lodge expressions of interest for stage two and three of the work at St Clair (see below). The expressions of interest are to be received by Monday. The DCC has approached consultants around the country, many of whom have international connections.

The cordon around the main promenade was lifted today, following a full assessment of the Esplanade from Forbury Road to Beach Street. This area had been cordoned off as a safety precaution, but the DCC is confident there is no slumping there and it is safe for the public to use. The assessment included test holes and the use of ground-penetrating radar to establish the stability of the area.

## Wednesday 5 June

Today, contractors will start to assess the Esplanade from Forbury Road to Beach Street. This part of the Esplanade is cordoned as a safety precaution until further testing can be carried out to confirm there is no further slumping. Hopefully, by Thursday the cordon will be removed from this area.

The area in front of the Surf Club will remain closed for at least the next several months. There won't be much visible progress in the short term but the containment of the toe of the wall is progressing well, with 2/3 of the sheet piling in place and some concrete backfill in and more to come.

There are three stages to the work:

- Damage control (now)
- Assessment of the structural integrity of the damaged area (likely to start next week)
- Remediation of the beach sands (long term)

The DCC will be looking to source the appropriate geotechnical/coastal erosion expertise to advise on such things as sediment migration and the long term stability of the beach sands.

## Full Assessment of Sea Wall Planned

*This item was published on 30 May 2013.*

A full assessment of the St Clair seawall is expected to start next week.

Dunedin City Council staff believe the integrity of the wall is still intact, but will have the entire seawall assessed as a precautionary measure.

Council Roading Maintenance Engineer Peter Standring says the assessment, which will be carried out by contract engineers, is the next phase of work. He emphasised the importance of people staying out of the cordoned-off area while all work is continuing. There is public access to the beach via Middle Beach.

The first of several large holes appeared on Sunday behind the seawall in front of the St Clair Surf Life Saving Club and the South Coast Boardriders Association, due to the area being undermined by heavy seas and high tides. The access ramp for the Surf Club is also closed.

Mr Standring says staff were aware the area had been undermined from the Forbury Road end of the Esplanade north to beyond the Surf Club.

"That is why such a large area has been cordoned off and walking access along the Esplanade and most access points on to St Clair Beach remain closed.

"Public safety is our priority and we knew the affected area covered more than the location of the original holes."

DCC staff, contractors and consultants are visiting the site daily and diggers have been on site since Monday, shifting rocks to protect the bottom of the seawall.

The first priority has been to limit any further damage. Vertical sheet steel piling is being installed in front of the seawall, on either side of the ramp, with cross bracing under the ramp itself. Tomorrow and on Saturday, contractors will backfill the area between the seawall piles and the sheet piles with concrete.

About one metre of sand had been washed away recently from the foot of the wall, leaving the toe of the new seawall exposed. This has allowed waves to flush behind the wall, sucking out the backfill, causing the bricks above to collapse.

Mr Standring says much of the beach was at the lowest level staff had seen. Because tides have been so high, the waves have been hitting the seawall without breaking, putting significant pressure on the seawall. Following the king tide which occurred on Tuesday, the situation should start to improve.

However, the situation highlighted the need for a long-term solution which worked with the natural environment.

"This is a natural occurrence and we will be getting expert advice on how to best deal with these challenges in the future."

Some St Clair businesses and residents had reported building vibrations this week. Mr Standring says this is more than likely occurring because of the lack of backfill behind the wall which would normally help dampen the pounding of the sea.

## St Clair seawall - work continues to limit damage

*This item was published on 28 May 2013.*



Contractors have been working at low tide again today to try to limit any further damage to the St Clair Esplanade from a king tide tonight.

Diggers were on site last night and today, shifting rocks to protect the bottom of the seawall.

Two large holes appeared on Sunday behind the seawall in front of the St Clair Surf Life Saving Club and the South Coast Boardriders Association, due to the area being undermined by heavy seas. The access ramp for the Surf Club is also closed.

Walking access along the St Clair Esplanade and most access points on to St Clair Beach remain closed for safety reasons.

Council Transportation Operations Manager Graeme Hamilton says DCC staff, contractors and consultants were on site again today. Vertical sheet steel piling is being installed in front of the seawall, on either side of the ramp, with cross bracing under the ramp itself. This is a measure to try to limit any further damage. The full extent of the damage is still being determined, along with the long-term solution.

Because tides have been so high, the waves have been hitting the seawall without breaking, putting significant pressure on the seawall. A king tide is expected tonight and then the situation should start to improve, Mr Hamilton says.

About one metre of sand had been washed away recently from the foot of the wall, leaving the toe of the new seawall exposed. This has allowed waves to flush behind the wall, sucking out the backfill and causing the bricks above to collapse.

People are being asked to stay outside the cordoned-off area as further undermining could occur.

There is public access to the beach via Middle Beach.

<http://www.dunedin.govt.nz/whats-on/st-clair-esplanade-and-sea-wall/updates>

Other sites that came up under my search but are pdfs

Surf Break Co-Management  
Uni Otago 1 Nov 2012

Quite a lot of info about beaches/surf/coastal management Thesis  
[http://www.surfbreak.org.nz/wp-content/uploads/2014/01/EdwardsAaronM2013MPlan\\_opt.pdf](http://www.surfbreak.org.nz/wp-content/uploads/2014/01/EdwardsAaronM2013MPlan_opt.pdf)

Island Bay Seawall from Frew, Mike

**254**

**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: **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  
 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

Island Bay Seawall from Frew, Mike

254

**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?

Island Bay Seawall from Frew, Mike

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(\*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

Island Bay Seawall from Frew, Mike

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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 coastal 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.

Attached Documents

File
No records to display.

Island Bay Seawall from Lindsay, Mark

**262**

**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: **Mark**  
Last Name: **Lindsay**  
Organisation: **Lindsay**  
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Suburb: **21 Trent Street, Island Bay**  
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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

Island Bay Seawall from Lindsay, Mark

262

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?

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Island Bay Seawall from Lindsay, Mark

**262**

(\*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.

Island Bay Seawall from Lindsay, Mark

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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.

Island Bay Seawall from Walker, Richard

**266**

**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: **Richard**

Last Name: **Walker**

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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

Island Bay Seawall from Walker, Richard

266

**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?

Island Bay Seawall from Walker, Richard

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(\*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.

Island Bay Seawall from Walker, Richard

266

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.

Item 2.1 Attachment 1

Island Bay Seawall from Davy, Perry

**267**

**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: **Perry**

Last Name: **Davy**

Street: **208 The Esplanade**

Suburb: **Island Bay**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

Daytime Phone: **04 570 4688**

Mobile: **0278388797**

eMail: **home@davich.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

Island Bay Seawall from Davy, Perry

267

**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?

Island Bay Seawall from Davy, Perry

267

*(\*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**

Island Bay Seawall from Davy, Perry

267

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.

Island Bay Seawall from Woodd, Marnie

271

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: **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

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

Island Bay Seawall from Woodd, Marnie

271

- 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

Island Bay Seawall from Woodd, Marnie

**271**

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**

Island Bay Seawall from Woodd, Marnie

**271**

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**

File
No records to display.

**Item 2.1 Attachment 1**

Island Bay Seawall from Springford, Liz

293

Introduction

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

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Submitter Details

First Name: **Liz**

Last Name: **Springford**

Organisation: **N/A**

On behalf of: **N/A**

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Suburb: **Berhampore**

City: **Wellington**

Country: **New Zealand**

PostCode: **6023**

Daytime Phone: **04 9709 126**

Mobile: **021 0617 638**

eMail: **liz.springford@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

Island Bay Seawall from Springford, Liz

293

- 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

Island Bay Seawall from Springford, Liz

293

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 have 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 - 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.

Island Bay Seawall from Springford, Liz

293

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/Esplenade)

**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.

Island Bay Seawall from Fill, Barbara

**311**

**Introduction**

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

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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

Island Bay Seawall from Fill, Barbara

**311**

**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?

Island Bay Seawall from Fill, Barbara

**311**

*(\*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 coastal 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

Island Bay Seawall from Fill, Barbara

**311**

'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

**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

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)

**317**

**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?

**317**

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

FreePost Authority Number 2199

**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke



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

**327**

**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)
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- 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\*  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 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

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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 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

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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?

- Maintaining existing public rights
- Reducing 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!

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

**Sharon Bennett**

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**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.

**Sharon Bennett**

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**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/>

**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.

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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.

**413**

**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)
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**Enter your name and contact details**

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  Dr

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

413



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

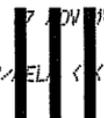
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