

Coromandel/Firth of Thames Integrated Coastal Planning Project



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▪ Scoping Study

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Prepared for
Environment Waikato
and partner agencies

By
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1 Executive Summary

Environment Waikato (EW) has commissioned a study to explore with other resource management agencies in the East Coast of the Waikato Region (Coromandel/Firth of Thames) a framework for integrated planning for the use, development and protection of the coastal environment. The study explores what has been termed a Local Coastal Planning (LCP) model. This model is characterised by resource management agencies making joint management plans, which cover multiple jurisdictions, which encompass both the land and sea of the coastal environment, and are at a scale, which is locally relevant for particular areas of the coast.

The Coromandel/Firth of Thames is an extensive geographic area. There is approximately 880km of coastline, including approximately 200km of islands. This area is characterised by unique settlements, diverse natural and physical resources, important values and a wide range of pressures on the coastal environment.



The Integrated Coastal Planning (ICP) Scoping Study is not a detailed assessment of site-specific issues, rather it is an exploration of a model for integrated planning and management of the coastal environment as well as an initial analysis of the key issues within the area and identification of potential information gaps

Coastal Management in the Coromandel/Firth of Thames

There are a number of statutes relevant to the management of the Coromandel/Firth of Thames area. Agencies such as EW, the District Councils within the study area, Transit NZ and DOC have different responsibilities under the different statutes.

There are existing good practices in place but coastal management is not strategically integrated to recognise linkages between communities as well as territorial boundaries. There is a lack of consistency in the local-level outcomes, objectives and policies across the Coromandel/Firth of Thames area. With the significant pressures facing the study area the lack of consistent strategic vision or direction has led to inconsistent messages to the community in regard to where development and growth is appropriate or directed.

There is a lack of integration and complimentary planning between regional and district plans within the study area. Clear guidance is needed in coastal planning within the Coromandel/Firth of Thames area about what use and development is acceptable and where. There are opportunities for improving integrated coastal management that are presented by current projects being undertaken by a number of agencies to link with, and support, the LCP Model.

Challenges for the Coromandel/Firth of Thames

This Scoping Study has involved an assessment of technical research and reports that have been prepared on the coastal environment of the Coromandel/Firth of Thames in the past. The study has considered a range of topics relevant to developing a picture of the coastal

resources, values and issues of the Coromandel/Firth of Thames area and each LCP area and how useful the existing information is for this process. There are major challenges that the whole of the Coromandel/Firth of Thames is facing. These challenges generally fall within a number of key management themes and these are used to highlight some of the matters and gaps that need addressing as part of the LCP model.

The biggest challenge the Coromandel/Firth of Thames coastal environment is facing is managing the impacts of the intense population growth pressures. Pressure for subdivision, facilities such as marinas and other developments, as well as simply space for different types of recreation to occur unimpeded is significant around the main estuary systems and coastal environments on the coast of the Coromandel/Firth of Thames. There is evidence that at this time urban and residential growth and economic development is occurring in a generally ad hoc and undirected manner within the coastal environment. Infrastructure and services in many towns are chronically overloaded during peak seasons. Population growth is driving provision of infrastructure. This has significant negative impacts on the ability of Councils to manage existing services and to fund new infrastructure. The Coromandel/Firth of Thames has areas of high ecological and/or biodiversity values that are, or have the potential to be, under significant pressure. The significant challenge is managing these demands and pressures whilst protecting the values of importance to the community.

The Local Coastal Planning model

The Local Coastal Planning model seeks to address the issues identified above by undertaking joint planning between Environment Waikato, Department of Conservation, District Councils, Iwi/hapu and the community. There could potentially be other stakeholders such as the Ministry of Fisheries.

Local Coastal Plans (LCP) would cover the relevant spatial and functional jurisdictions of all the agencies. They would be an overarching plan that all agencies would be expected to commit to. The plans would be non-statutory but implemented through the statutory plans and other delivery mechanisms available to the agencies.

The LCP model considers planning for use, development and protection of resources in the context of resource management functions under the RMA, but also encompasses the LGA functions and community outcomes.

The LCP's will provide a physical plan for land and water use, conservation, recreation, infrastructure, economic development, hazard management and growth within a localised area. The LCP's will be a 'picture' of the desired future for each of these local communities – they will describe and show what, and where use of land and marine waters is appropriate.

The identification of LCP areas was determined by selecting settlements where focussed planning is considered necessary. This is due to a number of factors such as community demand (identified through community planning exercises), the significance of natural and physical values of an area that may be threatened and/or the growth and demand pressure facing areas that necessitates a planned integrated approach.

Initial prioritisation of the LCP areas has been undertaken but this is considered to be in draft format only as it will be important to prioritise these areas with the community. The LCP prioritisation should also be assessed against the consideration of other factors such as community 'readiness' for focussed planning and other project linkages to the LCP Project

Lessons Learnt

The review of other strategic projects has revealed a number of important lessons for the LCP model that were considered when formulating the recommended way forward and work plan. In particular, the early involvement of key stakeholders and decision-makers to ensure the 'buy in' of the projects and to identify issues and concerns early on. Other important success factors include an integrated approach to management to deal effectively with cross boundary issues, a clear governance structure and development of an overarching strategy or direction that guides decision-making at site-specific levels.

Recommended Way Forward

In general there is a need for a clear integrated strategic framework for the partner agencies to understand, respond to and prioritise the coastal management issues.

A Strategic Planning Framework is recommended for the LCP model to achieve integrated coastal management. This model includes an overarching direction for the entire study area. This will set direction for all of the planning within the study area. The study area is then broken down into five Sub-Catchments with an identified specific future direction relevant to that sub-catchment. Within these sub-catchments are Cluster Policy Areas, which recognise where there are areas that have similar issues, characteristics and communities of interest. These policy areas have their own specific direction developed to assist with guiding consistent, integrated management within a macro-area. Finally the LCP areas will have localised planning at a 'community' level to provide local implementation of the directions from higher up the strategic hierarchy. All of the planning in the levels of the model will need to be cognisant of existing good practice and linkages to other projects underway.

In general the recommended way forward involves embarking on a Coromandel/Firth of Thames Coastal Strategy and at the same time kicking off the LCP's for the high priority areas for completion within 2-3 years. Then progressively develop LCP's for lower priority areas with a view to having all LCP's completed within 5-7 years.

Conclusion

This strategic planning framework is favoured as it is believed that planning of individual coastal settlements within the Coromandel/Firth of Thames area must be placed within a wider strategic visioning/direction framework, which seeks to address how we live in, work in, play in and protect the coastal environment. In this way it will be possible to balance demand and pressures across the whole coast whilst recognising and planning for the protection of the unique character and 'sense of place' of particular localities and settlements.

There is a very real danger that we will lose those natural areas and intrinsic values which contribute to the 'sense of place' that drives peoples desire to live, work and play in the

Coromandel/Firth of Thames area. It is considered that development of the Coromandel/Firth of Thames Integrated Coastal Planning Project and associated LCP's will provide an opportunity to identify, protect and potentially enhance these areas and important values for future generations.



2 Introduction

Environment Waikato (EW) and partner agencies -Thames Coromandel District Council, Hauraki District Council, Franklin District Council, Department of Conservation, and Hauraki Maori Trust Board are exploring joint planning opportunities for managing the use, development and protection of the coastal environment for the East Coast of the Waikato Region (Coromandel/Firth of Thames).

The purpose of the project is an initial analysis of the key issues within the area, identification of potential information gaps and exploration of the process by which agencies with responsibilities for coastal resource management can undertake integrated planning and management of the coastal environment.

The East Coast, including all of the Coromandel Peninsula and the Firth of Thames, has a spectacular landscape and a unique coastline and culture. There are parts of this coastal environment, especially the northern tip of the Coromandel Peninsula, that have high natural character and remain relatively unmodified. There are large tracts of land in Department of Conversation (DOC) ownership and some parts of the coastline still remain inaccessible even on foot. Included within the study area are a number of offshore islands, themselves areas of high natural character and importance for biodiversity.

The coastal environment within the Coromandel/Firth of Thames area is an important natural and physical resource both to the local community and the whole of New Zealand. However the area is coming under increasing pressure from growth and associated development impacts. This is adversely impacting on some areas of the coast, particularly increased demands for coastal subdivision and holiday home development, that can seriously impact those natural, social, cultural and economic assets that the community values. The partner agencies within the study area recognise the need to respond to pressing coastal challenges but seek to do so in a strategic integrated manner.

Successful integration of coastal resources is about the adoption of a common community and stakeholder vision or direction for the future and developing long-term management strategies for all aspects of Council's and community activity on or near to the coast. EW and partner agencies recognise that the Resource Management Act, and its associated Regional and District Plans cannot in themselves be expected to deliver desired long-term outcomes within such a dynamic and varied environment, hence there is a need to examine coastal management tools in a wider strategic framework than has occurred in the past.



2.1 Study Purpose

EW has given a commitment in the Long-term Council Community Plan (LTCCP) to the community to “*work on harbour planning to give guidance on appropriate use, development and protection of coastal resources and values in particular harbours and estuaries*”. The Thames Coromandel District Council (TCDC) also notes in their LTCCP that they will “*engage our diverse communities of interest in an ongoing conversation to develop sustainable models of development for the Peninsula*”.

Accordingly EW commissioned Beca Carter Hollings & Ferner Ltd (Beca) in December 2004 to undertake a Scoping Study to identify key management issues and opportunities, and to investigate the options for progressing a LCP Model for the East Coast of the Waikato Region.

The overall purpose of the scoping study is to provide the partner agencies with sufficient analysis, information and recommendations to enable them to decide on whether or not to support and commit to an LCP model approach to coastal planning for the study area.

The Scoping Study has the following specific purposes in order to achieve this overall purpose:

- Identify the key resource management issues and pressures facing the resource management agencies in achieving integrated sustainable management of the coastal environment in the Coromandel/Firth of Thames (East Coast of the Waikato Region);
- Liaise with other resource management agencies in the Scoping Study area to recommend an inter-agency partnership approach to integrated coastal planning.
- Undertake initial identification and prioritisation of potential LCP areas;
- Assess the best way to approach the ICP Project and define the most practical and cost effective way to undertake the work;
- Present a preferred strategy approach and associated work plan for undertaking the ICP Project.

2.2 Study Methodology

A desktop study and site visit has been undertaken as part of the Scoping Study to gather and review existing technical, planning and policy reports and studies on the environment of the project area. A bibliography is provided in Appendix 5 and these documents were utilised to throughout the scoping study. The Project Team facilitated a workshop with officers of each agency, a workshop with representatives of key stakeholders (including tangata whenua), a hui and a workshop with Councillors/Board Members and senior management of all six partner agencies during the course of the scoping study.

The Scoping Study is not a detailed assessment of site-specific issues, rather it is an initial analysis of the key issues within the area, identification of potential information gaps and future investigations that should be undertaken to develop a comprehensive direction and management regime for the study area.

2.3 Study Area

The study boundary stretches from Kaiaua to a point about 2km north of Waihi Beach including the southern part of the Firth of Thames, the Coromandel Peninsula, part of the Hauraki Gulf and many offshore islands (see Figure 1). This coastal environment encompasses both the coastal marine area within the jurisdiction of Environment Waikato, and the adjoining coastline and neighbouring land that affects or is affected by the coast.

Figure 1: Map showing study area



2.4 Format of Report

- *Section 3*: Provides details of the statutory coastal management and existing strategic coastal planning environment within the Coromandel/Firth of Thames and discusses integrated coastal management opportunities. This section also outlines the LCP Model.
- *Section 4*: Provides a discussion on lessons learnt from other relevant strategic planning projects around the country and overseas.
- *Section 5*: Outlines a suggested strategic planning framework for the LCP Model within the Coromandel/Firth of Thames.
- *Section 6*: Discusses the major challenges facing the whole of the Coromandel/Firth of Thames based on a number of management themes.
- *Section 7*: Provides a description of the sub-catchments, including key challenges and opportunities within each.
- *Section 8*: Describes the macro-level planning recommended and identifies the areas.
- *Section 9*: Discusses what Local Coastal Plans are and provides an initial identification, description (see also Appendix 3) and prioritisation of these LCP areas.
- *Section 10*: Recommends a way forward for the ICP Project. This includes a suggested strategic approach, a possible governance approach and ways to address information gaps.
- *Section 11*: Details a draft Work Plan for the ICP Project.
- *Section 12*: Acknowledges the contributions to the Scoping Study.

3 Coastal Management

3.1 Statutory Coastal Management

There are a number of statutes relevant to the management of the Coromandel/Firth of Thames area. These include the Resource Management Act 1991 (RMA), Local Government Act 2002 (LGA), Foreshore and Seabed Act 2004, Hauraki Gulf Marine Park Act (HGMPA) 2000, Conservation Act 1987, Wildlife Act 1953, Reserves Act 1977, Fisheries Act 1996, Historic Places Act 1993, Public Works Act 1961, Civil Defence Emergency Management Act 2002, Soil Conservation and Rivers Control Act 1941, Land Transport Management Act 2003, Biosecurity Act 1993 and the Crown Minerals Act (CMA).

Several central and local government agencies have resource management responsibilities in the coastal environment of the study area under the legislation identified above. For the purposes of this scoping study it is important to understand the way in which the spatial and legislative jurisdictions of the agencies abut and interact.

The RMA is the guiding document in relation to the sustainable management of natural and physical resources. The RMA provides for a hierarchy of policies and plans and other statutory powers to enable central and local government to carry out their functions (see Figure 2).

The LGA provides guidance on coastal management responsibilities. Section 10(b) states that the purpose of local government is “to promote the social, economic, environmental, and cultural well-being of communities, in the present and for the future”. The LGA encourages a partnership approach between regional and local government, tangata whenua and local communities.

The Long Term Council Community Plans (LTCCP) prepared under the LGA are based on consultation with the community to identify community outcomes and allocate activities and expenditure on this basis. Whilst the LGA is still in its infancy, it is apparent that it is likely to become a significant tool in facilitating integrated coastal management because it covers the full span of council activities and is likely to be less restricted with respect to implementation than the RMA.

a. Central Government

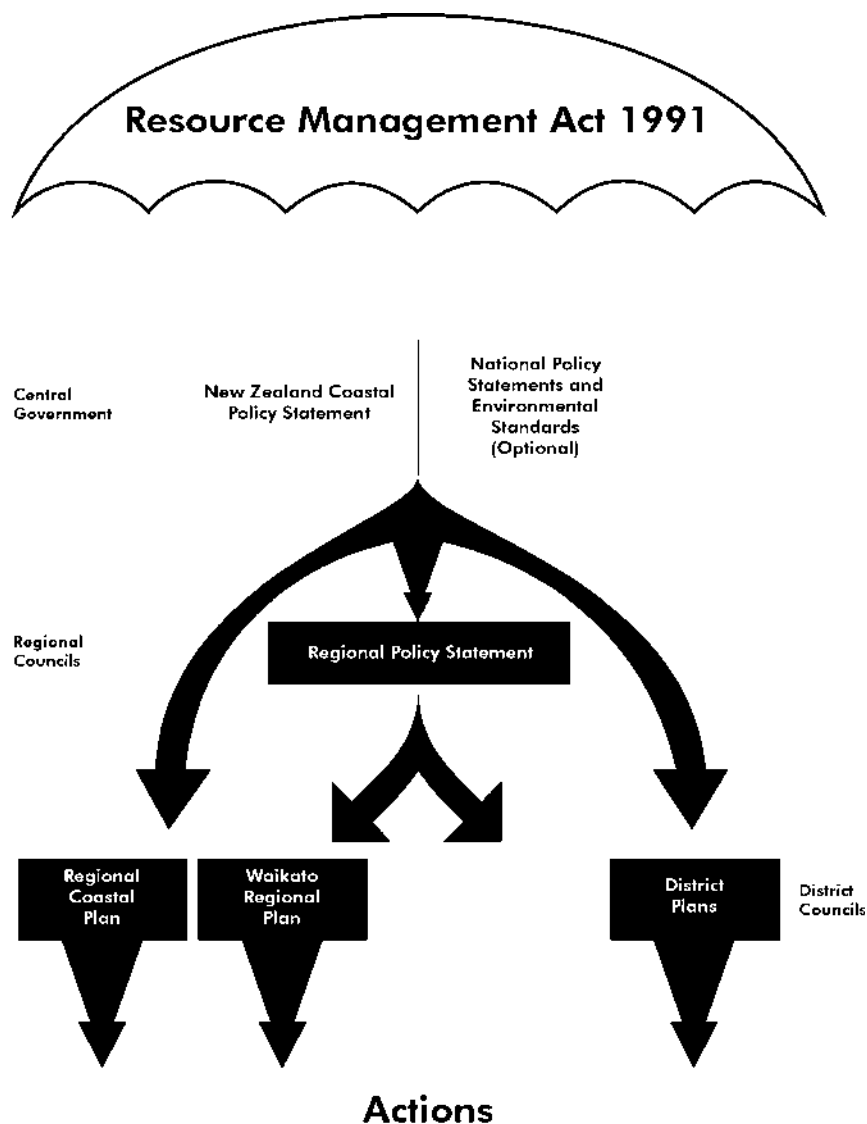
Department of Conservation (DOC) is the principle agency of central government responsible for coastal policy development and implementation. The Minister of Conservation administers the New Zealand Coastal Policy Statement (NZCPS), which provides national guidance to achieve the sustainable management of natural and physical resources within the coastal marine area. DOC has responsibilities as manager of the land under the Reserves Act 1977, the National Parks Act 1980 and the Conservation Act 1987. DOC regulates activities within the publicly owned conservation estates under the Reserves Act, for example by issuing concessions for commercial activities.

The NZ Coastal Policy Statement (NZCPS) directs local government policy and plans to identify and protect certain uses and values of the coastal environment. This policy statement also provides policy on what is appropriate use and development and where it should be directed and will provide an important overriding aspect of the policy

framework for the ICP project. The NZCPS is currently under review by the Minister of Conservation and a revised policy statement is expected by December 2005.

Ministry of Fisheries is responsible under the Fisheries Act for sustainably managing the biological resources of the Coromandel/Firth of Thames aquatic environment and the commercial, recreational and customary fisheries that depend on them.

Figure 2: Planning Framework of the RMA



Source: Environment Waikato

b. Regional Council

EW (in conjunction with the Minister of Conservation) manages the coastal marine area (i.e., that area from the mean high water springs {MHWS} line out to 12 nautical miles offshore) and manages this through the Regional Coastal Plan. This plan contains policies

to protect the natural character of the coastal environment, maintain public access to the coastal marine area and to manage coastal hazard risk in the region. EW has a Regional Policy Statement (RPS) that provides an overview of the resource management issues of the region and policies and methods to achieve integrated management of the natural and physical resources of the region. The Waikato Regional Plan (WRP), developed in accord with the RPS, prescribes the manner in which land above MHWS is to be managed in regard to soil conservation, natural hazards and discharges. EW has a function under the RMA to maintain indigenous biodiversity and to maintain and enhance ecosystems in water bodies and coastal water.

c. District Councils

District Councils manage land use under the District Plans for the area above MHWS. The Thames-Coromandel District Plan (TCDP), Hauraki District Plan and the Franklin District Plan have all been created under the RMA in accordance with Local Authority functions laid out in Section 31. District Councils also manage public reserves and parks under the Reserves Act. The District Councils, along with EW, also has a function under the RMA to maintain indigenous biodiversity and to maintain and enhance ecosystems in water bodies and coastal water.

d. Tangata Whenua

Section 8 of the RMA recognises the importance of taking into account the principles of the Treaty of Waitangi in relation to the use, development, and protection of natural and physical resources.

Ancestors of the current Hauraki tangata whenua lived in close relationship with Tikapa Moana since about the 16th century. The area is part of a claim brought by the Hauraki Maori Trust Board under the Treaty of Waitangi, which is currently under consideration by the Waitangi Tribunal. Ownership of the Hauraki Gulf foreshore and seabed is also being contested in the Maori Land Court.

Legislation including the Conservation Act, RMA and Fisheries Act set out the statutory obligations of central and local government in relation to the principles of the Treaty. The iwi and hapu of Hauraki individually, and through Trust Boards, have developed systems, structures and processes to fulfil their *kaitiaki* responsibilities for *taonga* within their *rohe*, including participation in processes set out in current legislation.

3.2 Strategic Coastal Planning

The building block of integrated strategic planning is making sure there is a common 'vision' for all parties involved. This will provide the direction for all future work. It is recognised that a lot of good work has been previously undertaken by the various agencies within the study area in separate exercises of identifying what their communities want and value. It is important however, that these visions or directions are consistent with, or compliment, each other otherwise it will lead to difficulties with resolving issues and achieving integrated management in the future.

The LTCCP prepared under the Local Government Act, set out the overarching planning and policy direction for the region and district councils of the Coromandel/Firth of Thames. These LTCCP's identify high-level visions and goals to improve the well-being of

the communities. The district and regional plans (such as RPS) are statutory documents under the RMA, however they do provide some strategic and policy direction for the coastal environment that are taken into consideration in the preparation of the LTCCP's. A policy evaluation of each of these documents is outside of the scope of the ICP Scoping Study and this will be an important early step in the ICP Project through the Position Statement work (discussed in detail in Section 10.3.1).

An important component of the assessment of the current strategic direction for the ICP Scoping Study is a review of the LTCCP outcomes relevant to the coastal environment for the statutory authorities within the study area and the identification of common themes and links or conflicts.

The purpose of the following section is to review the current 'visions' for the coastal environment that the various agencies have and discuss whether these strategic directions will contribute to, or detract from the outcomes desired for the ICP Project, being sustainable integrated coastal management.

3.2.1 Current Strategic Direction for the Coromandel/Firth of Thames

a. Department of Conservation

DOC, through its Waikato Conservation Management Strategy (CMS), has identified six key visions. These are a non-statutory part of the CMS that provides a vision for the Coromandel/Firth of Thames area based around maintaining a healthy environment, promoting partnerships between DOC and Tangata Whenua, recognising and respecting natural heritage and landscapes (see

Plate 1), valuing and conserving cultural heritage, accepting New Zealanders right of access and managing and advocating conservation resources in DOC's care. DOC's highest priority is given to protecting threatened indigenous natural resources and threatened significant historic places.

DOC, through its Waikato CMS, undertakes integrated management of natural and historic resources on land it administers. The CMS identifies 11 sites or groups of sites having strategic importance for conservation within the Waikato Region, called 'strategic management clusters'. Of the 11 management clusters (essentially priority sites that would receive active, sustained management over the life of the CMS), 6 are within the ICP study area. This highlights the regional importance of the study area in terms of its conservation values.

DOC has just begun the process of reviewing the Waikato CMS and it is anticipated that this work will tie in closely with integrated coastal planning.

Plate 1: Example of natural heritage and landscapes in the Coromandel/Firth of Thames (New Chums Beach)



b. Environment Waikato

Previous work undertaken by Environment Waikato on the 1998 and 2001 Strategic Plans (including community surveys) recognise the importance the Waikato community places on the Region's natural environment, central location, waterways and landscape. Social and cultural aspects are also important, with the sense of community and belonging and the ability to lead relaxed, stress-free lifestyles being highly valued by those who reside and visit the area.

The Strategic Plan for the Waikato Region, "The Way Forward 2001 – 2011" identifies desired outcomes that the Regional Council are striving for with the community.

The desired community outcome for the coastal environment is *"the community is actively managing the coast in an integrated way that allows for dynamic natural processes, preserves natural values and provides timely, planned solutions to accommodate a variety of coastal uses"*.

There are also outcomes for the coastal environment identified as maintaining natural character, improving quality of coastal water, monitoring and managing adverse effects of marine farming on the coastal environment (see Plate 2), minimising coastal hazards and maintaining or enhancing biodiversity on the coast.

Plate 2: Te Kouma provides an important location for the aquaculture industry in the study area



Also of note are the desired outcomes of governance and democracy, which state that Tangata Whenua values should be recognised and provided for through work programmes and plans and that EW will provide leadership and direction for the benefit of the Waikato Region.

The Waikato Regional Policy Statement (RPS) sets a framework for management of the coastal environment and decision making on resource consents and identifies significant coastal resource management issues. The RPS provides some strategic direction by emphasising the importance of the natural character and associated values of the coastal environment of the Waikato in contributing to the Region's uniqueness. The RPS directs that features such as: the habitats of indigenous fauna; coastal landscapes and seascapes; sites of spiritual or cultural significance; and significant historic places or areas be protected.

The vision for land transport within the Waikato Region is given in the operative Regional Land Transport Strategy (2002), as "A sustainable land transport system which meets the environmental, economic, social and cultural needs of the region". In particular, a desired outcome for the land transport network for the Waikato Region is environmental sustainability with the goals of protecting and enhancing both the physical environment and people and communities.

The Regional Land Transport Committee prepared the strategy for adoption by the Regional Council under section 175(2) of the Land Transport Act 1998. The strategy is based around a ten year planning framework with a review after five years but has a focus 25 years into the future. It is noted that the definition of land transport includes coastal barging/ ferries etc and this is of particular relevance to the study area. The RTLS is being updated to accord with principles of the LTMA. Future projects are identified in the RLTS and these therefore form part of the 'vision' or direction for the Coromandel/Firth of Thames, such as implications of Kopu Bridge replacement and other works on the coast highway.

c. Thames Coromandel District Council

As part of the LTCCP development, TCDC identified four community outcomes around the themes Social, Economy, Environment and Culture. The outcomes are listed briefly below:

Social: A healthy safe and secure community

Economy: Sustainable economic growth

Environment: A clean unspoiled environment that all residents and visitors can take pleasure in

Culture: A community that respects cultural diversity.

The Thames-Coromandel community differs from most other parts of New Zealand in that approximately half of the district's dwellings are owned by people from outside of the district (non-permanent residents). Therefore, out-of-town residents have a significant part to play in shaping the vision for the Thames-Coromandel District.

A key priority for TCDC is planning for development such as continued provision of roading infrastructure and works to meet community needs, further refinement and implementation of Council's Roothing Strategy and the upgrade of wastewater/stormwater and water infrastructure to meet growing communities needs, many of which are within coastal settlements.

TCDC has a Reserves Management Strategy that has the following vision statement: *“The reserves network celebrates the Coromandel’s dramatic coastal and mountain, landscapes, ...provides for organised sport with shared facilities in the main settlements, ...encourages recreational enjoyment,... and promotes tourism and economic development.”* The vision statement recognises the importance of the TCDC district in terms of its landscapes and the tourism potential.

TCDC is faced with the complex task of balancing economic development (particularly tourism) and population growth with preserving a clean, unspoiled environment and protecting natural features, beaches, headlands and estuaries.

There are a number of structure plans in the TCDP that have been adopted as part of the TCDP to *‘ensure special or particular environmental features and issues are addressed when subdivision and development is proposed for a particular area’*. These structure plans generally address subdivision rules and public access with the boundaries to MHWS.

One of the strategic outcomes for TCDC is to concentrate growth in existing settlements. This sets an important direction for the future of the coastal environment within the study area.

Plate 3: Whitianga is a main settlement within the study area



d. Hauraki District Council

The Hauraki District Council (HDC) strategic direction, as given in the first district (or transitional) LTCCP, focuses on attracting more visitors to the area and providing services to accommodate this growth (such as providing good roading infrastructure).

The HDC are yet to undertake full consultation to identify community outcomes and further refine the community’s vision for the Hauraki District. This will occur as part of preparing the next LTCCP.

e. Franklin District Council

The Franklin District Council (FDC) have prepared a transitional LTCCP, which does not include community outcomes and has a strategic direction that focuses more on what services FDC aims to deliver. The community’s vision for Franklin District is *“a country lifestyle in harmony with our environment”*. This vision includes a statement that identifies

their country towns as being “*defined, planned and serviced*” and “*connected to cities by well developed transport links*”.

f. Hauraki Iwi Environmental Plan

The Hauraki Iwi Environmental Plan has been prepared by the HMTB which is Trust Board pursuant to the Hauraki Maori Trust Board Act 1998. The Iwi of Hauraki represented on the Board are Ngai Tai, Ngati Hako, Ngati Hei, Ngati Maru, Ngati Paoa, Ngati Porou ki Harataunga ki Mataora, Ngati Pukenga ki Waiau, Ngati Rahiri Tumutumu, Ngati Tamatera, Ngati Tara Tokanui, Ngati Whanaunga, and Patukirikiri. These Iwi trace their origins to Tohora (the whale) and the fleet canoes of Tainui, Te Arawa, Mataatua and Matawhaorua.

The Plan is a strategy for collective action by Hauraki Whaanui to sustain the mauri of the natural environment and cultural heritage of the Hauraki rohe over the next 50 years. The document provides a narrative vision along with a series of goals, values and principles to protect the environment and cultural heritage.

The vision lies within a framework that has six supporting goals:

- 1) Mauri
- 2) Protecting our Past
- 3) Supporting Kaitiaki
- 4) Making Decisions
- 5) Building Partnerships
- 6) Community Awareness.

The Hauraki Iwi Environmental Plan includes actions that are targeted towards the management, protection and restoration of the coastal environment and its resources.

g. Hauraki Gulf Forum

Established under the Hauraki Gulf Marine Park Act, the purpose of the Hauraki Gulf Forum is to integrate the sustainable management of the resources of the Gulf and to facilitate communication, co-operation and co-ordination on matters relating to the statutory functions of the Forum members. The values and strategic issues that have been developed by the Forum therefore represent a combined vision of the Forum members. These relate to the broad areas of water quality, soil erosion and sedimentation, natural character/landscape, biodiversity, natural heritage and biological diversity, cultural heritage, coastal hazards, recreation/tourism/access, fisheries and aquaculture, relationships with tangata whenua and the community and knowledge and monitoring.

3.2.2 Overview of Current Strategic Direction

The current strategic visions set a general direction for providing for growth and development in a way that protects and conserves the special values of the coast. However, there is the opportunity for improved coordination between management agencies to set direction on more specific matters such as what special values should be protected and where the priorities should lie. The Hauraki Gulf Forum has attempted to determine a priority for action on each strategic issue. However, the level of ‘buy in’ to the priorities

assigned to each of these values and the actions to be taken by Forum and its members is uncertain.

The directions set by the EW LTCCP outcomes are focussed on managing the effects of developments on the coastal environment as well as improving the current environmental state. There is a need to consider the quadruple bottom line in light of LGA, i.e. social, cultural, ecological and economic. The strategic direction of TCDC to concentrate growth in existing settlements could be considered as a way to achieve the EW vision, although there is potential for these to be in conflict in some sites-specific situations. The strategic direction currently in place for HDC, which has a growth imperative, has the potential to lead to cumulative and unanticipated impacts on adjacent districts within the Coromandel/Firth of Thames area. Alternatively Hauraki growth options could be tailored to relieve stress in other existing high demand areas.

Summary:

In summary, the key current strategic direction for the Coromandel/Firth of Thames is:

- Ecologically-focused outcomes, objectives and policies at a regional level – with a lack of recognition of the economic/social values.
- There is a lack of consistency in the local level outcomes, objectives and policies across the Coromandel/Firth of Thames area.
- With the significant pressures facing the study area the lack of consistent vision or direction has led to inconsistent messages to the community in regard to where development and growth is appropriate or directed.
- There is existing good practice in place (e.g. clustering of local settlements, Aquaculture Management Areas) but coastal management is not strategically integrated to recognise linkages between communities as well as territorial boundaries.
- To make sure integrated management of the coastal environment is achieved, a common vision/direction for the Coromandel/Firth of Thames coastal environment will need to be identified and confirmed.

3.3 Integrated Coastal Management

The existing territorial and jurisdictional boundaries of the partner agencies (for example MHWS as the boundary between EW and TCDC) has created difficulties in achieving integrated coastal management. Integrating management across these boundaries can only lead to positive outcomes for all involved.

There are a number of issues within the coastal environment, which the partner agencies are attempting to address through a range of projects and potential changes to policies and plans. A list of these processes and projects is provided in Appendix 1.

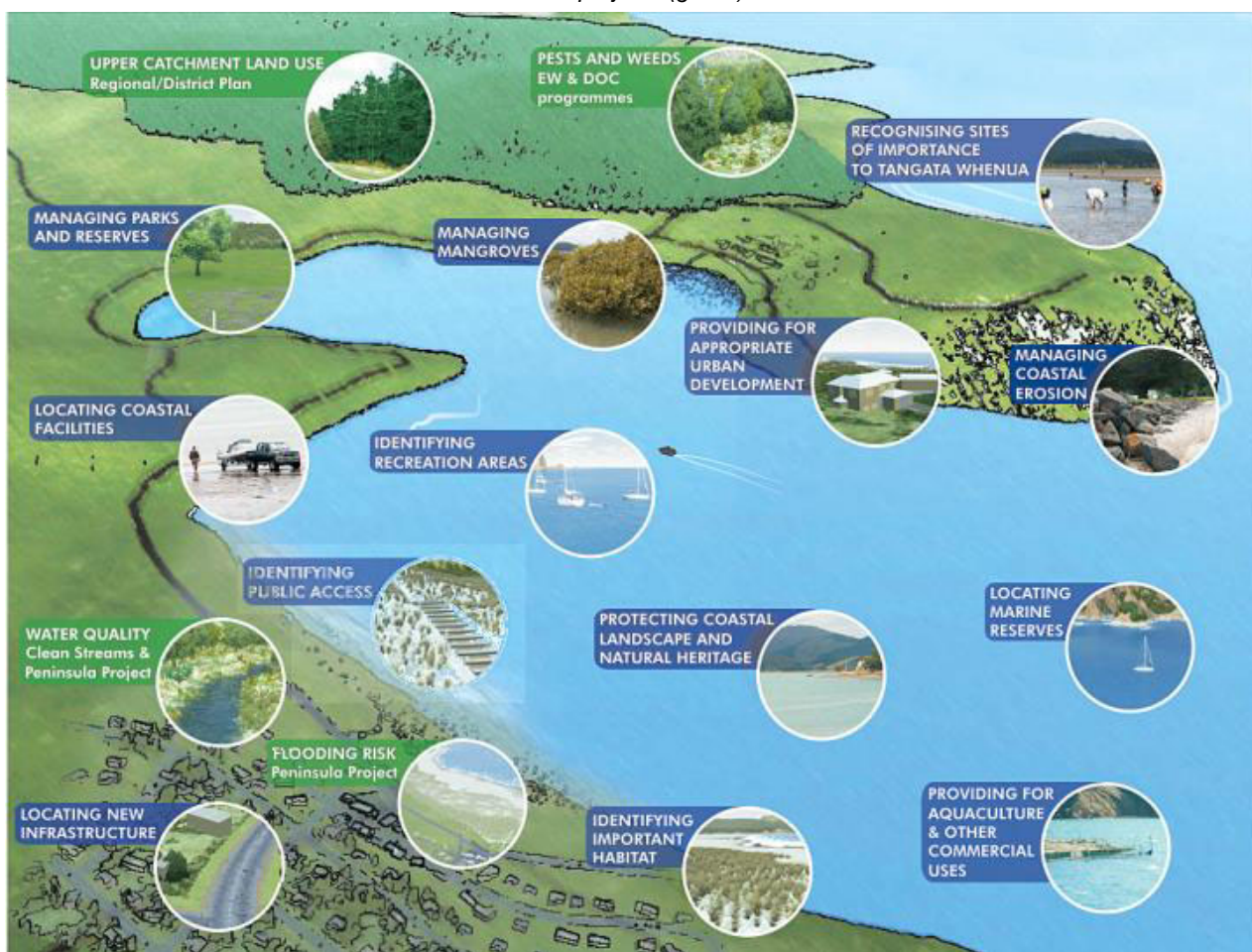
One issue which underlies many of the challenges is that of allocation of scarce space for different uses (including protection). It is important that this is planned for holistically and not in a piecemeal, ad hoc manner. It is recognised that dealing with these issues independently, is expensive, time consuming, ineffective and not well aligned with other

existing or potential uses. This can result in inequitable outcomes. Undertaking a comprehensive coastal management planning exercise that deals with these issues will lead to more integrated and equitable outcomes.

It is recognised that there are a wide range of current projects underway by the partner agencies involved in the ICP Project that have impacts upon the ability to achieve integrated management of the coastal environment.

below shows the sort of issues that could be addressed by the ICP project (highlighted in blue) and those issues that the ICP project needs to be cognisant of.

Figure 3: Examples of issues the ICP project could address (in blue) and already being addressed by other projects (green)



Source: Environment Waikato

3.4 Local Coastal Planning Model

The Local Coastal Planning model seeks to address the issues identified above by undertaking joint planning between Environment Waikato, Department of Conservation, District Councils and Iwi/hapu. There could potentially be other stakeholders such as the Ministry of Fisheries.


Characteristics of the model are:


- The relevant spatial and functional jurisdictions of all the agencies are covered;


- Non-statutory but some of the implementation is through the statutory plans and other delivery mechanisms available to the agencies, as well as non-statutory methods;
- Governed under a joint-agency governance structure (such as a joint-steering group);
- Considers planning for use, development and protection of resources in the context of resource management functions under the RMA, but also encompasses the LGA functions and community outcomes;
- Focused on the 'coastal environment' (the definition of the coastal environment is discussed further in 10.3.2); and
- Focused of planning at a 'local' scale, within a wider 'umbrella vision', so that the environmental attributes and community aspirations particular to that area can be specifically taken into account.

4 Lessons Learned


There are examples of other strategic planning projects (with a direct focus on the coastal environment) that have been undertaken in New Zealand and overseas that have had aspects that should be considered for the Coromandel/Firth of Thames LCP model. The ICP partner agencies agreed to a review of the following five strategic projects within New Zealand and an international strategic coastal project. The following section provides an assessment of the various strengths and weaknesses of the differing approaches. Opportunities for incorporation of successful components of these projects into the LCP model are identified and included in the recommended way forward and work plan.

Lessons Learnt	
Wairarapa Coastal Strategy	
Purpose and Outcomes	The Wairarapa Coastal Strategy provides a long-term vision for the Wairarapa coast and recommends actions that the community can take to achieve that vision.
Summary of process	<p>The Strategy was released in April 2004 and was based on an extensive consultation process with landowners and the community. Full consultation commenced in January 2003 and over one hundred and fifty submissions were received from people who live at or visit the coast outlining what is important to them. In addition, a survey of more than 370 Wairarapa beach users was done to find out why and how often they visit the coast, what they would like to see change, and what they would like to see stay the same.</p>  <p>This feedback, together with the information collected for the technical reports and the submissions received from key stakeholders, was used to prepare the Draft Wairarapa Coastal Strategy. Over 100 responses were received on the Draft Wairarapa Coastal Strategy. People provided good ideas and comments about changes that they would like to see. Again it was clear from this round of consultation that the Wairarapa Coast is a special place for people from all walks of life.</p> <p>Theme sheets and technical reports were produced to display information collected in the drafting of the strategy. These theme sheets and technical reports were made available to the community during the consultation and submission process. The theme sheets provided an overview of many of the issues and options for the Wairarapa Coast, while the technical reports pulled together existing information, and in some cases, undertook new research. Topics included Landscape, Heritage, Hazards, Access and Recreation, Land Use and Development, Natural Environment and Ecology and Built Environment and Infrastructure. In addition, there was a Planning Context and Methods technical paper prepared that was aimed principally at identifying the statutory requirements that highlight the need for a Wairarapa Coastal Strategy. The report also provided commentary on the range of methods available to the Councils, as well as other community groups, to achieve any objectives identified in the Wairarapa Coastal Strategy.</p>
Governance	<p>The Strategy was developed, in conjunction with the community, by the Wairarapa Coastal Strategy Group (WCSG), which was a joint initiative between the Masterton, Carterton and South Wairarapa District Councils, Rangitaane o Wairarapa and Ngati Kahungunu o Wairarapa iwi, and Greater Wellington Regional Council.</p> <p>The Wairarapa Coastal Strategy Group is made up of two councillors from each of the four local authorities, along with representatives from each local iwi. The group is chaired by the Mayor of South Wairarapa District Council and has met 15 times during the course of the project – on average once every six weeks.</p> <p>Agendas and minutes of group meetings are sent to each local authority, with councillor representatives reporting back to their individual councils on progress. The group set up a project management team to meet regularly, review progress, assign tasks, and report to the group.</p>

Lessons Learnt	
Administration	At its first meeting, the WCSG agreed that Wellington Regional Council would meet all administrative costs, and that other costs incurred by each participant would lie where they fell. Wellington Regional Council identified various options for sharing external costs and the group agreed to a cost-sharing formula based equally on population and length of coastline.
Strengths	<ul style="list-style-type: none"> ■ Integrated approach ensured 'buy in' to strategy ■ Involvement early on of councillors ensured momentum was maintained. ■ Technical papers prepared to provide information during consultation. Theme sheets were developed to simplify information for the community.
Weaknesses	<ul style="list-style-type: none"> ■ The community were concerned about the ability to marry the local knowledge with technical expertise. ■ Geographic distances in offices of agencies resulted in fragmentation of the team.
Lessons for ICP Project	<ul style="list-style-type: none"> ■ Early definition of the coastal environment, even at a conceptual level (i.e. no lines on maps) assists the community with understanding the 'boundaries' of the project. The definition of the coastal environment should be discussed during consultation with the community and stakeholders. ■ Early and ongoing involvement of Councillors in the ICP Project will help to keep the energy in the project going. ■ The development of theme sheets will assist the community to understand complex issues during the early consultation stages of the ICP Project
Whangarei Coastal Management Strategy	
Purpose and Outcomes	A long-term (20-50 year) strategy for the entire Whangarei coast that also provides local 'structure plans' to guide development, conservation, recreation and infrastructure planning in 12 coastal settlements.
Summary of process	The formation of the strategy and the associated structure plans were essentially a community-driven process and were developed through a 'bottom-up' approach. This is a result of the community consultation undertaken with over 2000 people involved over a period of 2 years. The focus of the visioning work was to gain extensive public buy-in to the process. Within the Whangarei District there is a high percentage of absentee owners (those owning holiday, or second, homes on the coast) and it was important to make sure that the consultation process reached as many of the sectors of the coastal communities as possible. This involved implementing a whole range of consultation techniques and drawing on knowledge of how best to achieve participation in the process from these different sectors.
Governance	Whangarei District Council governed the project. However there was a project working party consisting of Northland Regional Council, Whangarei District Council and DOC that met quarterly throughout the project. This project team provided an advisory role.
Administration	Whangarei District Council administered and funded the project.
Strengths	<ul style="list-style-type: none"> ■ The project had very good buy in from the Whangarei District Council Councillors due to regularly meetings with Councillors. ■ Structure planning enabled detailed planning in areas of known pressure throughout the Whangarei district. These plans provide a direction and way forward for specific settlements. The structure planning tied in well with LTCCP community planning exercises that were being undertaken at the time. ■ There was a high level of commitment to community involvement in the formulation of the Strategy. 
Weaknesses	<ul style="list-style-type: none"> ■ There was a lack of 'buy in' to the project by the Regional Council or neighbouring district councils due to funding constraints and other priorities. This resulted in some challenges adopting an integrated planning approach across the MHWS mark.
Lessons for ICP Project	<ul style="list-style-type: none"> ■ Involvement of Councillors throughout the project, including at the governance level and attending workshops and open days, will ensure a good 'buy in' by decision makers to the

Lessons Learnt	
	<p>ICP Project.</p> <ul style="list-style-type: none"> ■ 'Competition' can often arise between local coastal communities to be the 'first in line' for the detailed coastal planning component. Getting the umbrella vision right first, then prioritising the LCP areas with the local community involvement will be a key first step to the success of the ICP Project. ■ Communities can lose interest in contributing to a study such as the ICP Project as it seems too large and difficult to implement. The division of the ICP Project study area into 'Cluster Policy Areas' at a macro level will provide the opportunity to separate the project into manageable 'bite-sized' chunks that the communities can focus on yet retaining the recognition of linkages between communities and resources.
	
Hauraki Gulf Forum	
Purpose and Outcomes	<p>In 1967 the Hauraki Gulf Maritime Park was established. The need to better understand and manage the complex interrelationships of the Gulf, its islands and the catchments led to the enactment of the Hauraki Gulf Marine Park Act in 2000.</p> <p>The purpose and/or outcome of the Hauraki Gulf Forum is to integrate the management of the resources of the Gulf and its islands; to facilitate communication, co-operation and co-ordination between management agencies and to recognise the relationship of tangata whenua with the Hauraki Gulf.</p>
Governance	<p>The Hauraki Gulf Forum was established in 2000 as a governing body comprising representatives of the regional councils, 12 territorial authorities, 3 government agencies, and six tangata whenua representatives that meet four times a year. A Technical Officers Group meet before each Forum.</p>
Administration	<p>Administration support is provided by Auckland Regional Council. Member agencies contribute to other costs on a population basis.</p>
Strengths	<ul style="list-style-type: none"> ■ Has provided better communication at the officer level. ■ Has produced Strategic Issues and State of the Environment reports.
Weaknesses	<p><i>The following section is based on a review of the Hauraki Gulf Forum by Enfocus.</i></p> <ul style="list-style-type: none"> ■ Review suggests it is little more than a mechanism for communication, not an entity that achieves anything itself. ■ Has not succeeded in overcoming parochial interests of members. ■ Territorial authorities have little input into agenda. ■ Have achieved only a small proportion of the actions the Forum listed in its Strategic Issues document. ■ Lack of commitment and cynicism on the part of some parties and poor accountability. ■ Lacks a governance statement setting out what it is, how it will operate, what it will do.
Lessons for ICP Project	<ul style="list-style-type: none"> ■ The need for a clear governance structure that is agreed up front by all parties will be an important first step for the ICP Project. The parties will need to work cooperatively and to strive to implement the ICP outcomes as time, resources and priorities permit. ■ Need clear goals and mechanisms for achieving the outcomes of the ICP Project. ■ The ICP Project must add value for the participants, and not become a 'talk fest'.
Taupo 2020	
Purpose and Outcomes	<p>The 2020 Taupo-nui-a-Tia Project was a three-year project originally initiated by the Lakes and Waterways Action Group. In July 2001, Tuwharetoa Maori Trust Board and Environment</p>

Lessons Learnt	
	<p>Waikato signed a "Sustainable Management Fund" contract with the Ministry for the Environment, to develop an integrated sustainable development strategy to protect Lake Taupo-nui-a-Tia and the surrounding catchment.</p> <p>The purpose of Taupo 2020 is to find out what the community values about Lake Taupo and its catchment, and to obtain agency buy-in.</p>
Summary of process	<p>The 2020 Taupo-nui-a-Tia Project aimed to clarify the roles and responsibilities of the different agencies and management groups involved in managing the Lake. As well as developing a process that was driven by Ngati Tuwharetoa and the wider community to identify the key values for Taupo-nui-a-Tia. The Project then went on to identify key 'new actions' to help protect and enhance those values which had been identified.</p> <p>Focuses on social, cultural, environmental and economic values as identified by the community and tangata whenua, and sets out new actions to be undertaken by the different agencies to help protect or enhance those values identified.</p>
Governance	<p>Jointly by local government and the trust board.</p> <p>Set up a 2020 Joint Management Group of TDC, EW, the Tuwharetoa Maori Trust Board and the community (represented by Lake Taupo Action Group).</p>
Administration	<p>2020 Joint Management Group meetings held quarterly and the administration of this group is handled through the 2020 TAP coordinator. Each agency allocates funding for implementation of the Plan through their forward planning and budgetary processes.</p>
Strengths	<ul style="list-style-type: none"> ■ Good model with very early involvement of Iwi. ■ Identifies an agency or 'action manager' for each new action. This does not exclude other agencies or community groups from being involved with achieving the actions – rather it identifies which agency will take a lead in coordinating the actions ■ Identified community values. ■ Project team had members from all agencies. ■ Able to utilise an existing community group. ■ Accord signed at high level. ■ Joint funding provided significant resources. ■ Independent project manager had greater trust from community.
Weaknesses	<ul style="list-style-type: none"> ■ Difficult to manage in practice. ■ Financial management was problematic. Hard to determine true costs of staff time contributed as "in-kind". ■ Community values were defined as very 'black and white' and had tendency to be thought of as absolutes even when they were potentially unrealistic.
Lessons for ICP Project	<ul style="list-style-type: none"> ■ Ongoing commitment needed from all partners in the ICP process. ■ It will be important to manage the expectations of the community within the ICP Project area. ■ Must beware of values identified as becoming fixed absolutes. ■ The production of an action plan containing very specific actions will be important for the ICP Project. ■ The ICP Project Team will need to meet regularly during implementation to prioritise actions each year in line with budget, resources, etc.
Protecting Taupo Project	
Purpose and Outcomes	<p>Protecting Taupo Project involves Environment Waikato working on changes to the Waikato Regional Plan in consultation with local agencies and farmer groups, to help protect water quality in Lake Taupo. These changes are part of a strategy to reduce nitrogen to the Lake from catchment land uses, in partnership with central government, Taupo District Council, and</p>

Lessons Learnt	
	Tuwharetoa Maori Trust Board. This strategy contributes to the wider 2020 TAP Project discussed above. The project's purpose is to maintain the Lake's current water quality by reducing nitrogen inputs and to develop policy and rules for the management of non-point sources.
Summary of process	Environment Waikato worked for more than three years including discussions with agencies and landowners. There were three key stages of the process: community input into strategy ideas, formal community input into the LTCCP's and a proposed change (or Variation) to the Waikato Regional Plan.
Governance	Environment Waikato, Taupo District Council, Tuwharetoa Maori Trust Board and Central Government partnership (Partnership Strategy for Protecting Lake Taupo)
Administration	Funding jointly administered by EW, TDC, and Central Government. Variation to Regional Plan administered by Environment Waikato
Strengths	<ul style="list-style-type: none"> ■ Has a specific environmental goal. ■ Science communicated to community in detail. ■ Has taken the time needed to work through with affected people. ■ Resourced groups so they could become involved in consultation (e.g. farmers group given lump sum which covered such things as daycare). ■ Regular team meeting constantly re-evaluated the shareholders and strategies for communicating with them. ■ Persisted in the face of community hostility. ■ Used third party intermediaries, independent experts who had community confidence and trust.
Weaknesses	<ul style="list-style-type: none"> ■ Initial proposal looked like a done deal to the community and that generated cynicism.
Lessons for ICP Project	<ul style="list-style-type: none"> ■ Have a clear direction for the ICP Project; be sure of the purpose/goal. ■ Identify clearly which agency does what. ■ Find out what the community actually wants. Find the influential people and talk to them, not just the easy ones. ■ Use third party intermediaries for contentious issues.
Peninsula Project	
Purpose and Outcomes	<p>To address erosion, river management, animal pest and flooding problems on the Coromandel Peninsula. This includes better management of flooding and protection of lives and property, reducing sedimentation in rivers, harbours and estuaries and water quality and ecosystems improved. The project's purpose also included maintaining and enhancing the mauri (life-force) of the Peninsula will be maintained and enhanced from the mountain ranges to the sea.</p> 
Governance	Four-way partnership of Environment Waikato, Thames Coromandel District Council, Hauraki Maori Trust Board and Department of Conservation. Environment Waikato has the lead role in ongoing river and catchment management. Both councils committed to working closely together to resolve flooding issues. Overseen by Liaison Sub-Committee with representatives of all agencies plus two from community.
Administration	Project team with representatives from all agencies. Accountability rests with Environment Waikato. Bulk of funding from EW special rate with other agencies contributing to joint projects and through any of their projects that are relevant.
Strengths	<ul style="list-style-type: none"> ■ Has a clear focus. ■ Has holistic approach and applies integrated catchment management.

Lessons Learnt	
	<ul style="list-style-type: none"> ■ Took the time for initial relationship building. ■ Communication by direct mail to every ratepayer in area. ■ Formed catchment and issue-based working parties.
Weaknesses	<ul style="list-style-type: none"> ■ Project was hurried due to urgency arising from 'weather-bomb' damage: only had one year instead of two. ■ Was significantly under-resourced. ■ Project team had to make time from other commitments.
Lessons for ICP Project	<ul style="list-style-type: none"> ■ Don't over-commit or promise too much. ■ Don't rush people who need to give feedback or are affected. ■ Develop relationship based on mutual objectives so partners will want to commit resources.
Samoa Coastal Infrastructure Management	
Purpose and Outcomes	<p>In 1999 the World Bank embarked on a comprehensive programme to address coastal and hazard management deficiencies in Samoa, the Infrastructure Asset Management Programme (IAMP). A Coastal Infrastructure Management Strategy and Coastal Infrastructure Management Plans for the Samoa Island Group were prepared during 2001 and 2002. The approach adopted for Samoa was to focus at the outset on defining a simple, coherent vision or goal to set the scene for all subsequent policy and actions whether those actions were to occur at a central government, district or village level. Once the national strategy had been developed, work began on implementing the strategy at a local level through Coastal Infrastructure Management Plans (CIMP). Fifteen plans in total were completed that addressed the unique social, political, economic and environmental circumstances of the villages and district, which they cover. An additional 22 CIMP's are being prepared in 2005/06. All plans are non-statutory and prepared in partnership with local villages.</p>
Summary of process	<p>A summary of the way the plan was developed is:</p> <ul style="list-style-type: none"> ■ Information was gathered from Coastal Hazard Zone Maps, the Coastal Hazard Database, walking and driving through the communities that make up the area of the Plan, consultation and education meetings held with local communities, discussion with National infrastructure providers and other public and private stakeholders such as Government Departments, donor agencies and significant resource users in the district such as resort hotels; ■ Consultation during the collection of the above information with each village throughout plan preparation; ■ A District CIMP Committee is formed consisting of representatives from each village; ■ The draft plan is prepared and returned to each of the District CIMP committee representatives for discussion and comment in the village. The plan is also delivered to other stakeholders for their comment and discussion. ■ The plan is finalised and signed by all parties following the receipt of comments from all of the villages and other stakeholders. It becomes a record or charter between all agencies.
Governance	<p>The CIMP is a partnership between the Government of Samoa and the villages within the Plan area. Both partners have responsibility for different levels of infrastructure in the local communities.</p>
Administration	<p>The project was funded through a loan from the World Bank to the Government of Samoa. The Department of Lands Survey and Environment are responsible for the administration and management of the Project for the Government of Samoa.</p>
Strengths	<ul style="list-style-type: none"> ■ The key to the success of the project is in the establishment of a partnership between Government and local communities.



Lessons Learnt	
	<ul style="list-style-type: none"> ■ Development of a clear over-arching strategy and simple vision to guide the various infrastructure providers and government departments responsible for coastal investment. ■ Localised plans prepared to implement the national strategy at a local level. ■ Agreed objectives assessed against outcomes such as “improving resilience”. ■ Coordinated approach that empowered various stakeholders to commit to, and partner in, the approach. ■ Experts guided the management of coastal infrastructure but also developed and nurtured local expertise to provide on-going benefits and sustainability of process. ■ Extensive consultative process to make the plan process fully participatory. This ensured ‘buy in’ of every village despite the lack of any government funding for enforcement of the CIMP and the lack of regulatory methods. ■ Simplicity – provide simple CIMP and maps to translate the national strategy at a local level.
Weaknesses	<ul style="list-style-type: none"> ■ Some of the CIMP actions have been completed by villages but it remains to be seen how the actions will be picked up and implemented by the government, aid agencies and NGOs.
Lessons for ICP Project	<ul style="list-style-type: none"> ■ A clear over-arching strategy developed for the study area early on in the project will help guide and provide direction for all of the agencies involved. ■ On-going monitoring is important to measure outcomes against original objectives. ■ Extensive consultation to make the process fully participatory helps with ‘buy in’ from local communities to coastal planning. ■ Planning that includes the entire catchment area was investigated but was found to be unsuccessful as the area was too large for focussed planning that could achieve good outcomes. ■ Non-statutory plans can be more effective than over reliance on regulation.

4.1 Summary of Lessons for ICP Project

The review of other strategic projects has revealed a number of important lessons for the ICP Project that can be considered when formulating the Work Plan. In particular the strong theme in the success of similar projects has been the early involvement of key stakeholders and decision-makers to ensure the ‘buy in’ of the projects and to identify issues and concerns early on. This partnership approach is particularly successful as close working relationships between practitioners and the community not only assisted in information gathering but also in educating the community and other stakeholders in managing the outcomes.

Other important success factors include:

- Integrated approach to management to deal effectively with cross boundary issues.
- Early involvement of decision makers to ensure ‘buy in’ and progress of important strategic projects.
- Clear governance structure with a ‘charter’ recording the agencies 'best endeavours' to work cooperatively, identify resource and funding obligations and to strive to implement the ICP outcomes as time, resources and priorities permit.
- Appropriate resourcing of funding and staff time.
- Development of an overarching long-term vision strategy that guides decision-making at site-specific levels.

- Focussed planning is only feasible on a small scale. Therefore local specific planning for LCP areas should be based around settlements. Catchment land-uses considered through the Sub-Catchment and Cluster Policy Area Levels.
- Involvement of a third party where a neutral approach is required to resolve contentious issues.
- The more effective plans have a non-statutory foundation and become a record of community/agency partnership. Regulation is needed in some cases to enforce change but is generally a blunt instrument.
- Ongoing monitoring of planning strategies to ensure they adapt to the changing needs of communities and reflect changing pressures.



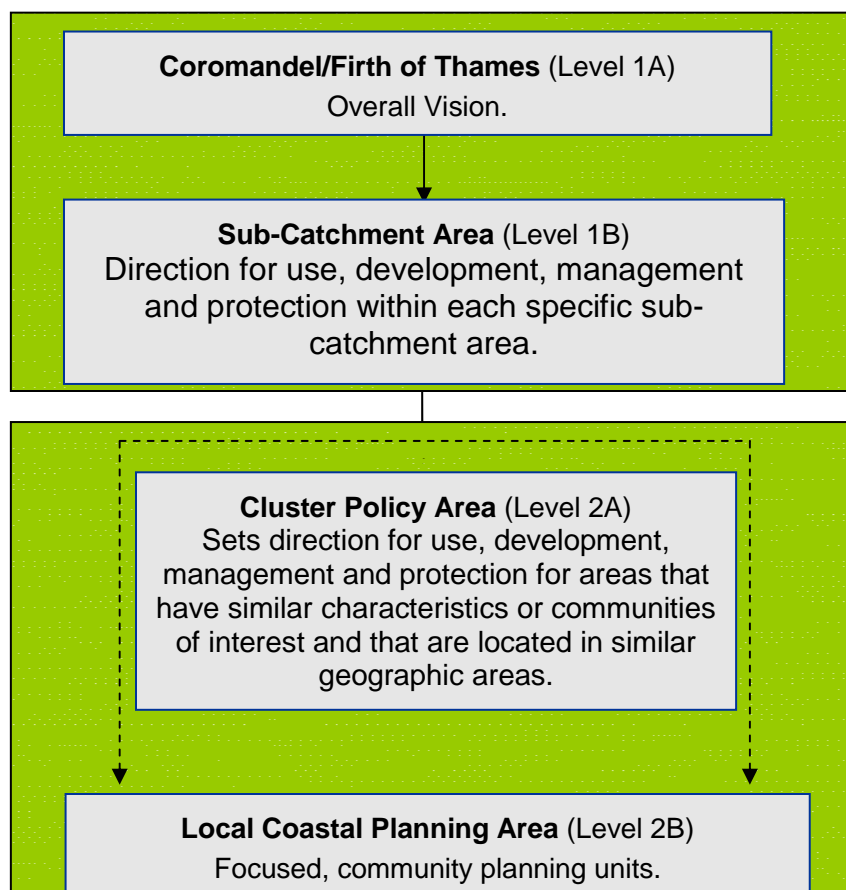
5 A Strategic Planning Framework for Integrated Coastal Planning

There are multiple existing planning tools used for coastal management within the Coromandel/Firth of Thames area by the different partner agencies. Many of these have been discussed in the previous sections. From the background research of the study area, initial consultation undertaken (including a joint-Councillor Workshop) and the experience of the project team with similar national and international strategic coastal planning projects, a strategic planning framework is considered necessary to achieve effective integrated future management of the coastal environment within the Coromandel/Firth of Thames. Key levels within a logical planning hierarchy are outlined below:

Level 1 – A. Coromandel/Firth of Thames: An overarching vision for the entire study area. This will set direction for all of the planning within the study area. The planning approach within the lower levels must be consistent with the overall vision. **Level 1 – B. Sub-Catchments:** There are five sub-catchment areas suggested with a specific future direction.

Level 2 – A. Cluster Policy Areas: Recognises where there are areas within the sub-catchments that have similar issues, characteristics and communities of interest. These areas have their own specific direction developed to assist with directing future management within that cluster (e.g., where a marina should be located). **Level 2 – B. Local Coastal Planning Areas:** These areas have localised, community planning to provide local implementation of the directions from the higher level.

Figure 4: Suggested Planning Framework for ICP Project



6 Coromandel/Firth of Thames

6.1 Overview

The Coromandel-Firth of Thames is an extensive geographic area. There is approximately 880km of coastline, including the islands (approximately 200km). This area is characterised by unique settlements, diverse natural and physical resources, important values and a wide range of pressures.

The eastern coastline of the Waikato region stretches from Kaiarau all the way around the peninsula to a point about 2km north of Waihi Beach. It includes the southern part of the Firth of Thames, the Coromandel Peninsula, part of the Hauraki Gulf and many offshore islands (see Figure 1). This coastal environment encompasses both the coastal marine area within the jurisdiction of EW, and the adjoining coastline and neighbouring land that affects, or is affected by, the coast (see Plate 4). It is also recognised that the land use within the upper catchments are integral to the coastal area.

The terrestrial part of the study area is dominated by the Coromandel Peninsula but also includes the northern fringe of the Hauraki Plains and the chenier plain between Kaiarau and Miranda. The Coromandel Peninsula, traditionally known as Te Tara o Te Whai ('the jagged barb of the stingray') is dominated by the Coromandel Ranges. These were formed by several periods of ancient volcanism that ceased about 2 million years ago. At the end of the last Ice Age (approximately 15,000 years ago) sea levels rose some 110 to 120 metres to their present level. As the sea rose it drowned river valleys to form harbours such as Whitianga, Tairua and Whangamata. The encroaching sea also swept sand ashore to form the east coast beaches. Further sand was supplied to the area by the Waikato River, which once emptied into the Firth.

*Plate 4: Part of the Coromandel/Firth of Thames coastal environment
(Ruffin Peninsula)*



There are major challenges that the whole of the Coromandel/Firth of Thames is facing. These challenges generally fall within a number of key management themes and these are used to highlight some of the matters and gaps that need addressing as part of the strategic planning framework suggested for the LCP model. Whilst it is recognised that these themes are inherently linked to each other it is important to be able to gauge a clear understanding of where the significant pressures are now, and are likely to be over the next 20 years. These management themes form the building block for initial identification and prioritisation of the LCP areas that has been undertaken as part of this scoping study. These management themes will also assist with identifying key aspects during the ICP Project, such as the boundary of the coastal environment as well as key goals and actions required to integrate management in the LCP areas.

The challenges are also discussed in more detail in the later sections of this scoping study where these specifically relate to the Sub-Catchments, Cluster Policy Areas and the LCP areas.

There are a number of opportunities for integrated management that are presented by current projects being undertaken by a number of agencies to link with, and support, the ICP Project. These have also been identified and discussed in this section.

6.2 Population Growth and Demand

There are intense growth pressures throughout the peninsula. The western side of the peninsula has settlements that are located along the narrow coastal margin (see Plate 5). On the eastern side of the peninsula, where there is more open space, settlement has occurred on attractive living areas of coast – particularly near estuaries, on associated sand spits and sandy shores, as well as inland. Future population growth is anticipated to continue to challenge the area. The settlements of the Coromandel/Firth of Thames are currently serviced for the 25,000 resident population. Many of the settlements are popular holiday resorts and this resident population increases to over 140,000 during the peak holiday periods.

For example Pauanui has nearly 1,000 permanent residents growing over the summer period to over 20,000 and Whangamata has a permanent population of 4,000 growing to over 50,000 during peak holiday periods.

The Hauraki Gulf Forum State of the Environment Report 2004 (HGFSOE) provides a snapshot of the state of the environment in this area but also includes a stocktake of what the statutory agencies are doing in response to these issues. The report identifies that coastal subdivision has been particularly significant along the eastern Coromandel Peninsula where over 70% percent of the beaches and dunes now have houses on them, many of which are holiday homes. Ongoing subdivision pressures threaten most of the remaining undeveloped Coromandel beaches and will intensify at existing settlements. For example, New Chums Beach and Kereta, two outstanding undeveloped beach areas have been sold and now face development threats.

The Coromandel Peninsula has experienced significant increases in prices. Between 1982 and 2001, properties in the Coromandel increased in value by an average 2,000 to 2,500% (HGFSOE). More details on the challenges facing specific communities are provided in the

LCP descriptions provided in Appendix 3. This pace of beyond existing villages resulting in the intrusion of large buildings into natural areas. The average size of houses shows an increasing trend as demand moves from bach-type buildings to larger houses and 'holiday villas'.

TCDC are programming a project in 2006 to look at developing policies to manage the effects of growth on the environment. This project will help to identify key pressures on coastal environments as a result of use and development. Given that all of the district's major settlements and most of the smaller ones are located within the coastal environment this project should be undertaken as part of the initial stages of the ICP Project to fill the information gaps and provide the robust technical background for the decision-making process of the ICP Project.

There is a lack of information available on what the existing and likely future profile of the communities are and what are the likely changes for the future in regards to population growth and associated demand. It is important to identify those settlements that will be under significant pressure in regards to anticipated growth in the next 20 years. There is anticipated to be an aging population, particularly on the east coast, which will result in a change in the nature of types of services that will be needed. A significant information gap for the study area is the lack of a solid demand profile for the whole coastal environment and in particular answering the question of whether there is a single demand market or numerous niche markets along the coast warranting different planned responses. There is also a need to temper statistically derived demographic and growth demand data with the real opinions, views and preferences of the coastal communities.

Plate 5: Waikawau, a small settlement on the west coast.



6.3 Resource Use and Development

There are significant challenges for managing land and water use as a result of population growth pressures. These relate to urban, industrial, recreational and commercial development of land and marine waters. Pressure for subdivisions, marinas and other developments is significant around the main estuary systems on the east coast of the Coromandel.

Housing demand has resulted in the expansion of existing settlements and the establishment of new ones along the coastal fringe. At this time some of the urban and residential growth and economic development is occurring in an ad hoc, undirected manner within the Coromandel/Firth of Thames coastal environment.

There are land and water uses within the Coromandel/Firth of Thames coastal environment that are currently specifically provided for in planning documents. The ICP Project would need to take into account use and development and the planning mechanisms that support them which already exist, and around which actual, or perceived, existing use rights and expectations have been built. Examples of this are the areas that are identified in the RCP for specific usage such as the mooring zones and marine farming zones. These have associated policies and rules that encourage those uses in the specified areas and discourage other uses in these areas. The District Plans have land use zones, which encourage particular land uses in some areas over others.

Plate 6: The coastal waters are an important part of resource use in the Coromandel/Firth of Thames



In order to protect the environment in regard to water quality and space allocation, EW has the facility to identify Aquaculture Exclusion Areas (AEA). There is potential to identify suitable AEA's through the ICP process where there is local community support for this.

The review of the EW Regional Land Transport Strategy over 2005/06 will help determine future land transport needs of the Waikato Region for the period from 2002 to 2012. This review will involve a demographic study and industry study. This will identify regional growth trends and strategic industry development, which will drive economic growth and impact on provision of infrastructure for transport. It will be important for the ICP Project to identify the linkages with this strategy in regard to the drivers for the Coromandel/Firth of Thames area in regards to population growth, resource use and infrastructure provision. It will provide important baseline information that can identify future development nodes.

The EW LTCCP states that the Coromandel Peninsula is a popular tourist destination, with population explosions during peak periods that put pressure on natural resources, roads and facilities. Each year more than 800,000 people visit the Coromandel Peninsula and this expected to continue to increase. TCDC are implementing the Coromandel Tourism Strategy. This will have an impact on the ICP Project and will need to be taken into

consideration when looking at the future direction of particular settlements and prioritising for areas for future facilities needed to support community sustainably (e.g. a resort development for tourism, retirement village/hospital, etc).

The FDC Rural District Plan Change (decisions expected in April 2006) identifies provisions to guide development within the FDC jurisdiction. Identifying links with LCP areas where the provisions encourage /discourage development will be important as these have potentially significant flow-on impacts for the adjacent district.

There is a lack of information available in regards to what the current, or potential changing land and water use patterns or commercial development pressures are. The ICP Project needs to capture the current usages as a starting point for identifying any changes or additions that might be made to these existing uses to achieve integrated management.

6.4 Infrastructure

There are a number of challenges for the provision of new infrastructure to be located with the coastal environment (including roads, public transport, stormwater, wastewater, telecommunications, power and community facilities such as reserves, schools, hospitals, etc) as well as the management of the existing infrastructure.

Population growth within the Coromandel/Firth of Thames is currently driving provision of infrastructure. This has significant negative impacts on the ability of Councils to manage existing services and to fund new infrastructure. The design of infrastructure within the coastal environment is also a challenge as it interacts with the dynamic natural environment and can negatively impact on important amenity values (see Plate 7).

TCDC are currently undertaking work on pressure analysis in serviced settlements. The pressure analysis project identifies where the district pressure points are, the need to provide residential and commercial zoning and the provision of infrastructure. The ICP Project will greatly benefit from this project, as it will identify where the resources and values are that need to be protected whilst accommodating provision of infrastructure. However, at this stage only seven serviced settlements are being analysed and additional information will be needed for other settlements.

Plate 7: Oamaru Bay, a range of infrastructure services provided within the coastal environment



TCDC and HDC are currently working on identifying land-based infrastructure and transport needs for marine farming in the Coromandel/Firth of Thames area. This project identifies specific areas where it is appropriate to have infrastructure and plan accordingly. The ICP Project will be a process where by areas that are compatible with, or conflict with, other uses can be identified.

Addressing the links between the ICP Project and the FDC Rural District Plan Change where the provisions identify locations for appropriate infrastructure to guide development will be important. This will assist with recognising the impact of the development drivers on particular areas.

There are gaps in the knowledge of infrastructure-demand profiles on the basis of economic development opportunities (including residential growth) as well as information on potential infrastructure constraints to meet such demands. Additional information is needed on the whether the current infrastructure provision practices aligned with policy/planning outcomes to achieve integrated planning. This extends to the design of infrastructure and the need to have regard to 'sense of place' and sensitivity of coastal environments.

6.5 Natural Character/Landscape

The special nature of the Coromandel/Firth of Thames is apparent when it is noted that a significant amount of the natural coastal areas of the Waikato Region as a whole have been lost. The majority of the remaining natural coastal areas are found on the Coromandel Peninsula. The peninsula is recognised as having many areas with particularly high natural character and/or landscape values that need to be protected, enhanced or rehabilitated. The spectacular nature of the peninsula is the very reason people come to the area, however, there are permanent threats to natural character and landscape values from the intense growth pressures throughout the peninsula. Waikawau and Otama Beaches on the Coromandel Peninsula are two of the few sites that are protected from coastal development.

A critique of the current legislation, land ownership and existing technical information is required to identify critical over-arching policy priorities for protection and management of the natural character and landscape values. This is in part recognised through the current project being undertaken by TCDC on a district landscape assessment to identify a hierarchy of landscape catchments and their sensitivity in terms of use, development and protection. This project also includes a survey of key stakeholders and their expectations. Iwi input will also identify cultural values associated with identified district landscapes. Links from this research will be critical for the ICP Project to identify which important areas of natural character and landscapes need protection. There is a lack of information available in regard to seascapes within the Coromandel/Firth of Thames area – in particular identifying important seascapes that warrant protection, enhancement or restoration.

The FDC Rural District Plan Changes provides changes to identify additional areas of natural character and special character and identify appropriate buffer mechanisms for

these. Linkages to the other district plans and regional plans will be important in regard to the ICP Project.

6.6 Natural Heritage/Biodiversity

The Coromandel/Firth of Thames has areas of high ecological and/or biodiversity values that are, or have the potential to be, under pressure. For example there are offshore islands that are known for their significant biodiversity values (see Plate 8). DOC has identified most of the coastline in the study area as an area of known high conservation value. The challenge is identifying additional at risk areas and protecting these areas from future development impacts.

A Marine Protected Areas Regional Strategy is currently being prepared by DOC and the Ministry of Fisheries. This strategy provides for the identification of marine ecosystem types and includes the preparation of a marine protection inventory. This inventory will identify sites with marine biodiversity values within LCP areas and linkages will therefore be important (including to the landscape assessment being prepared by TCDC).

Plate 8: Islands have a high natural biodiversity value



The National Institute for Water and Atmospheric Research (NIWA) has recently identified 10 potential sites for future Marine Reserves in the Coromandel/Firth of Thames area based on a representative range of marine ecosystem types. The DOC is undertaking to identify values for all sites and prioritise these sites for subsequent protection. The ICP Project will provide a vehicle for the community to identify their particular concerns with/support for particular areas and to direct where these are appropriate based on community values. There is a lack of integration between the landward management component adjacent to current and future marine reserves and this has significant impacts on the local community and local authorities. There is the opportunity through the ICP Project to improve cross-boundary and land/water management.

There are adverse effects on harbour/estuary biodiversity from land uses within the catchments. Whangapoua is a good example of the resultant impacts on harbour/estuary ecosystems.

There are challenges to achieving consistent identification of natural heritage values and issues, cross-boundary policy development and for joint management approaches to implementation. The current review of the Waikato CMS by DOC will provide an opportunity for the ICP Project to recognise some of the natural, historic and recreation values of land administered by DOC and on private land. The review process will identify policy and implementation methods for sites and places within the ICP Project area. The project will assist with providing value and issue identification for LCP areas and also develop a policy framework protecting natural and historic areas/sites within or overlapping LCP areas.

The FDC Rural District Plan Changes undertakes a review of environmental issues regarding ecological values within the Franklin district. Provisions are provided to protect important areas and there will be potential for linkages across the district boundary.

A challenge for the Coromandel/Firth of Thames area is the ability to protect large sites with important natural heritage/biodiversity values from development pressures. The EW Natural Heritage Partnerships Programme, a fund to protect areas in some form of public ownership or management, attempts to grapple with this significant issue. This programme involves identifying priority areas for natural heritage protection. The ICP Project will need to identify if coastal areas are identified or prioritise and incorporate these. The ICP Project also provides a vehicle to identify natural heritage areas that need protection.

There is a gap in the understanding of the natural heritage values in the coastal environment on the Coromandel/Firth of Thames. There is a need for interpretation of biodiversity/natural values into clear policy guidance. There also appears to be a lack of knowledge on the loss of biodiversity from particular sites and the cumulative impacts this is having of other areas within the study area.

6.7 Community well-being/Sense of Place/Heritage

‘Sense of place’ describes the feeling of attachment and belonging (either physical, spiritual or ideological attachment) to a particular place or environment having special character and familiarity. ‘Sense of place’ (or community well-being) looks at what defines a ‘community’ or those people who feel an attachment or sense of belonging to a place. The physical and intangible elements that contribute to a places special character is a critical component of this, e.g. the bach type nature of housing in some Thames Coast bays. The Coromandel/Firth of Thames is an extensive geographic area with striking differences between the communities that make up the settlements within the coastal environment (see Plate 9).

There are non-statutory community plans currently being developed by TCDC (being Tairua, Whangamata and Whitianga). These plans will inform the ICP process of local community expectations in these areas and it will be important for the ICP in these particular areas to integrate with the consultation and technical work being undertaken for the community plan project. However these focus on major settlements, which already have ‘urban form’. Many of the smaller settlements offer distinctive character and sense of place, which can be eroded by urban development.

There are a number of information gaps identified in regard to community well-being/'sense of place' or the social aspect. These include knowledge on values associated with remote or isolated experiences as well as popular coastal destinations, knowledge on the elements of land and seascapes that people value about the Coromandel/Firth of Thames, prioritisation and/or ranking of specific sites of the coast and the social impact of tourism.

Plate 9: Oamaru Bay demonstrates a number of factors that define a community's 'sense of place'



Built heritage is an important component of the community's 'sense of place' and includes the gold mining undertaken and the history of the marine environment throughout the Coromandel/Firth of Thames.

It will be an important component of the ICP Project to expand on this work to define locally the 'sense of place' for each LCP area, to describe the elements that make up this community well-being. The ICP Project will also need to identify threats to the sense of place and tools to maintain or enhance the unique local identities throughout the coastal environment. The LTCCP process will be an important vehicle for the ICP Project to provide information on coastal outcomes and values, including specific information on use, development and protection. Information about communities' aspirations for social, economic, cultural and environmental well-being within the Coromandel/Firth of Thames through the LTCCP community consultation processes needs to be incorporated into the ICP Project.

6.8 Recreation/Access

A key element of the 'use' of the Coromandel/Firth of Thames coastal environment is that value it holds as a major recreational playground for both the local community and visitors to the area.

There are areas within the peninsula with significant issues or opportunities around recreation values or access. Many relate to access restrictions, or constraints and areas where access is difficult that may need to be maintained. There are also challenges for remote wild areas where there may be pressures to improve access as well as the conflicts

between different recreational users. The Tairua marina debate is an example of conflict between recreational uses of a resource and the significant challenge this has presented the community and councils. It highlights the lack a strategic plan to help guide decision-making.

Dredging currently occurs at a number of locations on the Coromandel/Firth of Thames, including for boat launching and to keep access channels open. The dredgings are mostly disposed to coastal waters off nearby beaches.

Given the population growth anticipated on the peninsula it is likely that there will be an increasing demand on both existing settlements to provide for a variety of active recreational uses as well as on undeveloped areas as more people seek out 'solitude' and sense of isolation in their leisure activities.

Plate 10: Whitianga Waterways development enhances recreational boating access



The ICP Project needs to recognise the existing planning documents that are in place to manage recreation and access within the Coromandel/Firth of Thames area as a starting point for integrating management in the LCP areas. For example, the local authorities have reserve management plans in place for use of many public reserves. The DOC CMS review will be important for identifying recreational values as well as future opportunities for LCP areas to link with. Again, however, there is a lack of strategic direction for integrating coastal recreation management and investment.

Plate 11: Te Puru Boat Ramp provides access to the coast



The Waikato Navigation Safety Bylaw review in 2005/06 may result in changes to surface water activities being allowed in certain areas. The bylaw provides zones for various surface water activities, such as personal watercraft, skiing, surfing and boat access. The bylaw will have to be considered with respect to the compatibility with any other uses or strategic initiatives that might be identified in the ICP Project implemented by another mechanism.

TCDC is preparing a variation to the District Plan to provide zoning, activity status, policies and rules for open spaces and reserves. This will provide provisions to control development and use in significant landscapes and is linked to the landscape assessment discussed in Natural Character/Landscape above. There appears to be a lack of aligning of open space, recreation and access planning with other planning and policy to make sure that it addresses goals with respect to residential growth and demand, coastal access, seasonal peaks, emerging coastal leisure pursuits.

There are a number of information gaps identified in regard to recreation and access within the Coromandel/Firth of Thames coastal environment. This includes information on beach usage and recreation patterns and areas of conflict, space allocation for recreation, correlation between access and beach or coastal use and seasonal and geographic usage of areas.

The changing make-up of society has direct impacts on recreational demands. For example an ageing population may wish to be closer to water access facilities and as a result there may be an increase in the demand for boatstack yards (as opposed to storing small boats at home). There is a lack of demographics information available in regards to the changing population profiles and emerging coastal leisure pursuits. To achieve integrated planning within the LCP areas knowledge is needed on regional and district coastal recreation and reserve demand (and links to population growth profiles) to be included in the specific LCP area planning work.

6.9 Cultural Values

Hauraki Iwi have diverse and distinct traditions, histories and experiences and have come in waves of migration to make their home in Hauraki. They include the original peoples of Ngati Hako, Ngati Hei and Ngati Huarere of Arawa waka, Te Patukirikiri of Coromandel and the descendants of Rahiri-Tumutumu based in Te Aroha. The Marutuahu tribes of Ngati Paoa, Ngati Tamatera, Ngati Maru and Ngati Whanaunga along with Ngai Tai and Ngati Tara Tokanui all of Tainui descent are firmly established in Hauraki. The most recent wave in the nineteenth century brought the tukuwhenua tribes of Ngati Pukenga ki Waiiau and Ngati Porou ki Harataunga ki Mataora to Hauraki.

The Hauraki tribal region is often referred to by Hauraki kaumatua as “Mai Matakana ki Matakana” extending north of Auckland to the Matakana estuary near Warkworth to near Matakana Island in the south.

Hauraki Iwi often refer to the general area of the Coromandel Peninsula as the “heartland of Hauraki” and the Peninsula is traditionally depicted as “Te Tara O Te Whai” or “the barb of the stingray”. Similarly it is likened to a waka whose prow rests at Mount Te Aroha and whose stern, Mount Moehau is located at the northern most tip of the Coromandel Peninsula. It is also referred to as a waka, which extends from Moehau in the north to Te Aroha in the south whose ribs are the river that flow from the mountains and empty into the estuaries and harbours below. These ancient traditions serve to illustrate the importance of the coast within the study area to Hauraki and the manner in which they took on personifications of great reverence.

Both sheltered and exposed, the myriad of bays, inlets, harbours, estuaries and precipitous headland pa of the study area embrace the extensive coastline keeping an observant watch on the offshore islands and the all-pervading seas. This was the domain of atua ‘gods’ brought into being by the union of Ranginui, Sky Father and Papatuanuku, Earth Mother. The life of Hauraki was much shaped by this environment in both physical and spiritual senses.

In a physical sense, Hauraki resided along the coastline because this is where the food was abundant and where immediate access could be had to the sea. Hauraki were fishers and mariners. Pa, kainga sites, cultivations, and burial grounds dominate the coast as a constant reminder of the Hauraki past, present and future. Hauraki have an intimate knowledge of their coast and the management systems required to ensure its resources are conserved for present and future generations. The coastal treasures not only maintained the coastal food basket, but also ensured Hauraki could carry out their manaakitanga obligations to their guests and their inland relations. Special places were set aside for mahinga mataitai, the gathering of plants and materials for cultural purposes, ceremonial purposes and waahi tapu.

There is concern in regard to the pressure from the population growth and associated land/water development within the Coromandel/Firth of Thames area on those values that are precious to tangata whenua. The protection and management of resources and values and sites of importance to tangata whenua is paramount. There is information available on local area sites of significance and a number of plans that tangata whenua

have prepared to protect and manage these resources. There is however a challenge to face in regard to integrating this with existing district and regional plans.

The Hauraki Maori Trust Board, with support from EW, is undertaking a project on sites of significance to tangata whenua. It will identify sites of significance in harbours and an appropriate way of recording and using information. This will provide important baseline information of the spatial element of tangata whenua values that will be critical for the ICP Project.

There is a gap in available information on the current methods of protection for cultural values and how this integrates with methods and processes both within and beyond the RMA for identification, protection and enhancement of those values. There will need to be work undertaken on identifying the way that the ICP Project should respond to address tangata whenua concerns such as heritage protection, access to beaches and resources and provision of papakainga housing.

There is a significant challenge for the agencies in regard to balancing existing and potential future land and water use with management issues and threats and protection of important values to tangata whenua.

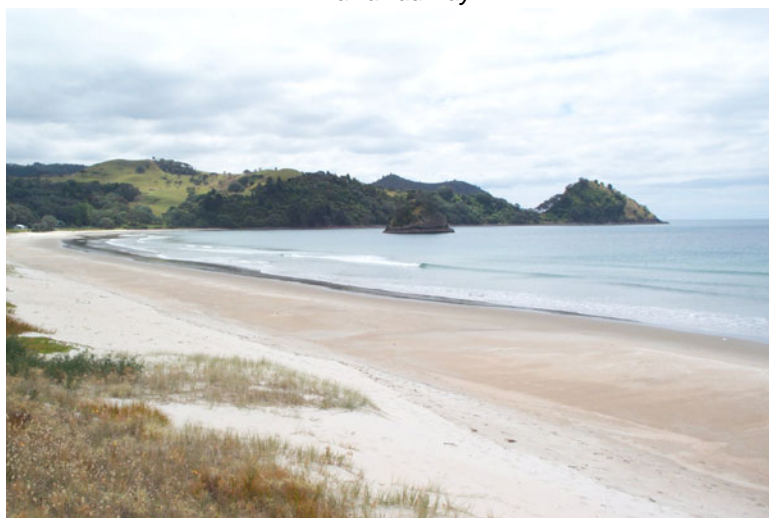
There is also the potential for customary and territorial rights orders issued under the Foreshore & Seabed Act 2004 around the Coromandel/Firth of Thames coastline.

Tangata whenua have confirmed their support for integrated strategic planning for the coastal environment of the Coromandel/Firth of Thames.

6.10 Environmental Quality

The environmental quality of an area includes consideration of the water, air and land quality. This includes the level of contamination and the potential for future impact on environmental quality.

Plate 12: Many natural and man-made components contribute to the quality of the environment in Waikawau Bay



The state of the coastal water quality within the Coromandel/Firth of Thames area is determined to a large extent by activities within its catchment, particularly near the coast. The Hauraki Gulf Forum State of the Environment Report 2004 provides a snapshot of the

state of the environment in this area but also but includes a stocktake of what the statutory agencies are doing in response to these issues.

Thames Coromandel District has numerous small wastewater treatment plants, discharging to either land, water or the coastal marine area. Some of these plants are older and function below modern expectations, or do not have the capacity to deal with the increase in population in coastal areas, particularly in peak seasons where these can become chronically overloaded (e.g. Whangamata). There are increasing pressures on existing wastewater systems, and the public perception of the ineffectiveness of on-site wastewater treatment.

On-site wastewater systems have the potential to significantly damage the coastal water quality if inappropriately managed. The HGF SOE states that we do not have enough information to be confident about the effects of some pressures on water quality. The report uses the example of septic tanks reportedly causing water quality problems in many areas, but that few of these have been investigated.

EW is looking at changes to their policy in regard to on-site sewage being allowed in unsuitable areas (such as those with a high water table) to attempt to deal with cumulative impacts. There is the potential through the ICP Project to identify areas where on site sewage is inappropriate based on scientific values or other community/tangata whenua values. There are areas within the Coromandel/Firth of Thames without wastewater reticulation that are considered to be experiencing coastal water quality degradation as a result.

The provision of reticulated water in advance of wastewater servicing increases the waste stream and may exacerbate contamination issues from wastewater.

This may have implications in regards to future pressures on these areas. Anecdotal evidence would suggest development pressure in each area is currently only constrained by lack of servicing. Conversely, inappropriate extensions to services can fuel unplanned growth. The TCDP identifies that the larger lot sizes as a result of the servicing constraints in these areas have now created the 'character' of these coastal settlements. The subdivision and land use standards reflect this.

Other key pressures on coastal water quality include stormwater, wastewater, agriculture and aquaculture impacts plus reliance by that industry on high water quality. These are directly related to the underlying pressures of urbanisation, population growth and land use change.

Siltation of the harbours as a result of upper catchment land clearance, subdivision and development and other land uses within the Coromandel/Firth of Thames area is a challenge for both the councils and the community. This has wide ranging impacts, for example there are the requirements marine farming operations have for clarity of water and levels of nutrients within the water that is influence by the sediment runoff from the land.

The relationship between sediment runoff and mangrove colonisation is a significant challenge for the community. EW is working on project to identify where it may be appropriate to remove mangrove, develop policies to facilitate this and where the costs may lie. This information will need to feed directly into work on specific LCP areas.

Contamination of land and water is another significant challenge for the Coromandel/Firth of Thames area. For example the impacts on the environmental quality from industrial activities, both existing and proposed, particularly the cumulative impacts from upper catchments.

The existing information in regard to environmental quality is fairly comprehensive, particularly with the recent release of the HGF SOE report. The studies are fairly site-specific (e.g. water quality studies in Whangamata Harbour) and will be particularly useful when undertaking site-specific planning for LCP areas. It is likely that at the early stages of the ICP Project when detailed analysis of the technical information by LCP area is undertaken information gaps for these areas will become apparent.

6.11 Coastal Hazards

The Coromandel/Firth of Thames area is known to be subject to a number of coastal processes including coastal erosion, flooding from the sea, tsunami, cyclonic storms and heavy rainfall events and rising sea level. Where the coastal processes associated with these events impact on people's activities and infrastructure, coastal hazards arise (see Plate 13). Coastal hazards have been investigated in some depth within the study area and there is a wealth of technical information available. However, links between hazard identification, strategic planning and emergency management remain tenuous and need improvement.

There is a significant economic value in property, land and infrastructure within some key areas of the Coromandel/Firth of Thames that are suffering from coastal hazards. EW has calculated that approximately 920 Coromandel peninsula properties, with an estimated market value of almost \$1 billion, may be affected by coastal erosion within the next 100 years.

Plate 13: Cooks Beach has a range of examples of erosion protection structures



The Peninsula Project (joint project between EW and TCDC) is a program of stream and catchment works to mitigate flooding in 'at risk' areas on the Coromandel Peninsula. This

project should also significantly improve the harbour quality downstream. The ICP Project will need to identify linkages with the Peninsula Project where there are impacts on particular harbours. This project will also provide additional information on community values and preparedness to pay. TCDC and EW are also developing a hazards setback project in 2005/06. This will implement outcomes of the Peninsula Project in regard to flooding and coastal erosion development setback lines. These areas will be incorporated into statutory plans with associated development controls. These hazard areas would be a given constraint on use and development in LCP areas. It will be an important component of the first stage of the ICP Project to identify these constraints and the follow up with options for alternative management techniques.

The EW/TCDC Beach Care Programme is an education and support programme for community action and to manage and stabilise beach erosion, damage to dune vegetation, assisting with mitigating against coastal hazards through soft options and to resolve public access issues. There are potential links with the ICP Project where ongoing programme objectives within LCP areas can be supported and provide mandates for continued funding as well as identify future priority areas for work.

TCDC is in the process of developing a coastal landowner policy to provide a clear policy direction for coastal protection works on public foreshore land. This policy is currently before TCDC Councillors for adoption. EW is reviewing their policy on appropriate use of erosion control structures, which will identify where or in what circumstances erosion structures are and are not considered appropriate. EW is currently working on identifying sites with high risk of tsunami damage and low-lying areas at risk from inundation. The ICP Project will need to link in with this information in regard to constraints on future development within each area.

The agencies are now faced with the challenge of managing the interface between the hazards and human settlements – both existing (such as Cooks Beach) and future settlements. There is a need to provide a strategic integrated approach to managing this interface both for existing settlements and future settlements.

Summary:

There is a substantial amount of good work available and underway. However, there is a lack of integration and complimentary planning between regional and district strategies and plans within the study area. There is a reliance on resource consent effects assessment to show appropriateness of location and use and this has led to ad hoc planning and unacceptable cumulative effects. Clear guidance is missing in coastal planning within the Coromandel/Firth of Thames area about what use and development is acceptable and where. The current work is generally piecemeal, sometimes conflicting and less effective than it should be, and has resulted in an inefficient use of scarce resources.

The challenges that have been discussed for the Coromandel/Firth of Thames area need to be addressed by filling gaps in information and then integrating the planning response through the LCP model by building on the existing good practice in place and placing existing initiatives and practices within an umbrella strategic planning framework.

7 Sub-Catchments

7.1 Overview

The Coromandel/Firth of Thames is characterised by diverse settlements, natural and physical resources, values and pressures. Level 1B of the strategic planning framework consists of a division of the study area at a macro-level (refer to Figure 5). Suggested sub-catchments are identified below:

- The Plains and Southern Firth (Kaiiua to Waihou River)
- Firth of Thames and Western Coromandel (Thames to Coromandel township)
- Northern Tip of the Peninsula (north of Coromandel township to Kennedy Bay)
- North-Eastern Coast (from Whangapoua to Hot Water Beach)
- South-Eastern Coast (from Sailors Grave/Tairua to Whiritoa)

The indicative areas are shown in Figure 5. For the purposes of this study, the sub-catchment areas include any islands immediately offshore (e.g. the Alderman islands are associated with the South-Eastern Coast sub-catchment area).

Figure 5: Suggested Sub-Catchment Areas



The following section details the general characteristics of each sub-catchment area and summarises challenges (or issues) and opportunities for each area.

7.2 The Plains and Southern Firth

This sub-catchment covers the Hauraki Plains and southern firth from Kaiaua to the Waihou River. The area covers the main settlements of Kaiaua and Miranda, and includes the Piako and Waihou River Mouths.

The southern edge of the Firth of Thames is bordered by the Hauraki Plains, a wide alluvial plain that was formed by the Waikato River when it still flowed into the Firth. The plain is now crossed by the Waihou, Piako and Waitakaruru Rivers. This low-lying plain was once covered by freshwater wetlands and a mixture of flax, manuka and kahikatea. Since European colonisation the plain has been extensively cleared and drained for farmland.

The coastal fringe between Kaiaua and Miranda is a chenier plain consisting of parallel ridges of coarse sediments (predominantly shell fragments with some sand) overlying finer mud sediments. This is a unique coastal geological feature in New Zealand and forms on a prograding coastline. The sub-catchment also has a number of geothermal areas.

The southern portion of the Firth of Thames is shallow, with extensive mudflats and mangroves. The mudflats from the Waihou River mouth to Kaiaua are registered as a RAMSAR Site under the Convention on Wetlands of International Importance. This area is a significant habitat for waders, wetland birds and waterfowl.

There is little development along this coastline, apart for the historic conversion of the land for agriculture. Development problems are now emerging especially for lifestyle and rural residential development. The only significant settlement is Kaiaua, which has a quiet seaside character (see Plate 14). There is a boat ramp and a number of jetties at the mouth of the Miranda Stream.

Plate 14: Kaiaua: a small settlement within the Plains and Southern Firth Sub-Catchment



7.2.1 Challenges

This sub-catchment is on the boundary with the Auckland Regional Council's jurisdictional area, which splits the Kaiaua township. There may potentially be jurisdictional issues if there is a lack of integrated planning for the area in the future.

The character of the small, bach type townships in sub-catchment areas have been impacted by increasing subdivision and growth. There is potential for this to occur within the Plains and Southern Firth sub-catchment in the future without consideration of repercussions of growth and development. Rural residential and lifestyle subdivision pressures are increasing. The townships within this sub-catchment have no wastewater reticulation. As the towns of Kaiaua and Miranda develop there will be pressure for supporting infrastructure to be provided.

There are potential conflicts within this sub-catchment between recreational activities. Boating and bird-watching are the main recreational activities that occur in the sub-catchment and both are likely to increase in importance as the area grows. The area has a boat access channel but there have been issues in the past due to siltation of this channel and dredging taking place. Although it is unclear whether this dredging is on-going or once-off, increasing recreational boating will increase the pressure to keep access channels clear.

The area has suffered from coastal erosion in the past, with structures such as groynes and gabion baskets present along the shoreline (see Plate 15). Some of these structures impede public access along the shore. There are also bund walls present along much of the coastline indicating flooding can be an issue.

Plate 15: There are modified coastlines within this sub-catchment, for example Kaiaua



7.2.2 Opportunities

This sub-catchment has a unique, quiet seaside character that reflects the community's sense of place. There is potential to help retain existing character by restricting provision of infrastructure and thus the potential for development. There are opportunities to promote the area for its eco-tourism potential (bird watching and geothermal areas). Auckland Regional Council (ARC) are working on a project to undertake coastal compartment management plans and the integration of that project with the ICP Project would be an opportunity to cover the whole of the FDC Firth of Thames coastline.

The Waikato Protection Strategy (WPS) identifies a summary of opportunities for protection under each ecological district within the ICP study area in addition to those

already under DOC management. These present opportunities for protecting important values such as biodiversity, landscape and natural character.

The FDC Rural Plan Change is continuing hearings throughout 2005, with decisions due in April 2006. This includes a comprehensive review of setbacks from all coastal and water bodies and addresses issues regarding the proposed Additional Natural Character Protection Setback in the Seabird Coast Management Area incorporating the study area. There is a demand for mussel farming north of Kaiaua as this area has ideal conditions. An extensive 1300ha Aquaculture Management Area is proposed by the ARC. The forward work plan for FDC includes a comprehensive Growth Strategy study for future direction in an integrated planned manner. The expected outcome is to establish on-going liaison with the community and two Regional Councils to address previous land use practices. Active planning is supported by the community in collaboration with EW, FDC, DOC and Ministry of Fisheries through EW's Local Community Outcomes Process.

The opportunity for the ICP Project will be in preparing LCP's (such as Kaiaua and Miranda) that utilise the existing land-based planning as a starting point for linking with a marine-based LCP. However, as a result there is likely to be some trade-offs for the marine-based use (due to an inability to amend the land-based use) and reduces the 'integrated/balanced' nature of the ICP Project.

7.3 Firth of Thames and Western Coromandel

This sub-catchment covers the Firth of Thames and Western Coromandel, including Thames township and the Coromandel township. The landscape on the western side of the Coromandel ranges is very rugged with short steep catchments leading down to the Firth of Thames. Along most of the shoreline north of Thames until Coromandel the road, lifeline infrastructure and occasional settlements are sandwiched between cliffs and the Firth. Several small settlements have grown on the small alluvial plains and fans created by streams flowing off the ranges and these clustered villages have unique character and 'sense of place'.

Plate 16: Te Kouma: a settlement on West Coast of Coromandel



The sheltered nature of this coastline is suitable for and has provided for aquaculture developments, although mussel farming is limited by shallow water depth south of a point near Waikawau.

7.3.1 Challenges

There is demand for land and water use that is placing pressure on the resources of this sub-catchment. There is an increasing demand for residential property that is pushing property values within this area up. This has resulted in changes to the character of the local settlements, from 'bach' style to larger, more modern architecture. There is increasing pressure for marine farming growth, which has implications for allocation of coastal space and land-based facilities and access/servicing when combined with forestry pressures and the narrow road.

There is a ferry proposal by Subritzky-Sealink to establish a ferry terminus in Home Bay, Te Kouma Farm. This proposal will increase accessibility to this area and there will be resultant pressure on important values unless clear controls are put in place now to align with a stated vision for the area.

The input of sediment into the Coromandel Harbour has accelerated due to historic mining and forestry activities. The mudflats on the Coromandel have built up as a result and created accessibility problems to open water for the town.

Protection of the important natural heritage/cultural values will be a significant challenge in the future. This sub-catchment area has significant heritage values (especially at Thames and Coromandel) that need protection. There is currently a Rahui along much of the western coastline, which affords some protection for cultural values (kaimoana) as well as biodiversity.

The coastal water quality has the potential to be significantly impacted upon. Septic tank wastewater disposal in small settlements may be an issue in the future. There is likely to be pressure from the marine farming operations as a result of the high water quality required for their operations.

There are access constraints in this sub-catchment due to the location of the state highway as it winds around the coastal road up sandwiched between cliffs and the Firth. This has the potential to constrain economic growth by restricting access for tourism, logging trucks, etc. Coastal and flood hazards are a significant challenge for the settlements along this stretch of coast. Lifeline infrastructure is also vulnerable as it is located along the narrow coastal edge.

7.3.2 Opportunities

There is potential to enhance tourism within this area given the significance of historic sites. This could be achieved through heritage trails. There is demand for marine farming in this area, which will benefit economic growth. Integration with the WPS presents opportunities for protecting important values in this sub-catchment, including landscape, natural character and amenity.

Transit NZ is currently undertaking an investigation into the options for the future provision of access and the long-term management of this area of coastline. It will be important to link the ICP Project with the Transit project. EW are looking at services and barging opportunities also, which has implications for servicing infrastructure.

Plate 17: Kirita Bay is a small settlement within this Sub-catchment



There are opportunities within this sub-catchment to identify settlements for promoting growth/infrastructure and restricting development to help protect the values of other areas. There appears to support from the community to provide for protection of settlements in this sub-catchment, such as Manaia, and building on existing information that is available on the important values.

The Te Kouma farm park proposal is an opportunity to increase public access to an area with significant natural values but this will need to be well managed – including cumulative impacts on adjacent areas.

There are a number of projects underway that it will be important for the ICP Project to link in with. It is considered that the Structure Plans (in the TCDP) for Coromandel and Thames areas should be used as a basis and starting point for integrating management across the MHWS in these two settlements. The marine farming infrastructure and transport needs project (TCDC/HDC) will be a key linkage for this ICP sub-catchment and the ICP Project will be able to assist with identifying compatible or conflicting areas. It will also be important for the ICP Project to utilise the information from the Pressure Analysis Project and Coromandel Harbour Feasibility Study to incorporate the use of the harbour into the Coromandel LCP. These are discussed in more detail for each specific LCP area in Appendix 3.

7.4 Northern Tip of the Peninsula

This area covers the northern tip of the Coromandel Peninsula from north of Coromandel township to Kennedy Bay. The northern tip remains the most remote part of the Peninsula, and the least developed. Large tracts are in Crown ownership and are managed for both public access (camping) and conservation by DOC. The landscape is similar to the western part of the Peninsula being rugged with short steep catchments and only small areas of alluvial flats. The Moehau Range dominates north of Colville Bay and the highest point on the Peninsula is Mt Moehau at 892 metres.

There are no service centres in this area and the sealed road extends only a little way beyond Colville on the east coast (see

Plate 18). The road is gravel to Kennedy Bay on the eastern side. Kennedy Bay has large areas of tribal land, including an area of 4,000 hectares that was gifted to Ngati Porou by Ngati Tamatera in the past. Kennedy Bay has a number of bach style homes on the road leading in to the Bay and along the foreshore of the Bay. The only public access to the beach is via an unsealed, unmarked road to the beach.

7.4.1 Challenges

There has been little historic pressure for residential growth in this sub-catchment but this is likely to change within the next 20 years. The gravel road to Kennedy Bay is planned to be sealed by TCDC by July 2007 and this will have significant impacts on this community and area. There are already some small subdivision developments occurring in Kennedy Bay

There is increasing interest by commercial operators to begin a public car and pedestrian transport ferry across the Hauraki Gulf from Auckland to the top of the Coromandel. If this goes ahead then the northern catchment will become significantly more accessible and there will be resultant pressure on important values for this sub-catchment unless clear controls are put in place now to align with a stated vision for the area. The high conservation values may be threatened if growth extends into this area in the future (e.g. nesting birds on beaches, kiwi conservation zone).

There are other growing commercial interests in this area, e.g. marine farming. There is no further space in Kennedy Bay for marine farming so now the pressures are increasing at offshore islands (Mercury Islands).

Siltation of the harbour is a concern for the local community. Past saw milling in the area is perceived as being the reason for this siltation as well as other upper catchment land uses.

Freedom camping is a challenge during peak holiday periods due to camping grounds regularly reaching capacity and the inability to monitor and enforce any restrictions (isolated nature of the area). The challenge will be to manage this demand in the future while maintaining the values that make the place attractive (i.e. the remote kiwi camping holiday).

Pest management is an on-going challenge in the northern catchment to maintain the significant ecology of the area, especially in conservation zones. This is likely to become increasingly so if the area is opened up to the public (transport ferry and sealing of roads).

Plate 18: Kennedy Bay: a settlement in the Northern Sub-Catchment Area



7.4.2 Opportunities

Recreation and access opportunities within this sub-catchment will be important in the future. Eco-tourism in the north will be a significant opportunity for this area, such as promoting charter fishing operators from Coromandel/ Whitianga.

Culturally significant areas can be identified and protected using measures such as the Ngawhenua rahui fund (currently in the process of being used for the protection of the culturally significant northern headland of Kennedy Bay). Linkages with the project currently being developed by Hauraki Maori Trust Board and EW on significant cultural sites will be important to provide a baseline of the spatial element of tangata whenua values in this area to feed into the LCP areas.

Undeveloped areas with significant landscape, natural character and/or ecological values can be identified and protected now from future development. There are significant dune systems at Waikawau Bay, which are in DOC ownership and therefore protected from degradation through development pressures. There is also an opportunity to identify representative communities such as the rocky reef system in the northern sub-catchment and protect these ecosystems for the future.

Integration of the ICP Project with the WPS provides opportunities for protection of areas within this sub-catchment including sense of place, biodiversity and landscape.

The ICP Project provides the opportunity to identify priority areas for protection under the EW Natural Heritage Partnership Programme. Also links with the TCDC District Landscape Assessment will be important for identifying Cluster Policy Areas and LCP areas that have high sensitivity in terms of use, development and protection.

It is considered that the Structure Plan (in the TCDP) for the Moehau area should be used as a basis and starting point for integrating management across the MHWS in this settlement.

The marine farming infrastructure and transport needs project (TCDC/HDC) will be a key linkage for this ICP sub-catchment, particularly in consideration of the lack of space in Kennedy Bay, and the ICP Project will be able to assist with identifying suitable areas

where there is both support from the community and also the capacity of the natural resources to cope with the land-based infrastructure that may be required.

In particular, this sub-catchment presents a unique opportunity to preserve the character and 'sense of place' of area that has been essentially lost in many of the more easily accessible settlements on the Coromandel/Firth of Thames. This 'sense of place' is likely to be distinct from other areas of the peninsula as a reflection of the past peninsula life and is one that contributes to the tourism experience and district/regional economy. In prioritising the LCP areas due consideration must be given to the ability to protect the intrinsic values connected to 'sense of place' where it is still intact.

7.5 North-Eastern Coast

This sub-catchment covers the north-eastern coast from Whangapoua to Hot Water Beach. The eastern side of the Coromandel Peninsula is distinctly different from the west. The landscape is rugged but not to the same degree as the western side of the ranges (see Plate 19). The catchments are longer and more extensive areas of alluvial plains are present around the harbours. These estuarine harbours were once river valleys and were drowned by rising sea levels at the end of the last ice age about 10-15,000 years ago. The encroaching sea also swept sand ashore to form the east coast beaches.

Plate 19: Whangapoua is a typical settlement in the North-Eastern Sub-Catchment



The eastern shoreline of the Coromandel/Firth of Thames is more exposed to ocean waves and swell than other parts of the study area. While this part of the Coromandel is less vulnerable to flooding, it is more prone to coastal erosion and is vulnerable to storm surge and tsunami.

The north-eastern coast contains two large estuarine harbours, a town of over 3000 permanent residents (Whitianga at the 2001 census), rapidly growing residential areas at Whangapoua and Matarangi, and numerous smaller coastal settlements at Kuaotunu, Cooks Beach, Hahei and Hot Water Beach. The area has a very high proportion of absentee property owners at over 50% and receives a huge influx of visitors in the summer months.

7.5.1 Challenges

Historically, ad hoc and unrestrained subdivision has resulted in the loss of natural character in many areas.

There is an escalating demand for and, more modern types of, residential property. This has resulted in the loss of “coastal bach type” character in some more developed areas of the sub-catchment through the changing community and needs of both the permanent residents and holiday homeowners. There is now demand for large-scale residential development pressure (e.g. Whitianga Waterways). The challenge will be how to retain the ‘sense of place’ that is important to these communities, whilst balancing the demand for further growth.

Coastal hazards are affecting development that has occurred on levelled dunes in the past (e.g. erosion and flooding) at many of the coastal settlements in this sub-catchment (e.g. Cooks Beach).

Plate 20: Settlements in the North-Eastern Catchment are experiencing growth and development pressure (Cooks Beach)



The townships within the north-eastern sub-catchment are mostly designed for a small population base. However, small townships experience a large influx of visitors during peak summer periods and this puts excessive pressure on community infrastructure (water, wastewater, roads, reserves etc.). Visitor influx over the summer months has been conservatively estimated at about 150,000 people above a permanent population base of 25,000. Planning for boom-bust infrastructure pressures is a challenge and identifying where the costs should lie given there is a small resident population with lower socio/economic profile is an issue for ongoing debate.

7.5.2 Opportunities

There are significant conservation areas (such as the dunes at Hot Water Beach), which are currently under DOC protection. Provision of recreation and access within these areas will

become increasingly important and the ICP process will provide the opportunity to identify the linkages between the DOC-owned areas and the settlements that impact on these areas. Integration of the ICP Project with the WPS also provides opportunities for protection of areas within the North-Eastern sub-catchment including recreation, amenity, biodiversity and landscape.

Service centres within the sub-catchment are growing in size, e.g. Whitianga is anticipated to be the main Coromandel centre shortly. There is the opportunity now to identify areas to direct the extent of future growth, such as smaller service centres, to preserve other areas from development and growth. The development of the community plans in Whitianga will assist with informing the ICP process of local community expectations and it will be important to use this as a building block for the ICP project to integrate this existing planning across MWHS.

It will be important to link the work currently being undertaken on development within hazard risk areas and feed the results of these into the ICP process, particularly any decisions to restrict development in hazard-prone areas. The EW/TCDC joint hazards project will provide important hazards information into the ICP Project. The ICP Project will also present opportunities to promote development into lower risk areas that may be undeveloped rather than allowing ad hoc development, which has in the past ended up in high hazard risk environments.

The Structure Plans (in the TCDP) for the Whangapoua and Whitianga areas that provide subdivision rules and identify public access on the land should be used as starting point for integrating management across the MHWS in these two settlements. Inclusion of information from current studies such as the Harbour Use and Occupation planning and the future boat ramps study will provide additional information when preparing the early stage of constraints mapping for the Whitianga LCP.

7.6 South-Eastern Coast

The final sub-catchment covers the south-eastern part of the peninsula from Sailors Grave to Whiritoa. This part of the peninsula is similar to the north-eastern study area and contains several estuarine harbours, a town of about 4000 permanent residents (Whangamata, at the 2001 Census) towns at Tairua and Pauanui (combined resident population of over 2000), and smaller coastal settlements at Whiritoa and Onemana. The area also has a very high proportion of absentee property owners at over 50% and receives a huge influx of visitors in the summer months.

7.6.1 Challenges

As with the north-eastern coast the south-eastern coast sub-catchment has townships where the existing infrastructure is mostly designed for a small population base. These settlements experience an immense influx of visitors during peak summer periods and this places significant pressure on the community infrastructure (water, wastewater, roads, reserves etc.). Planning for these kind of pressures is a significant issue now and most definitely in the future. There are considered to be coastal water quality issues from land uses and wastewater systems that struggle to cope during large increases in population over the summer period.

There is a rapidly escalating demand for more modern types of residential property, particularly coastal property. This has resulted in the loss of 'coastal bach type' character within changing communities (such as Whangamata). There is also increasing demand for large-scale developments in this area (e.g. apartments, mid rise developments, marinas and marina industry).

There are still some remaining areas of high natural character and landscape values within this sub-catchment. There are also important cultural and historic values that are not well marked or identified and are adversely impacted by the large numbers of visitors to area. Increasing development demand in these areas is also resulting in the rapid loss of these special places and values (e.g. Sailors Grave).

Plate 21: A challenge for Sailors Grave is balancing protection and development



There are significant concerns in regards to the increasing sedimentation in harbours as well as mangrove expansion in these areas (e.g. Whangamata). The community is demanding resolution for these issues as they impact on their amenity and recreation values.

Increasing conflict within communities over allocation of coastal space is anticipated. The current conflicts over marina proposals (e.g. Tairua) is an example of the intense views held by differing parts of the community and the confusion that can arise from a lack of strategic direction. There are also recreational user conflicts during busy periods, such as between passive recreation users and jet skis.

7.6.2 Opportunities

There are some remaining undeveloped areas that have important natural character, landscape, cultural and/or natural heritage values can be protected now from the impact of future development pressure. This will also have positive effects for tourism of the area.

There is the opportunity to identify areas to direct the extent of future growth; such as service centres for specific industries (e.g. tourism), to protect other areas from

development pressures. Integration of the ICP Project with the WPS provides opportunities for protection of areas within the South-Eastern sub-catchment including amenity, landscape and natural character.

Plate 22: Pauanui is a main settlement within the South-Eastern Catchment Area



There are areas where the water quality is considered to be good and these can be identified, protected and managed through the ICP Project to help maintain that quality (e.g. Opoutere).

There are existing projects underway that will be important to provide base information for the ICP Project. For example the Harbour Use and Occupation planning will provide details on the potential use and occupation of space in harbours and policy to facilitate this use and development that can be built on by each LCP area.

There is an opportunity to integrate in Tairua and Whangamata the current work being undertaken, as these are still dependant on consultation and technical work being undertaken. The Structure Plans (in the TCDP) for the Tairua/Pauanui and Whangamata areas that should be used as a basis and starting point for integrating management across the MHWS in these settlements. The development of the community plans in Tairua and Whangamata will assist with informing the ICP process of local community expectations and it will be important to use this as a building block for the ICP project to integrate this existing planning across MWHS. The mangrove management project by EW will provide specific management areas to input into the Whangamata LCP and the Harbour Use and Occupation project will be key to providing base information/constraints for use of coastal space.

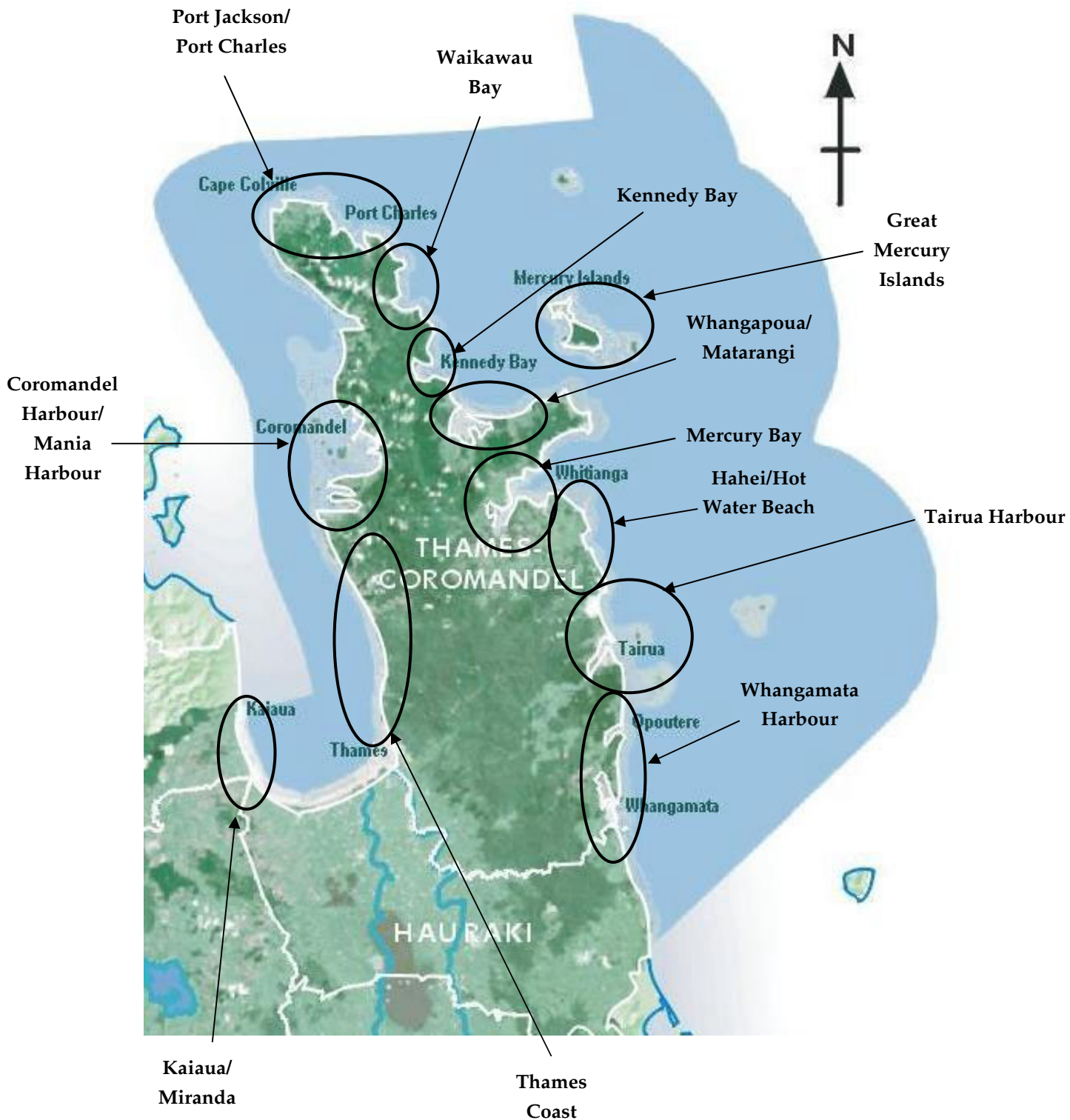
8 Cluster Policy Areas

It is recognised that within the sub-catchments there are focused areas of settlements (such as around a harbour) that generally have common interests and links that need to be maintained and enhanced. These Cluster Policy Areas will set a direction for the micro-scale planning to be done for the LCP areas and provide a wider context for identifying where major growth, infrastructure and facilities could or should go. The main purpose of the Cluster Policy Areas will be to gain synergies and efficiencies from a single consultation and planning process for several LCP areas. It will be important to recognise the links between the Cluster Policy Area and the wider sub-catchment but to give priority to planning in these areas. This will assist with planning and retain consistency (for example, location selection for a marina or boat ramp facility).

The areas that are considered as falling within Cluster Policy Areas are identified on the map on the following page (see Figure 6) and below. The boundaries of these Cluster Policy Areas will need to be confirmed and defined in consultation with the communities. It is recommended that the boundaries will be based on natural or physical constraints (such as headlands or harbours) and communities of interest. This could potentially include wider catchments, if there is an identified effect on a locality (e.g. harbour sedimentation) although these effects are ideally dealt with at Level 1 of the ICP Project.

- Kaiaua/Miranda
- Thames Coast (from Tararu to Waikawau)
- Coromandel Harbour and Mania Harbour (including all bays and islands)
- Port Jackson/Port Charles (from Fantail Bay to Pakau, including Square Top Island, The Pinnacles, the Moehau Range and Motukokopu Island)
- Waikawau Bay (including Little Bay and Tuataewa)
- Kennedy Bay (from Whanake Point to Anarake Point)
- Great Mercury Islands
- Whangapoua/Matarangi (from Anarake Point to Whangapoua)
- Mercury Bay (from Wharekaho Beach to Cook Bluff, including Whitianga Harbour and Cooks Bay)
- Hahei/Hot Water Beach (includes Pigeon Island, Goat Island and Cathedral Cove)
- Tairua Harbour (from Waipapa island to Pauanui, including Sailors Grave)
- Whangamata Harbour (from Opoutere to Te Teku Rocks, including Whangamata Harbour and Wharekawa Harbour)

Figure 6: Cluster Policy Areas



9 Local Coastal Planning Areas

9.1 Local Coastal Plans

The Local Coastal Plans (LCP) sit within the wider strategic planning framework of the ICP Project, developed for Level 1 of the framework. The LCP's will provide overarching guidance for coastal management across boundaries and functions of agencies.

The LCP's provide a physical plan for land and water use, conservation, recreation, infrastructure, economic development, hazard management and growth within a localised area. The LCP's will be a 'picture' of the desired future for each of these local communities – they will describe and show what and where use of land and marine waters is appropriate over the next 20 or 50 years.

The LCP's will build on the existing good practice in place and integrate this across boundaries. Directions will be developed for each LCP area with location-specific methods and actions. They are a mechanism for local advocacy for action on coastal values, issues and priorities. The LCP's will be joint plans for the partner agencies to utilise as a mechanism to work towards the same goals for the coastal environment. They will be integrated into the appropriate district plan and the plans and programmes of the relevant partner agencies (such as LTCCP's, regional plans, Conservation Management Strategy, Iwi Management Plans, infrastructure, reserve and asset management plans).

An example of a concept for an LCP is provided in Appendix 4.

Plate 23: Photograph showing an example of a LCP area (Hahei)



9.2 LCP Area Identification

LCP areas are the final level in the planning framework suggested. 23 areas have been initially identified for LCP's, focussed around settlements, including those areas that are relatively undeveloped at present and important for natural values (such as Opoutere). Planning within the LCP areas, although focused on the coast, will take into account the role the sub-catchment has to play in the management of that compartment based on the Sub-Catchment and, if relevant, the Cluster Policy Area direction.

The identification of LCP areas was determined by selecting settlements where focussed planning is considered necessary because of a number of factors such as community demand (identified through community planning exercises), the significance of natural and physical values of an area that may be threatened and/or the growth and demand pressure facing areas that necessitates a planned management approach.

DOC, TCDC and EW have all separately identified similar planning cells in the past, dividing the study area based on 'communities of interest', community ward boundaries and similarities in geomorphology (respectively). The results of these past exercises, although undertaken independently of each other, have all resulted in similar groupings. These groupings have also been used in the identification of LCP areas.

An initial description of each of the LCP areas is provided in Appendix 3. These descriptions were prepared by drawing on the background research and the knowledge and experience of the partner agencies. The descriptions provide an initial summary of coastal resources, values and challenges within each LCP area as well as linkages with other relevant processes and projects.

Areas not identified currently as LCP's may require local, focused planning in the future with changing communities, growth and pressure. However, at this stage it is anticipated that those areas will have a consistent and integrated planning direction provided through either through the Cluster Policy Area direction and/or Sub-Catchment direction.

The LCP areas and descriptions will need to be further confirmed with the community within the Coromandel/Firth of Thames. The boundaries for each LCP area will also need to be defined in the early stages of the project with the involvement of the community. Generally they will be based on natural and physical features (such as headlands) and/or communities of interest.

The LCP areas initially identified are as follows:

- | | |
|---|--|
| ■ Kaiaua | ■ Whitianga |
| ■ Miranda | ■ Cooks Beach/Flaxmill Bay |
| ■ Thames | ■ Hahei |
| ■ Manaia | ■ Hot Water Beach |
| ■ Te Kouma | ■ Sailors Grave/Whangapoua/New Chums Beach |
| ■ Coromandel (including McGregor Bay, Long Bay and Wyuna Bay) | ■ Matarangi |
| ■ Colville | ■ Tairua/Pauanui |
| ■ Little Bay | ■ Opoutere |
| ■ Kennedy Bay | ■ Onemana |
| ■ Kuaotunu | ■ Whangamata |
| ■ Opito/Otama | ■ Whiritoa/ Mataora Bay |

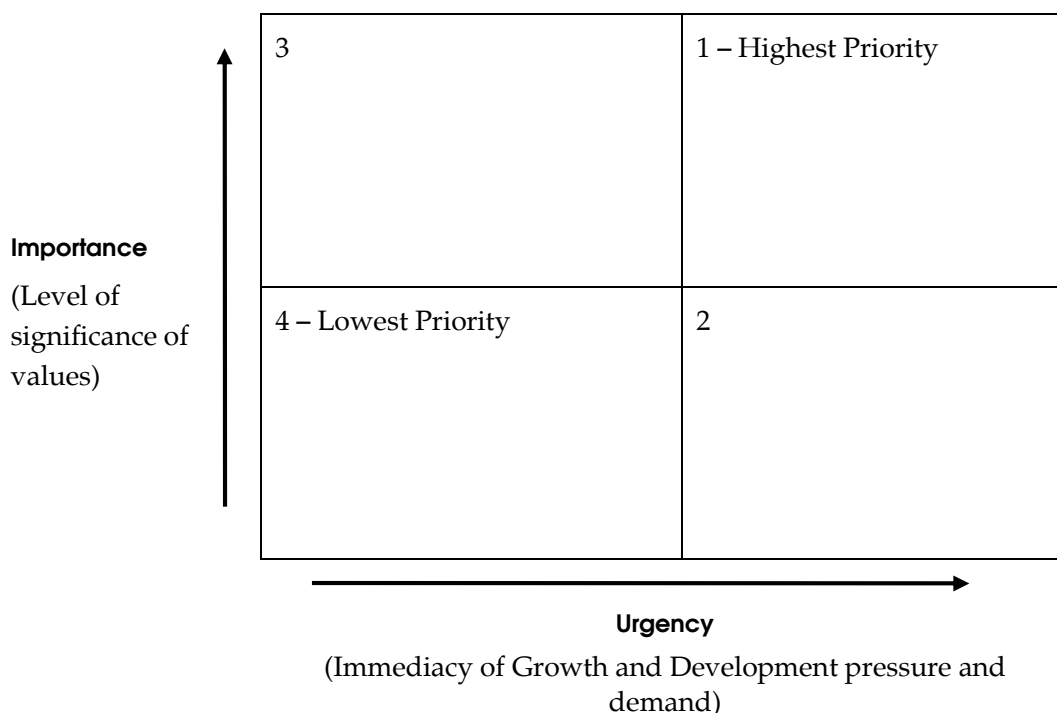
9.3 Prioritisation of LCP areas

9.3.1 Prioritisation Criteria

At this scoping stage of the ICP Project, and in the absence of any community consultation, only an initial desk-top prioritisation of LCP areas is possible. To achieve the initial prioritisation of LCP areas, information from the background research, site visit and the knowledge of the project team members was used to qualitatively assess each LCP area within each sub-catchment for the relative significance in terms of two main principles; importance (the level of significance of natural and physical values of an area) and urgency (the immediacy of growth and development pressure that an area is facing). A quadrant of priorities has been developed to determine those areas considered the highest priority in terms of the two principles.

This initial prioritisation criteria was based on best knowledge of the ability to implement such planning models in other areas in New Zealand. It is based on a qualitative assessment utilising the quadrant of the 'relative' values and urgency within each LCP area against other LCP areas. This is **not a quantitative assessment** and is purely a desk-top evaluation. It is **critical** that these priorities are **discussed and debated with the community** before they are finalised.

Figure 7: LCP Prioritisation Quadrat



9.3.2 Initial Prioritisation of LCP areas

From the brief descriptions of LCP areas (provided in Appendix 3) an initial prioritisation of each area was undertaken. This initial prioritisation was based on a qualitative assessment utilising the quadrant of the 'relative' values and urgency within each LCP area against other LCP areas. This is not a quantitative assessment and is purely a desk-top

evaluation. For example the Sailors Grave LCP is considered to be Priority 1 as there is a high relative level of urgency in regard to the growth and development pressures in this area and high relative natural character, landscape and historic values within the settlement, when compared to other LCP areas. The consideration of the priority of each LCP is provided in Appendix 3 following the descriptions.

It is considered that the finalisation of these priorities will be achieved during the early phases of the ICP Project. It is critical that these priorities are finalised in consultation with the community. Canvassing of the community/partner agencies and Tangata Whenua needs to be undertaken in regards to the LCP areas. These groups will then be able to indicate where they may not yet be ready to deal with that sort of detail yet but may indicate when they might be ready. This will potentially eliminate some LCP areas from the Priority 1 and 2 stage and elevate some others.

The prioritisation should also be assessed against the consideration of other factors such as community 'readiness' for focussed planning and other project linkages to the ICP Project (as discussed in the Work Plan, Section 11).

Priority 1 (higher relative level values and high urgency)

- Te Kouma
- Whangapoua and New Chums Beach
- Matarangi
- Sailors Grave
- Opoutere
- Whangamata

Priority 2 (Higher relative level of urgency, lower relative level of values)

- Coromandel
- Whitianga
- Cooks Beach/Flaxmill Bay
- Tairua/Pauanui
- Whiritoa/Mataora Bay

Priority 3 (Higher relative level of values, lower relative level of urgency)

- Miranda
- Manaia
- Colville
- Little Bay
- Kennedy Bay
- Otama/Opito
- Hahei

Priority 4 (Lower relative level of urgency and values)

- Kaiaua
- Thames
- Kuaotunu
- Onemana
- Hot Water Beach

10 Recommended Way Forward

Based on the Scoping Study investigations (including the Councillor Workshop held in April 2005), the recommended way forward for the ICP Project is to undertake the preferred strategy approach described below and outlined in more detail in the Work Plan (Section 11). In general there is a need for a clear integrated strategic framework for the partner agencies to understand, respond to and prioritise the coastal management issues.

10.1 Preferred Strategy Approach

To undertake a Coromandel/Firth of Thames Integrated Coastal Planning Project (including LCP's) in a staged manner, building on existing good practice and linkages with other projects to provide an umbrella vision and direction and concurrently to work in a staged parallel manner over 2-3 years towards the completion of local integrated Local Coastal Plans for priority areas.

The LCP's will start with high priority coastal settlements, identified in Section 9.3 of this report, once these priorities are confirmed in consultation with the community. Such an approach recognises the need for the partner agencies to respond to pressing coastal challenges but to do so in a strategic staged manner balanced with recognising the need to protect those significant natural resources the whole community values. The recommended approach will provide the partner agencies with an umbrella strategy, whilst tackling high priority locations and resolving conflicting uses within a relatively short time horizon. This will leave the planning for other settlements that are either under less development pressure or have a lower natural value to be staged over a number of years as funding and resources permit.

This approach is favoured as it is believed that planning of individual coastal settlements within the Coromandel/Firth of Thames area should be placed within a wider strategic visioning/direction framework, which seeks to address how we live in, work in, play in and protect the coastal environment. In this way it will be possible to balance demand and pressures across the whole coast whilst recognising the unique character and sense of place of particular localities.

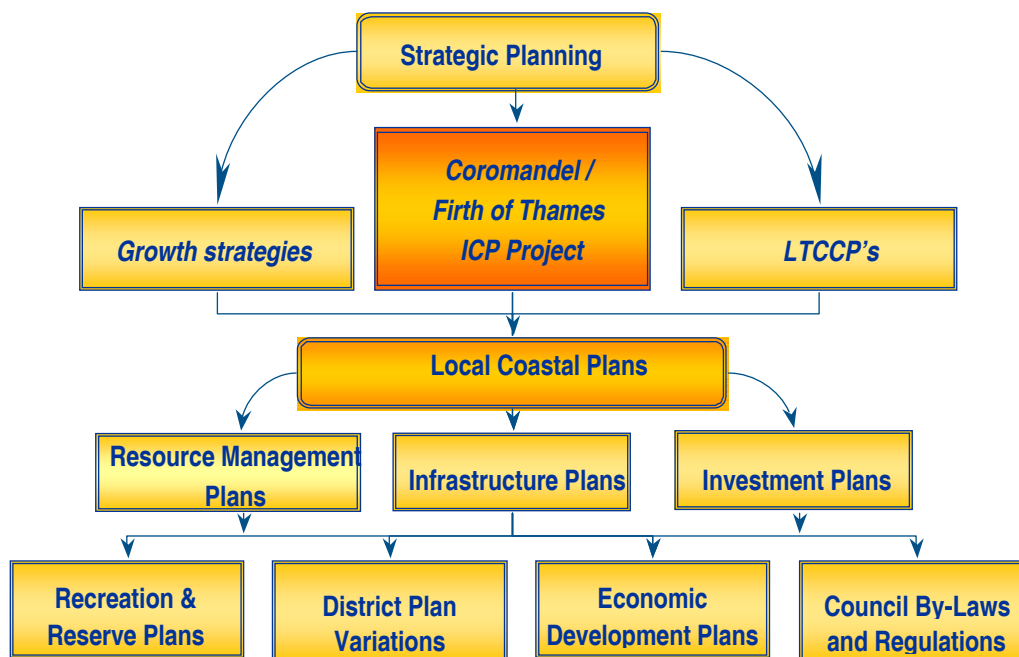
10.1.1 Place in hierarchy

As a strategic document, the Coastal Strategy will provide overarching direction to many of the partner agencies functions or other management documents (including regional plans, district plans, annual plans, financial planning and asset management planning). There are also a number of national and regional strategic and policy documents which influence coastal management within a region and district, such as the New Zealand Coastal Policy Statement, the Regional Policy Statement and Regional Coastal Plan, though it must be remembered that the ICP Project is largely non statutory and not limited in scope only to matters of the Resource Management Act 1991.

Figure 8 provides an outline of the conceptual framework of how the ICP Project would 'fit' with other strategic, policy and management documents for the partner agencies.

Implicit in this is the need for integrated management and partnership between agencies and the community and between operating departments of the agencies.

Figure 8: Flow chart outline the status of the ICP Project



10.2 Suggested Governance Approach

To achieve integrated planning it is vital that all partner agencies have buy-in to the project and the ability and drive to action the implementation. It is therefore important to ensure at the very early stages the Governance system is set up well. The success to the implementation of the ICP Project will rely on the long-term formal commitment to collaboration between key agencies. A voluntary, cooperative approach built on understanding, agreement and commitment based on a formally adopted governance model is recommended. The process for this is suggested as follows.

Each partner agency will need to enter into a 'Memorandum of Understanding' to establish the broad principles of the process for funding and delivering the ICP Project. A Joint-Governance Committee (JGC) between the 6 partner agencies with a clear Charter will need to be set up. The Charter will record the partner agencies 'best endeavours' to work co-operatively and to strive to implement the ICP outcomes as time, resources and priorities permit.

We suggest that a number of representatives (say 2-3) from each of the partner agencies sit on the committee. The JGC representatives are elected members and/or Board members of the agencies. An Independent Chair should be considered. The JCG would meet regularly during the project to discuss and debate issues and make decisions where required. The JCG would not make binding decisions, rather it would make recommendations back to each agency to consider. Representatives from the JGC will also make up a Hearings committee if required to hear any submissions for this project.

The JGC would be supported by an inter-agency technical group with officer representatives from each partner agency. This group would report regularly to the JGC, make 'on the ground' decisions in relation to the project and drive the project.

10.3 Addressing Information Gaps

This Scoping Study involved an assessment of research and reports that have been prepared on the coastal environment of the Coromandel/Firth of Thames in the past. The study has considered a range of topics relevant to developing a picture of the coastal resources, values and issues of the Coromandel/Firth of Thames area and each LCP area and how useful the existing information is for this process. A number of key management themes were used in Section 6 and Appendix 3 to identify challenges and issues, and gaps that need addressing as part of the ICP Project.

The initial Management Themes identified through the ICP Scoping Study work are:

- Population Growth and Demand
- Resource Use and Development
- Infrastructure
- Natural Character/Landscape
- Natural Heritage/Biodiversity
- Community Well-being/Sense of Place/Heritage
- Recreation/Access
- Cultural Values
- Environmental Quality
- Coastal Hazards

Through the background research and initial consultation during the scoping study a number of information gaps have been identified. Appendix 2 outlines these in detail based on each management theme. For example, current information is either on a broad-level or is in relation to a particular topic within a site-specific area (for example, Whangapoua Estuary and Environs Preliminary Physical Assessment Study). The study has also revealed there is limited site-specific information on the values and pressures of some of the smaller settlements identified as LCP areas. Some of the large settlements within the Coromandel/Firth of Thames have been well researched in the past (for example, Whitianga, Thames and Tairua/Pauanui). Demographics information is currently available only for these large settlements with no information available on smaller LCP areas identified such as Manaia, Little Bay, Sailors Grave.

Technical or background papers are an effective way of providing specific information in areas where there are identified information gaps and to assist with the formulation of policy for the ICP Project. The management themes recommended for the ICP Project are a good basis to develop a comprehensive set of position statements for the Coromandel/Firth of Thames coastal environment.

10.3.1 Position Statements

It is critical to be able to gauge a clear understanding of where the significant pressures are now and are likely to be over the next 20 years. These management themes will form the building block for ICP Project.

The Position Statements, based on each management theme, will provide robust technical support for policy direction and implementation. These statements will provide base information on identified coastal issues confronting the district. They will draw together, analyse and summarise detailed existing technical information, current good practice and both fill gaps that have been identified and identify gaps that may need to be tackled either during the ICP Project or at a future date.

A short brief has been prepared for these management themes that will be used as a basis for the work to be undertaken in the initial stages of the ICP Project. Briefs for these position statements are included in Appendix 2, as well as an example of a Position Statement scope of work.

The Position Statements will be prepared so that local details relevant to particular LCP areas can be easily referenced. A master table will be developed which will provide a matrix of each management theme against each LCP area. This will assist with easily cross-referencing the technical information that is site-specific for use during each LCP area planning process.

The focus of this early technical work through Position Statements would be on developing a picture of the coastal resources, values and issues of each LCP area and will be undertaken so that either particular issues or values can be searched on and/or particular LCP areas.

10.3.2 Coastal Environment Boundary

For effective integrated coastal management, arriving at a generally agreed definition of the coastal study area is important as an early task for the ICP Project. For example there is a need to resolve how far up into stream catchments the ICP Project should attempt to address, and there is a need to be pragmatic to avoid the ICP Project being labelled as a global solution – ‘all things to all people’.

There is already some debate over where the inland boundaries of the coastal environment of the Coromandel/Firth of Thames should be for the purposes of the ICP Project. It may be that in practice a different boundary is appropriate for specific RMA functions, than for general policy development and activity.

This exercise need not be undertaken with serious or scientific accuracy, however an indicative study area boundary is desirable. There will need to be some consultation over the defined area as, at the end of the day, the majority of the implementation of a coastal strategy is reliant upon public ‘buy in’. Disagreement over the study area boundaries could easily undermine the process going forward.

Summary:

In summary, the suggested approach for the ICP Project can be described as follows:

Embark on a Coromandel/Firth of Thames Integrated Coastal Planning Project (covering Level 1 of the planning model) with a view to completing this umbrella strategy within 2 years. At the same time kick off the LCP's (Level 2A and B) for the high priority areas (Priority 1 and 2) with a view to completing these within 2-3 years.

Progressively develop LCP's for lower priority (3 and 4) areas over the following 2-5 years, with a view to having all LCP's completed within 5-7 years.

11 Work Plan

Based on the recommended way forward, the following describes the general phases of work that are suggested for the ICP Project to achieve integrated coastal management within the Coromandel/Firth of Thames area. The timeframes are to be run in parallel where resources permit.

11.1 Work Plan: Stage One (total 3 months)

Stage one of the Work Plan can begin immediately to provide detailed information in the form of a Working Paper for each partner agency on the suggested way forward.

Stage One Work	Timeframe
Prepare a perspective on the project in regard to LGA decision-making process.	1 month
Prepare a detail of resources (identifying person month estimates, unit costs for monthly rates and disbursements) for Stage Two of the Work Plan.	1 month
Outline the suggested process for administration, governance, timeframes, resources, expectations and commitments required. <i>This provides the information for debate on the model by each agency.</i>	2 months
Present Working Paper to Councillors and/or Board Members and provide opportunity for debate and approval by each partner agency. <i>It is anticipated this will result in a recommendation from each Council whether or not to proceed with the suggested way forward.</i>	3 months

11.2 Work Plan: Stage Two (total 24-36 months)

Following completion of the Scoping Study a comprehensive Work Plan should be prepared for each Phase to provide detailed information on the methodology and requirements to assist with confirming process and costs (Phase One of ICP Project).

11.2.1 Phase One: Project Set Up and Background Research (6 months)

Work	Timeframe
Prepare comprehensive Work Plan for each phase of Stage Two of the Work Plan.	1 month
Confirm process and an estimate of costings for Stage 2 of Project (including where the % of costs lie). <i>This includes a resolution/mandate from Councillors/Board of each partner agency to begin the project. Include costings in Annual Plans/LTCCP's, etc.</i>	1-3 months
Prepare a Working Paper for each partner agency on the Joint Governance Committee (JGC). <i>This provides the information for debate on the model by each agency.</i>	1 month
Confirm governance structures and processes for approval of work/resolution of issues – Joint Governance Committee (JGC). <i>This includes Sub-committees for individual LCP's where they relate to one district council only.</i>	2 months
Prepare and confirm Consultation/Communications Strategy for approval by JGC. <i>This should include approach, parties, media communications, website, email, etc</i>	2 months
Confirm process/approach for consultation with tangata whenua. <i>To include Terms of Reference if required.</i>	2 months
Set up Stakeholder Group for consultation process.	1 month
Filter LCP prioritisation and confirm as draft. <i>To consider linkages with other projects and the 'readiness' of a community.</i>	2 months
Confirm scope and work for the individual LCP's. <i>This includes mapping techniques and scale, so that consistency is achieved within each area.</i>	1 month

Work	Timeframe
Scope and confirm Position Statements required to fill information gaps and set robust technical background for ICP work. <i>Recommended topics and example provided.</i>	2 months
Capture current permitted land use within the coastal environment as a starting point for consultation. <i>This would be a constraints mapping exercise.</i>	2 months
Draft wider directions for Level 1 and 2A based on existing community consultation and strategic documents.	2 months

11.2.2 Phase Two: Initial Consultation on wider Vision and LCP priorities, finalise wider Vision/ Direction and draft Goals and Actions (8 months)

Phase Two Work	Timeframe
Confirm and refine priorities for LCP areas. <i>Communities to be consulted grouped within sub-catchments and recognising the Cluster Policy Area connections to recognise the diversity of interests across these areas.</i>	2 months
Confirm and refine draft Vision/Directions for Level 1 and 2A. <i>This should include a Coastal Forum for key stakeholders to work on the higher-level policy and gain buy-in from these groups.</i>	2 months
Draft Position Statements including response consultation, evaluation of existing technical information and additional technical information as required.	4 months
Finalise wider Vision/Direction for Levels 1 and 2A.	3 months
Draft Levels 1 and 2A Goals and Actions to guide future planning within these areas. <i>Based on review of existing policy and refining where needed to resolve issues and achieve integrated planning. To be based on previous consultation and other planning exercises such as the Structure Plans.</i>	4 months

11.2.3 Phase Three: Consultation on and draft Priority 1 LCP's (8 months)

Phase Three Work	Timeframe
Confirm Goals and Actions for Levels 1 and 2A. <i>This should be undertaken on a sub-catchment basis.</i>	2 months
Begin consultation on Priority 1 LCP's. <i>To be undertaken within each LCP settlement. The LCP Vision's must each be consistent with Level 1 and relevant Level 2A direction.</i>	2 months
Finalise Vision, Goals and Actions for Levels 1 and 2A.	2 months
Draft Priority 1 LCP's. <i>Including Vision, Goals and Actions as well as conceptual interpretation.</i>	2 months

11.2.4 Phase Four: LCP Consultation, finalise Priority 1 LCP's and draft Priority 2 LCP's (10 months)

Phase Four Work	Timeframe
Take draft Priority 1 LCP's back to community. <i>Each LCP community should confirm their local Vision, Goals, Actions and LCP Structure Plan.</i>	2 months
Begin consultation on Priority 2 LCP's. <i>To be undertaken within each LCP settlement. The LCP Vision's must each be consistent with Level 1 and relevant Levels 2 and 2A direction.</i>	2 months
Informal public submissions on wider Vision, Goals and Actions for Level 1, 2 and 2A. <i>These need to be confirmed and adopted prior to the LCP's being finalised so that the LCP's have a robust technical planning basis to support their implementation. It is recommended a Hearing Committee be made up of representatives from the JCG.</i>	2 months
Finalise wider Vision, Goals and Actions for Levels 1 and 2A. <i>The strategy will then be adopted for implementation through each partner agency.</i>	2 months
Draft Priority 2 LCP's. <i>Including Vision, Goals and Actions as well as conceptual interpretation</i>	2 months
Finalise Priority 1 LCP's. <i>Each LCP will then be adopted for implementation through the appropriate partner agency.</i>	1 month

11.2.5 Phase Five: Consultation on, and finalise Priority 2 LCP's (6 months)

Phase Five Work	Timeframe
Take draft Priority 2 LCP's back to community. <i>Each LCP community should confirm their local Vision, Goals, Actions and LCP Structure Plan.</i>	2 months
Final ICP and LCP's to be promoted through the community. <i>This should include a media launch.</i>	2 months
Finalise Priority 2 LCP's. <i>Each LCP will then be adopted for implementation through the appropriate partner agency.</i>	2 months

After Phase Five it will be possible to begin work on Priority 3 and 4 LCP's along the same staged work programme as resources permit. After Phase Five implementation actions will need to begin, such as Plan Changes/Variations to the regional and district plans. These actions will be prioritised in the Action Plan of both the wider strategy and for each LCP area, which will provide the partner agencies with direction for including in LTCCP's, Annual Plans, District Plan Changes, etc.

12 Acknowledgements

In preparing the ICP Scoping Study the contributions of members of the ICP Project Team are acknowledged.

Environment Waikato

- Clare Crickett, Group Manager, Policy and Strategy Group
- Rosalind Wilton, Programme Manager, Coastal Policy
- Graeme Silver, Environmental Planner, Coastal

Thames Coromandel District Council

- Peter Wishart, Forward Planning Manager

Hauraki District Council

- Marina van Steenberg, District Planner
- Mark Buttimore, Planning Manager

Franklin District Council

- Raewyn Sendles, Resource Management Policy Officer

Hauraki Maori Trust Board

- Liane Ngamane, Manager, Planning

Department of Conservation

- Vicki Carruthers, RMA Planner
- Matthew Vare, RMA Planner

Beca

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- Cushla Loomb, Senior Planner
- Don Lyon, Peer Review, Managing Director-Management Services
- John Duffy, Project Director, Associate-Planning

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- Appendix 1
Project Linkages

Coromandel/Firth of Thames Integrated Coastal Planning Project

Listed Alphabetically

Aquaculture Management Areas and Aquaculture Exclusion Areas (EW)

Aquaculture may only occur in areas identified in the Regional Coastal Plan (AMAs). EW may also identify areas where marine farming is excluded to facilitate privately initiated AMA identification. Potential AMA could be consulted on and identified in ICP process. It would be useful to at least identify where aquaculture should be excluded.

Beach Care (EW/TCDC)

Beach care is an education and support programme for Community action and to manage and stabilise dune erosion, vegetation, and access issues. Beachcare provides advice, educational resources and assistance with plants and materials for dune stabilisation work. Ongoing programme objectives can be supported in ICP, which would provide a mandate for continued funding. ICP consultation could identify further priority areas.

Coastal Landowner Policy for Coastal Protection Works (TCDC)

Sets policy for how applications to establish coastal protection works on council owned foreshore land will be managed. Provides a clearer policy environment for coastal protection works on public foreshore lands.

Coastal Structures (EW)

Identify unauthorised and derelict structures in the coastal marine area for authorisation or removal.

Community Town Plans (TCDC, Community Boards)

Development of non-statutory community plans with implementation implications for TCDC. Will be undertaken for Tairua, Whangamata and Whitianga. Will inform ICP process of local community expectations.

Conservation Management Strategy Review (DoC)

CMS provides for the integrated management of natural, historic and recreation values of land administered by DOC and for advocacy for conservation values on private land. Process will identify policy and implementation methods for sites/places within the ICP project area. Inform value identification and issue identification for LCP areas. Develop policy framework for areas/sites within or overlapping LCP areas. Opportunities for consistent identification of values and issues, cross-boundary policy development and for joint management approaches to implementation.

Coromandel Harbour Facility Feasibility Study (TCDC)

Feasibility study into harbour facility use at Coromandel (commercial and recreational).

Development in Hazards Setbacks Project (TCDC/EW)

Implement outputs of Peninsula project flooding and coastal erosion development setback lines project. Identified flood and erosion hazard areas being put into statutory plans with associated development controls. The hazard areas would be a constraint on use and development identified in ICP.

District Growth Strategies (TCDC)

To develop policies to manage the effects of growth. Will help identify key pressures operating on coastal environments as a result of use and development.

District Landscape Assessment and Variation (TCDC)

Identifies hierarchy of landscape catchments and their sensitivity in terms of use, development and protection. Also includes a survey of key stakeholders and their expectations. Iwi input will also identify cultural values associated with identified district landscapes.

Erosion Control Structures Policy (EW)

Review of policy and rules on appropriate use of erosion control structures. Identify where or in what circumstances erosion structures are and are not considered appropriate. Linked to TCDC/EW joint hazards project.

Franklin Rural District Plan Change (FDC)

Review of coastal/waterbodies- Setback from water, Coastal Protection Setbacks, Additional Natural Character Areas, Special Character Areas. Addresses use of setbacks, amenity, public access, review of environmental issues regarding ecological values, buffer areas, natural character, cultural/historic features. Provision for DP changes to guide development and identify appropriate infrastructure.

Future Boat Ramps - Whitianga (TCDC)

Taylor's Mistake Reserve development and Northern reclamation (Whitianga) Policy review.

Harbour Safety Risk Assessment and Management Plans (EW)

Identify hazards/risks to navigation safety and how they are to be managed. This might lead to changes to the Navigation Safety Bylaw in relations to surface water activities, channels etc. A risk assessment plan (in line with New Zealand Harbour Marine Safety codes) will be undertaken for Thames, Coromandel, Whitianga, Tairua/Pauanui, Whangamata harbours.

Harbour Use and Occupation Planning (EW)

One of drivers for ICP project is to identify potential use and occupation of space in harbours and policy to facilitate use, development and protection. EW only have jurisdiction to do this in the coastal marine area i.e. below Mean High Water Springs out to the 12-mile territorial limit. Intention of using LCP model is to integrate this with coastal landuse planning.

Hazard Management Strategies (TCDC/EW)

Specific mitigation plans and policy recommendations for Buffalo and Cook's Beaches. Require specific rules about erosion protection structures. Planning recommendations would be a constraint in ICP.

Hauraki District Plan Review (HDC)

Infrastructural Planning (TCDC)

Provision of community infrastructure to meet future demands to agreed level of service. In particular water and sewage infrastructure upgrades. Tied to growth strategies as provision of "hard" infrastructure can facilitate residential growth. Significant upgrades of wastewater, stormwater and water infrastructure in several communities, mainly to cope with recent growth and development trends.

LTCCP community outcomes (EW/ TCDC/ HD/ FDC)

Identifies regional and district community outcomes. Potential as a source of information or another form of consultation to input to ICP on coastal outcomes and values. Location specific information on use, development and protection of coastal areas. Community' aspirations for social, economic, cultural and environmental well-being through a community consultation process.

Mangrove Management (EW)

Identifying where it may be appropriate to remove mangroves (trees and/or seedlings) and where it is not, and develop policy which facilitates that to happen and identifies who will do it and how it will be paid for. Background work needs to be done on identifying no-go areas on ecological/cultural grounds. Areas where the community wants removal can be debated through ICP process. Intended that specific management areas will input to LCP. Linked to Whangamata Community Plan, but wider issue.

Marine farming infrastructure and transport needs (TCDC/HDC)

Identify infrastructure and transport needs for marine farming in the Coromandel/Firth of Thames area. Identify specific areas where it is appropriate to have infrastructure and plan accordingly. Identify how this might be compatible with or conflict with other uses and values. LCP process could identify areas.

Marine Protected Areas Regional Strategy (DoC & MinFish)

The strategy provides for the identification of marine ecosystem types and includes preparation of a marine protection inventory (sites identified to be set aside as marine

reserves or some other protection mechanism). Identification of marine biodiversity values for sites within ICP area. Opportunity through ICP for improved cross-boundary and land/water management (e.g. landward management component adjacent to current/future Marine Reserves). NIWA has identified 13 potential sites based on representative range of marine ecosystem types. Approx 10 of these are within LCP area. Waikato conservancy undertaking to identify values for all sites and prioritise these sites for subsequent protection.

Natural Heritage Partnerships Programme (EW)

Fund to protect areas in some form of public ownership or management. Involves identifying priority areas for natural heritage protection. If coastal areas for natural heritage protection are identified or prioritised then this should be an input into ICP. Also the ICP process could be used to identify areas. The heritage fund is intended to be used for big, iconic projects, not areas that might be really important to a community but relatively minor in a regional context, and for when other planning mechanisms are not adequate.

Navigation Safety Bylaw Review (EW)

The bylaw identifies areas where surface water activities take place. The bylaw is being reviewed over 2005/2006 and there may be possible changes to surface water activities allowed in certain areas. The Bylaw will have to be considered with respect to the compatibility of any other uses that might be identified in a LCP implemented by another mechanism e.g. in the Regional Coastal Plan or District Plan.

NZCPS Review (DoC)

Based on independent report on effectiveness of NZCPS. ICP project will need to be aware of any changes to NZCPS as NZCPS provides an important overriding aspect of the policy framework.

On-Site Sewage Policy Changes (EW)

Change to Regional Plan to address on site sewage being allowed in unsuitable areas e.g. high water table, in particular to deal with cumulative effects. The ICP could identify areas where on site sewage is inappropriate based on scientific values or other community/tangata whenua values.

Open space and Reserve Management Review (TCDC)

District Plan variation to provide zoning, activity status and policies and rules for District open spaces and reserves. Provisions to control development and use in significant landscape catchments.

Peninsula Project (EW/TCDC)

The Peninsula Project is a program of stream and catchment works to mitigate flooding in at risk areas on Coromandel Peninsula. This should significantly improve the harbour quality downstream. There is community liaison/engagement over project outcomes, which may provide information on values and preparedness to pay.

Pressure Analysis Project (TCDC)

Project identifying demographic and development potential in the seven serviced settlements and several secondary settlements. Identifies where the district pressure points are and the need to provide residential & commercial zoning, the provision of infrastructure (incl. reserves) & resources and values that need to be protected. The seven serviced settlements are Matarangi, Whitianga, Tairua, Pauanui, Whangamata, Coromandel and Thames.

Regional Land Transport Strategy Review (EW)

Review of Regional Land Transport Strategy over 2005/2006 determines future land transport needs of the Waikato Region for a ten year period from 2002 to 2012 and outlines ways of achieving those needs. The Strategy addresses the role of transport modes such as freight, private transport, public transport, cycling and walking. The review of the RLTS involves a Demographic Study and Industry Study which will identify regional growth trends and strategic industry development, which will drive economic growth. This also includes the Eastern Waikato Integrated Transport Study and Coromandel Freight Transportation Feasibility Study and the Kopu Barging Project.

Sites of Significance to Tangata Whenua (HMTB/EW)

This project is being developed by the Hauraki Maori Trust Board with support from EW. It is to identify sites of significance to tangata whenua in harbours and an appropriate way of recording and using information. This will provide baseline information of the spatial element of tangata whenua values.

Stock on Beaches and Estuarine Margins (EW)

Areas not in ASCV could be identified for exclusion of stock through the ICP process.

TCDC District Plan Review (TCDC)

Scoping on a major review of the Thames Coromandel District Plan is underway. It is unclear what this review will entail at this stage. The main elements are expected to be the restructuring of the existing plan to a zone based document, and development of processes to effectively manage future plan changes/ variations.

Tsunami and Inundation Risk (EW)

Identification of sites with high risk of tsunami damage and low lying areas at risk from inundation, being undertaken from 2005 to 2007.

Vehicles on Dunes/Beaches Controls (EW / TCDC / DoC)

Consistent and integrated controls with DoC/Regional Council/District Councils, which deal with all effects across MHWS. Could be resolved through ICP, which would also take into account local variations of what community wants and what values are being damaged. Likely to be new issue addressed in NZCPS.

Whangamata Community Plan (EW/TCDC)

Community Plan endorsed by TCDC and Environment Waikato and contains a number of actions that could be implemented through a LCP. Some implementation already occurring but further review/refinement opportunities through ICP process.

Source: This Appendix has been provided by the inter-agency ICP Project Team.

- Appendix 2

ICP Position Statements

ICP Position Statements

Purpose of Position Statements

To develop a comprehensive set of profile statements for the Coromandel/Firth of Thames coastal environment, providing base information on identified coastal issues confronting the district. These will draw together, analyse and summarise detailed existing technical information, current good practice and both fill gaps that have been identified and identify gaps that may need to be tackled either during the ICP project or at a future date. The Position Statements will also form a policy view to set the scope and direction for the wider strategy and local coastal planning work. It is intended to prepare Position Statements on each Management Theme that has been identified in the ICP Scoping Study.

The Position Statements will be prepared so that site-specific details relevant to particular LCP areas can be easily referenced. A master table will be prepared which will provide a matrix of each Management Theme against each LCP area. This will assist with easily cross-referencing the technical information that is site-specific during the LCP area planning process.

The initial Management Themes identified through the ICP Scoping Study work are:

- Population Growth and Demand
- Resource Use and Development
- Infrastructure
- Natural Character/Landscape
- Natural Heritage/Biodiversity
- Community Well-being/Sense of Place/Heritage
- Recreation/Access
- Culture Values
- Environmental Quality
- Coastal Hazards

Position Statement Scopes

The following sections provide a short brief for the Position Statements identified above that can be used as a basis for the work to be undertaken during the ICP project. An example of a more detailed scope for work for one Position Statement is provided in the section below.

Population Growth and Demand

The aim of this Position Paper is to temper statistically derived demographic and growth demand data with the real opinions, views and preferences of coastal communities. Growth will be assessed from the demand side using Statistics NZ data, building consent and subdivision data and key trends identified.

This statistical information will be compared with outputs of targeted consultation – derived from a survey of real estate professionals and structured interviews conducted at beaches and other coastal ‘stops’. A new home buyer survey could also be used to gauge perceptions of market opportunities, drivers and constraints. Beach user surveys will also seek information on a variety of other information useful to the wider strategy such as recreational demand, community values, concerns and priorities.

The work TCDC are programming in 2006 to look at developing policies to manage the effects of growth on the environment should be incorporated into this Position Statement to assist with filling those information gaps and providing the robust technical background for the decision-making process on the policy development.

The Position Statement will develop a solid demand profile for the coast and in particular to answer the question of whether there is a single demand market or numerous niche markets along the coast warranting different planned responses.

Resource Use and Development

This Position Statement will address the lack of information in regards to what the current, or potential changing land and water use patterns or commercial development pressures are. The statement will examine land and water resource use impacts and trends, interface management issues, subdivision development pressures and any threats to viability of resources along the coast. Land and water resource use values and qualities will also be identified so that these are addressed through local goals and actions.

The current permitted land uses would be captured in a mapping exercise within this Position Statement that would show the current form of allowed usage from all agencies planning and resource management documents. This is an important starting point for consultation and any changes or additions that might be made to these existing uses.

Infrastructure

This Position Statement will address both essential and utility services (wastewater, water supply, stormwater, roading, solid waste management, power, telecommunications and gas) as well as community infrastructure such as halls, health care, sports clubs, schools and community facilities.

The paper will identify infrastructure-demand profiles on the basis of economic development opportunities (include residential growth) as well as information on potential infrastructure constraints to meet such demands. Current policy on infrastructure provision will be critically examined.

The emphasis will be on addressing growth or demand issues or servicing constraints, however the paper will also examine current practice to determine whether service provision is closely aligned with planning policy or whether inconsistent policy is leading to unintended outcomes such as fuelling growth in inappropriate localities. Infrastructure design and development will also be critiqued with respect to natural character and environmental objectives.

Natural Character/Landscape

The Position Statement will focus largely on Part II matters of the RMA to identify critical over-arching policy priorities that must be reflected in the region-wide, district-wide and local planning. Material for this paper will largely be derived from existing sources and no detailed field research is proposed, though the paper will address information gaps that may need to be tackled either during the project or at a future date.

A set of guiding management principles should be developed in draft from this Position Statement, and technical material will be utilised to interpret Part II priorities such as outstanding landscapes, seascapes or natural areas at a local level. The Position Statement will identify district or regional plan deficiencies warranting statutory changes to address RMA obligations.

This paper will also undertake a critique of current legislation and existing technical information to identify critical over-arching policy priorities for protection and management of the natural character and landscape values. This is in part recognised through the current project being undertaken by TCDC. This paper will provide the integration and link between that project and the relevance of it to the particular LCP areas.

An example of a full scope of this Position Statement is provided in the Section below.

Natural Heritage/Biodiversity

This Position Statement will address cross-boundary linkages for water/land management by building on those linkages with current work on marine reserves, marine protected areas and the CMS review. The paper will identify options for policy and implementation methods for sites and places that may fall within LCP areas.

This paper will also develop a draft set of guiding management principles to interpret Part II priorities for natural heritage/biodiversity a local level. The Position Statement will identify district or regional plan deficiencies warranting statutory changes to address RMA obligations.

Community Well-being/Sense of Place/Heritage

This Position Statement will attempt to grapple with the difficult notion of 'sense of place' which tends to describe a variety of characteristics of local coastal areas that create a special character derived from the mix of landscape quality, built form and a sense of community or belonging. Such a concept is not well recognised in the regional or district plans to date and is not adequately captured by technical study of individual factors such as landscape or biodiversity. 'Sense of place' cannot be accurately measured or defined, however people in local coastal communities of interest often list a range of common elements they consider make their area, unique and a special place to live. They often cite urban growth as a threat to their 'sense of place'.

There are a number of information gaps identified in regard to community well-being/'sense of place' or the social aspect. This Position Statement will seek to fill those gaps by gathering information on values associated with remote or isolated experiences as well as popular coastal destinations will be identified, identification of the elements of land and seascapes that people value about the Coromandel/Firth of Thames, prioritisation/ranking of specific sites of the coast and the social impact of tourism.

This will then be balanced with existing information on values to attempt to develop a profile of the community and describe the elements of 'sense of place' peculiar to particular localities along the Coromandel/Firth of Thames coast. This includes identifying threats to the 'sense of place' and tools to maintain or enhance unique local identity.

The community consultation suggested for the Coromandel/Firth of Thames Coastal Strategy is a key input to this position statement.

Recreation/Access

This Position Statement will need to closely integrate with the current variation being undertaken by TCDC on open spaces and reserves. The emphasis will be on aligning open space and wider coastal policy to ensure that open space planning addresses the wider goals of the ICP project, especially with respect to residential growth and demand, coastal access, seasonal demand peaks, emerging coastal leisure pursuits and environmental, cultural and heritage priorities.

There are a number of information gaps identified in regard to recreation and access within the Coromandel/Firth of Thames coastal environment. This Position Statement will seek to fill those gaps by gathering information on beach usage and recreation patterns and areas of conflict, space allocation for recreation, correlation between access and beach or coastal use, seasonal and geographic usage of areas and emerging leisure pursuits. This information will then be balanced with existing and new demographic information (collated as part of the Population Growth and Demand Position Statement) in regard to changing population profiles and existing technical information on recreation and access.

It is likely that the Position Statement will also examine local coastal recreation and reserve issues and matters that would need specific recognition as part of LCP area planning.

Cultural Values

This Position Statement would be prepared by or in close consultation with the iwi and hapu of the Coromandel/Firth of Thames. It will focus on the significance of the coastal environment to Maori culture, the value of coastal resources and cultural concerns with respect to land use, conservation and development. It will focus on ways in which the ICP project should respond to address iwi concerns such as heritage protection, access to beaches and resources, and papakainga housing.

Additional information will be gathered, such as the impact of tourism in the Coromandel/Firth of Thames area on cultural values. Work will be undertaken on identifying best practice methods for protection of cultural values and how this integrates with methods and processes both within and beyond the RMA for identification, protection and enhancement of those values.

The work currently being undertaken by the Hauraki Maori Trust Board (with support from EW) on identifying sites of significance to tangata whenua will provide important baseline information on the spatial element of tangata whenua values that will feed into each LCP area.

The Position Statement will also summarise the heritage resources of the coast and focus on statutory obligations of the RMA and NZ Historic Places Act to identify critical policy

priorities that must be reflected in both the Coromandel/Firth of Thames-wide and LCP areas. Material for this paper will largely be derived from existing sources and no detailed field research is proposed, though the paper will address information gaps that may need to be tackled either during the project or at a future date.

A set of guiding management principles should be developed in draft from this paper and the paper will identify district or regional plan deficiencies warranting statutory changes to address RMA obligations.

The significant involvement of tangata whenua in the Coromandel/Firth of Thames Coastal Strategy is a key input to this position statement.

Environmental Quality

This Position Statement will include consideration of the water quality and related catchment management issues within the Coromandel/Firth of Thames. The main focus will be to draw together the existing technical information that is available on this topic for each LCP area, identifying linkages within and between the Cluster Policy Areas. This includes up to a Sub-Catchment level to take into consideration the impact of the upper catchment land uses (such as land clearance, industrial uses, etc) that have potentially significant impacts on the LCP areas.

The relationship between population growth, resource use and development, infrastructure provision and quality of the environment will be assessed within this Position Statement as relevant to each LCP area. It will be important to gauge a clear understanding of the future demand profiles on the basis of population growth and economic development opportunities.

Anecdotal evidence would suggest development pressure in each area is currently only constrained by lack of servicing. This Position Statement will therefore begin to identify areas where infrastructure provision (such as on-site sewerage) is inappropriate based on scientific values or other community/tangata whenua values.

Information from current projects that are being undertaken will need to feed directly into work on specific LCP areas. This Position Statement will also identify information gaps in regard to site-specific environmental quality for LCP areas that may need to be tackled either during the project or at a future date.

Coastal Hazards

Given the extensive existing technical information on coastal hazards, this Position Statement will not embark on original or field research, rather the emphasis is to the compile and summarize existing material at both the Coromandel/Firth of Thames-wide and local levels to aid ICP planning. The paper will identify constraints on future development from coastal hazards and this will provide a strategic integrated approach for both existing and future settlements. It is envisaged this will include a model for selection of appropriate solutions by sub-catchment and will also assist with assessment of individual resource consent applications.

Example of Position Statement Scope

Natural Character/Landscape Position Statement	
<p>This Position Statement will focus on the values in the coastal environment and coastal resources, with respect to the natural character of the coast of the Coromandel/Firth of Thames. In particular this will address issues relevant to natural features, landscapes, seascapes, landscape assessments, landforms and geology. This paper will focus on Part II matters of the RMA to identify critical over-arching policy priorities that must be reflected in the regional wide and local area planning.</p> <p>Phase One of this Position Statement will focus on developing a 'profile' or baseline context for natural character in the Coromandel/Firth of Thames area with an identification of background information.</p> <p>Phase Two will undertake a critical analysis of conflicts in this profile between different territorial authorities and local coastal planning areas as well as identification of district or regional plan deficiencies warranting statutory changes to address RMA obligations. This phase will be important to address cross-linkages and conflicts with other Position Statements in order to minimise the risk of 'silos' in the technical work. Identification of strategic issues and options will be undertaken and strategic goals and actions developed as a result. This should include the development of a set of guiding management principles in draft to interpret Part II priorities such as outstanding landscapes or natural areas at a local level. Implementation to be undertaken or further work required will be considered.</p> <p>Each Section will be broken down to be assessed by Sub-Catchments (as identified in the early stages of the Scoping Study but to be confirmed once the Scoping Study is final) being – West Coast Coromandel/Firth of Thames, East Coast Coromandel and North Coromandel – Colville to Kennedy Bay.</p> <p>The purpose of this Position Statement is:</p> <ul style="list-style-type: none"> ■ To develop a profile of natural character of the Coromandel/Firth of Thames coastal environment through review, assessment and summarising past planning work and planning consultation as well as existing information. ■ To review legislation and existing technical information to identify critical over-arching policy priorities for protection and management of the natural character of the coastal environment, that must be reflected in both the region wide and local coastal planning strategies. ■ To identify threats, conflicts, issues and options for future management of natural character. 	
Section	Description
1. History: <i>What is the direction set in past planning documents and from consultation undertaken?</i>	<ul style="list-style-type: none"> ■ Review and summarise past harbour and coastal planning documents to identify the direction for coastal planning over last 10 years. ■ Review and summarise past consultation on harbour and coastal planning to confirm community perspectives over last 10 years.
2. Statutory Context: <i>What are the existing instruments and structures guiding management and protection of natural character in the coastal environment?</i>	<ul style="list-style-type: none"> ■ Highlight key aspects of legislation of direct relevance to this Position Statement, including but not limited to RMA and associated plans and policies, LGA, Historic Places Act, Bylaws
3. Profile of natural character in the coastal environment	<ul style="list-style-type: none"> ■ Summarise existing information on the natural character values, landscapes, seascapes and other natural features identified in the Coromandel/Firth of Thames coastal environment. ■ On the basis of the technical review of existing information, particularly consultation feedback from the LTCCP, Annual Plans and other such documents, compile a description of the resources and resources values that contribute to natural character. ■ Define a geographic extent for the coastal environment on the basis of natural character.

Natural Character/Landscape Position Statement	
Section	Description
<p>4. Strategic Issues and Options: <i>What existing resource conflicts and issues (or potential issues bearing in mind the anticipated growth and development) area relevant for implementation of Part II matters in the coastal environment?</i></p>	<ul style="list-style-type: none"> ■ Identify strategic issues and options based on Phase One information review and forming a comprehensive platform for the development of ICP directions. ■ Identification of implications for the ICP Project. ■ This section will then be updated following the first round of consultation on Stage Two of the ICP Project. ■ Identify and address cross-linkages and conflicts with the other technical work.
<p>5. Strategic Goals and Actions: <i>What are the guiding management principles for the ICP Project? What are the Goals and Actions for protection and enhancement of natural character in the coastal environment?</i></p>	<ul style="list-style-type: none"> ■ Identify Strategic Goals and Actions related to natural character, landscape, seascape, etc to provides some direction for future goals and actions of the ICP Project on the basis of the technical review and findings of Sections 1-4. ■ Recommend the specific goals and actions to achieve integrated management. This may include the evaluation of the need or otherwise for additional management tools for recognition of Part II matters in the coastal environment.
<p>6. Further Work</p>	<ul style="list-style-type: none"> ■ Identify what further work both within the implementation of the ICP Project and beyond will be needed to achieve the strategic goals and actions.
<p>7. Annotated Bibliography</p>	<p>Source Information to include:</p> <ul style="list-style-type: none"> ■ As identified in the draft ICP Scoping Study 'Sub Catchment Matrix' for existing data information. ■ Additional information as sourced – including past consultation.
Limitations/Exclusions	
<ul style="list-style-type: none"> ■ Material for this Position Statement on the natural environment, natural character and landscapes will be largely derived from existing sources and no detailed field research is proposed, though the Position Statement will address information gaps that may need to be tackled either during the ICP Project or at a later date. ■ Assessments will be derived from existing information, particularly consultation feedback from previous projects. This will subsequently be supplemented by further consultation inputs from the ICP Project. 	

- Appendix 3

LCP Area Descriptions

LCP Area Descriptions

Introduction

This appendix briefly describes the LCP areas and was used in the initial prioritisation of LCP areas. The descriptions are based on a desktop analysis of documents that relate to the study area, discussions with relevant staff from agencies within the study area and the site visit conducted by members of the project team in December 2004. The documents reviewed are listed in full in Appendix 5 (Bibliography).

For each LCP Area a brief summary of the reasoning behind the prioritisation is provided. This is a qualitative assessment and is based on the 'relative' values within each LCP against other LCP. It is critical that these priorities are discussed and debated with the community before they are finalised.

Kaiaua

Kaiaua is a small settlement that straddles the EW and Auckland Regional Council jurisdictional boundaries. It is part of the western coastline of the Firth of Thames known as the seabird coast, after the thousands of birds that are attracted by the region's wetlands and feeding areas. Kaiaua is located adjacent to the Firth of Thames. This part of the Firth is an Area of Significant Conservation Value (ASCV) in the Proposed Regional Coastal Plan as it is significant to iwi, has an internationally important wetland, rare and threatened international and national wading birds and a unique and globally rare land form (chenier ridge). Kaiaua is also adjacent to the western edge of the RAMSAR site (a wetland of international importance).

Kaiaua has a small, mostly permanent resident community of approximately 1910 (2001 Census data). It is located only one hours drive from Auckland City. The town has a coastal bach type character with the main recreational activity being boating. The town has trailer and boat parking as well as boat launching facilities. There is also a small marina with a number of moored boats. The vision of the Kaiaua community is for tourism, fishing and marine farming and to preserve the unspoilt open spaces and natural assets (Britton, 2005).

The area has significant cultural values and used to be a traditional Maori food-gathering site. Both fish and waterfowl (including godwits, prior to their protection) were harvested. The Firth provides an important shared resource for various tribes, and it continues to be a major flounder fishing area with access especially from Kaiaua.

Although relatively undeveloped, there is growth and demand pressure on Kaiaua including subdivision pressure and commercial pressures (there is a proposed Aquaculture Management Area offshore of Kaiaua in the Firth of Thames). The 2001 census data showed that Kaiaua had 1.3% growth since 1996.

ARC is in the processing of undertaking a coastal compartment management plan project and the integration of that project with the ICP Project would be an opportunity to cover the whole of the FDC Firth of Thames coastline. Priority would be influenced by the timing of the ARC process.

The Franklin District Council Rural Plan Change is close to completion and is intended to guide development and identify appropriate infrastructure provision for Kaiaua. The Kaiaua LCP can therefore utilise the existing land-based planning as a starting point for linking with a marine-based LCP. However, as a result there is likely to be some trade-offs for the marine-based use (due to an inability to amend the land-based use) and reduces the 'integrated/balanced' nature of the ICP Project. The Kaiaua LCP is considered to be Priority 4 as development impacts are generally being managed through the Rural Plan Change and there is a lower relative level of urgency in regard to the growth and development pressures.

Miranda

Miranda is located one hours drive southeast of Auckland city and just south of Kaiaua. It has significant landscape and ecological value detailed further below. It is part of the western coastline of the Firth of Thames known as the seabird coast, after the thousands of birds that are attracted by the region's wetlands and feeding areas. Miranda is currently a popular tourist destination, offering both ecotourism (bird watching) and natural geothermal swimming pools. Miranda is the location of the Miranda Shorebird Centre, which attracts many ecotourists each year.

Miranda is located in an area that is relatively flat with predominantly pastoral land. The stopbanks located along the entire shoreline are evidence of flooding hazard. Miranda has shell banks (chenier ridges) along the south-western margin of the Firth of Thames. This is the only chenier plain in New Zealand and is up to two kilometres wide in places.

The southern part of the Firth of Thames is an Area of Significant Conservation Value (ASCV) in the Proposed Waikato Regional Coastal Plan (PWRCP) as it is significant to iwi, has an internationally important wetland, rare and threatened international and national wading birds and a unique and globally rare land form (chenier ridge).

The area is protected as a RAMSAR wetland of importance and includes most of the approximately 8,500 ha of exposed intertidal feeding grounds in the Firth of Thames. Four main wetland types are included in the site - shallow estuarine water and mudflats (7,000 ha); shellbanks (40 ha); grass flats (30 ha) and mangrove forest, salt marsh and swamp (730 ha). The remaining area from Miranda to the Waihou River mouth consists of soft mudflats, flourishing and expanding mangrove communities and some intermingling salt marsh (mainly *Salicornia australis*).

The Rural Plan Change discussed above is also intended to guide development and identify appropriate infrastructure provision for Miranda. The Miranda LCP can therefore utilise the existing land-based planning as a starting point for linking with a marine-based LCP. However, as a result there is likely to be some trade-offs for the marine-based use (due to an inability to amend the land-based use) and reduces the 'integrated/balanced' nature of the ICP Project. This LCP is considered to be Priority 3 as development impacts are generally being managed through the Rural Plan Change and also Miranda is not experiencing the same level of growth and demand and its neighbouring settlements.

Thames

Thames is an historic town based at the foot of the Firth of Thames and nestled at the base of the Coromandel ranges. It has been established for around 125 years although there has been Maori pa sites in the area dating back well before the 1820's. Thames has many historic sites of interest including gold mining relics, logging dams and ancient Maori pa (fortified village) sites. The character of Thames as an historical town is preserved in colonial architecture and heritage buildings.

The foreshore and nearshore area adjacent to Thames is an Area of Significant Conservation Value (ASCV) in the PWRCP and has significant ecology, including extensive mangroves, marshlands, wading and nesting birdlife. The extensive mangroves are particularly valued for the wildlife they attract and for the tourism they promote, such as bird watching.

Thames is the largest commercial centre of the Coromandel Peninsula, with a population of approximately 6,200. Like many areas of the Coromandel it is experiencing development pressure but statistics indicate the resident population has declined by 1.5% in the period between 1996-2001.

Thames is one of the seven serviced settlements on the Coromandel Peninsula that is the subject of a Pressure Analysis Project planned by the Thames Coromandel District Council. This project will identify demographic and development potential and identify the need for the provision of residential and commercial zoning. There is the opportunity for this work to link in with the LCP developed for Thames.

Environment Waikato plan to undertake a Harbour Safety Risk Assessment and Management Plans for the harbour adjacent to Thames. This project will identify hazards/risks to navigation safety and how they are to be managed and will therefore need to link with the Thames LCP to ensure compatibility. The drafts are expected to be prepared by July 2005 with each draft used as the basis for the development of a Harbour Management Plan for that harbour in the following year.

There is a number of projects underway in Thames that it will be important for the ICP Project to link in with. The Thames structure plan should be used as a basis and starting point for integrating management across the MHWS. It will also be important for the ICP Project to utilise the information from the Pressure Analysis Project. Given the current population projections, existing projects underway and that the marine area is protected as an ASCV, the Thames area is considered to be Priority 4. It is recommended that following the Position Statement on Population Growth and Demand and community consultation with the community this priority is re-evaluated.

Manaia

Manaia is located on the edge of a sheltered harbour between Kereta and Coromandel township on the western coast of the Coromandel Peninsula. It has significant ecological systems including a gannet colony on the offshore islands, many wading birds in the harbour, blue penguins, mangroves and marshlands and the inland Kauri forest (Manaia Forest Sanctuary).

Manaia harbour is listed as an Area of Significant Conservation Value in the regional Coastal Plan as it is of significance to Hauraki iwi, it is an unmodified representative estuarine system, it has saltmarsh, eel grass and mangrove communities and has resident and frequenting rare and threatened waders and coastal bird species. The area has significant cultural values and is rich in heritage.

Manaia is not experiencing significant growth and development pressure yet but it is expected to continue to steadily grow given its proximity to Coromandel Township. There are a number of mussel farms near the mouth of the harbour, but none within the harbour itself.

There are opportunities within the Manaia LCP to build on existing information that is available on the important values. There is also the opportunity to potentially identify Manaia as an area to restrict future development to help protect the natural and cultural values if supported by the community. As Manaia is expected to grow steadily and there are important natural and cultural values the Manaia LCP is considered to be Priority 3.

Te Kouma

Te Kouma is a small town is located on the southern edge of the Coromandel Harbour. It is a sheltered area and has an all tide boat access ramp so is a popular recreational area. There is a small number of permanent moorings in an area zoned in the PWRCP for moorings (now at capacity).

Te Kouma has high natural character, significant ecological systems (commercial oyster farms) and has significant cultural heritage (for example, the former Ariki Tahī Pa Site at Sugar Loaf Islands). There is currently a farm park proposal for a block of privately owned farmland in Te Kouma. The farm park proposal is an opportunity to increase public access to an area with significant natural values.

Te Kouma is experiencing commercial growth pressure, particularly as a land based facility that supports offshore marine farming activities.

The marine farming infrastructure and transport needs project (TCDC/HDC) will be a key linkage for the Te Kouma LCP and the ICP Project will be able to assist with identifying compatible or conflicting areas. Given the commercial growth pressures, the high natural, cultural and ecological values and the close vicinity of this settlement to Coromandel it is considered that the Te Kouma LCP is Priority 1.

Coromandel (including McGregor Bay, Long Bay and Wyuna Bay)

Coromandel township is located on the north west of the Coromandel peninsula and on the edge of the Coromandel harbour. There are approximately 1,450 residents, and the area experienced a 2.2% decline in population between the period 1996-2001.

The sheltered waters of the harbour and good water quality provide ideal conditions for marine farming and there are a number of mussel and oyster farms established in the Coromandel Harbour and outlying islands and well as land based aquaculture facilities. The harbour is within an ASCV in the Regional Coastal Plan as it is of significance to Hauraki iwi, there are resident rare and threatened wading and coastal bird species and it has saltmarsh, eel grass and mangrove communities.

The town is growing in size and the character of the town is changing to meet the increasing tourism potential. Results from the Tourism Coromandel 2002 & 2003 Visitor Expenditure Surveys identify Coromandel Town as one of the top 3 places visited by international tourists and one of the top 4 places visited by domestic visitors in the years 2002/2003. There are increasing numbers of streetside cafes and shops that cater for these tourists. The small coastal settlements of Wyuna Bay and Long Bay are coming under increasing demand as people seek holiday homes in the area.

There may be considerable growth and demand in the future if a proposed commercial ferries from Auckland is established, and/or the road to Coromandel is upgraded. An airfield currently provides scenic and charter flights but there is not a daily service to Auckland.

The Coromandel township is one of the seven serviced settlements on the Coromandel Peninsula that is the subject of a Pressure Analysis Project planned by the Thames Coromandel District Council. This project will identify demographic and development potential and identify the need for the provision of residential and commercial zoning. There is the opportunity for this work to link in with the Coromandel Township LCP.

EW are undertaking a Harbour Safety Risk Assessment and development of a Management Plan for the Coromandel Harbour. This project will identify hazards/risks to navigation safety and how they are to be managed and will therefore need to link closely with the Coromandel Harbour/Mania Harbour Coastal Policy Area work to ensure compatibility. The drafts are expected to be prepared by July 2005 with each draft used as the basis for the development of a Harbour Management Plan for that harbour in the following year.

There is a number of projects underway in Coromandel that it will be important for the ICP Project to link in with, such as the Coromandel Harbour Feasibility Study. The Coromandel structure plan should be used as a basis and starting point for integrating management across the MHWS. It will also be important for the ICP Project to utilise the information from the Pressure Analysis Project. Given the potential for considerable growth and demand in the future, the Coromandel LCP is considered be Priority 2.

Colville

Colville is a small town located north of Coromandel. The town is rich in history as it used to be the centre of the Kauri milling industry. The old general store in town is still open for business but now serves a largely farming community and passing tourists.

Colville and areas further north are located within an area marked as a Nationally Significant Landscape in Regional Coastal Planning maps. The harbour is within an ASCV in the Proposed Regional Coastal Plan as it is of significance to Hauraki iwi, it is a significant breeding site for NZ dotterel, it has resident and frequenting threatened and rare waders, coastal and freshwater bird species and nationally significant archaeological sites.

Colville is not experiencing significant growth and development pressure at present but may experience it in the near future. The Colville community value areas with no development and are particularly interested in the protection of shellfish beds and Pohutukawa trees.

Given that there is a lower relative level of urgency in regard to growth and development pressures and the harbour in Colville has some existing protection through the ASCV, it is considered that the Colville LCP is Priority 3. There is an opportunity through the Colville LCP to preserve the character and 'sense of place' of this area that is likely to be a reflection of the past peninsula life. In prioritising the LCP areas, due consideration must be given to the ability of the Colville LCP to protect the intrinsic values connected to 'sense of place' where it is still intact.

Little Bay

Little Bay is a remote settlement on the north eastern side of the Coromandel Peninsula. Access to the area is challenging as the road to the Bay is narrow and unsealed and the Bay is quite remote (not close to any population centres).

The proposed Thames Coromandel District Plan has adopted a structure plan and associated provisions that covers the Little Bay area to guide subdivision and development within the area (to protect indigenous vegetation etc).

The area has significant natural character and landscape values with housing in the bay masked by the natural bush areas and the sandy beach enclosed by bush clad headlands at either end. Property prices within Little Bay are increasing, indicating a growing demand. Areas near Little Bay are being subdivided (Tuatēawa) and therefore increasing growth can be expected.

The Moehau structure plan should be used as a basis and starting point for integrating management across the MHWS. The TCDC District Landscape Assessment project will be important for identifying areas that have high sensitivity in terms of use, development and protection within the Little Bay settlement. Given the growing subdivision demands and increasing growth pressures, the high natural character and landscape values it is considered that the Little Bay LCP is Priority 3.

Kennedy Bay

Kennedy Bay is located on the north-western coast of the Coromandel peninsula. It is 20 minutes drive from the Coromandel township over an unsealed, narrow road.

The area is rich in cultural heritage and has many sites of significance to tangata whenua, including the headlands of the bay. The northern headland is currently in the process of being protected by Nga Whenua Rahui fund. The character of Kennedy Bay reflects the cultural heritage of the area. Most of the land is in Maori ownership and there are large areas of pastoral land on entry to the bay. There are some small-scale subdivisions occurring, including developments within the coastal hazard zone. However, the area is not currently experiencing significant growth and development pressures.

The only commercial operation in Kennedy Bay is an offshore marine farm. The gravel road to Kennedy Bay is planned to be sealed by TCDC by July 2007 and this will have significant impacts on this community and area.

Ngati Porou ki Hauraki are in direct negotiation with the Crown regarding customary rights over the Kennedy Bay area. Much of the land that is contiguous with the foreshore of Kennedy Bay is in Maori ownership. This means that Ngati Porou may meet the tests for a

Territorial Customary Right provided for under the Foreshore & Seabed Act 2004. If this occurs, a possible outcome is a Foreshore & Seabed Reserve as described under the Act, or a similar form of redress. The progress of these negotiations will have implications for whether a LCP exercise is appropriate for this area, and if it is, then the process and timing for that LCP area.

The area is significant ecologically with nesting birds on the beach and an inland wetland that is currently under threat from invading weed species (pampas, willow).

Given that the area is not under high pressure from growth and demand, yet there are important natural and cultural values, it is considered that the Kennedy Bay LCP is Priority 3.

Whangapoua and New Chums Beach

Whangapoua is a popular holiday destination approximately 30 minutes drive north of Whitianga township. Just north of Whangapoua, accessible only by foot (a 30 minute walk over rocks and a headland) is New Chums Beach (Wainuiototo Bay) which is currently undeveloped and has significant natural character values. The harbour is identified as an ASCV in the Proposed Regional Plan as it is of significance to Hauraki iwi, it is a nationally important habitat for wildlife, it has resident and frequenting rare and threatened wading, coastal and freshwater bird fauna, it has significant saltmarsh, eel grass and mangrove communities, extensive shellfish beds and a number of archaeological sites around harbour margins. The harbour is also important for the gathering of shellfish.

There is increasing growth and development pressure at Whangapoua with a new subdivision at the northern end (Te Punga) and subdivision of land at New Chums beach occurring.

The existing Whangapoua structure plan should be used as a starting point for integrating management across the MHWS as well as with New Chums. The TCDC District Landscape Assessment project will also be important to identify areas that have high sensitivity in terms of use, development and protection within the settlements. Given increasing pressures for subdivision and development at both settlements and there are important natural heritage, natural character and ecological values in these areas, it is considered that the Whangapoua and New Chums LCP is Priority 1.

Matarangi

Matarangi lies on a sandspit that forms the northern edge of Whangapoua Harbour. It is a 2.5 hour drive from Auckland and 0.5 hours north from the Whitianga township.

The beach is 4.5 kilometres long and has significant natural character and seascape values.

Matarangi is a lifestyle resort town, similar to Pauanui but on a smaller scale. The town is fully serviced and has a golf course and airfield. Matarangi has only a small permanent population, fluctuating around 160 people, which is estimated to be about 10% of the peak summer population (2001 Census).

There are a number of reserves and accessways linking to the beach and a generous esplanade reserve along the foreshore that development is setback behind. The area is

growing rapidly with a number of subdivisions occurring around the currently undeveloped harbours edge.

Matarangi is one of the seven serviced settlements on the Coromandel Peninsula that is the subject of a Pressure Analysis Project planned by the TCDC. This project will identify demographic and development potential and identify the need for the provision of residential and commercial zoning. There is the opportunity for this work to link in with the LCP developed for Matarangi and the Cluster Policy Area for Whangapoua and Matarangi. The EW/TCDC joint hazards project will feed important hazards information into the Matarangi LCP.

Given significant seasonal pressures and the rapid development around the undeveloped harbour edge in this settlement, it is considered that the Matarangi LCP is Priority 1.

Kuaotunu

Kuaotunu is located 17 kilometres north of Whitianga township on the east coast of the Coromandel Peninsula. The town used to be a thriving gold mining community but is now a popular tourist location. The shoreline has a rocky platform and is noted in the PWRCP as an ASCV as the rocky shoreline is considered a representative coastal landscape.

Kuaotunu Peninsula has over 4,000 hectares that is a protected forest estate of regenerating native bush that is home to 200-300 kiwi. There is a kiwi sanctuary established in this area recognising the importance of the habitat it provides. The area is of cultural and spiritual significance to Hauraki iwi. It has significant roosting and breeding sites for migratory birds and small populations of threatened wildlife, including the NZ dotterel and variable oyster catcher. It also has extensive shellfish beds and is known for good shellfish gathering.

Kuaotunu is growing in size with a small number of subdivisions occurring along the main road in to the town from Whitianga. Kuaotunu is also starting fill the role of a 'service centre' for the Otama and Opito Bays.

The Kuaotunu LCP is considered to be Priority 4 as there is a lower relative level of urgency in regard to the growth and development pressures and lower relative of significant values within the settlement.

Otama/Opito

Otama and Opito Bays are located approximately 10 kilometers from Kuaotunu. The Bays are accessed via Black Jack Road which is a narrow unsealed road. The Bays are popular holiday destinations and are known for their good fishing and diving.

The beaches have significant landscape and natural values. There is a DOC protected dune system at Otama and significant Maori cultural sites, including an historic pa.

The areas are experiencing growth and development demand as a popular holiday destination.

Given the high natural character, landscape and cultural values and the lower relative level of development pressure, it is considered that the Otama/Opito LCP is Priority 3.

Whitianga

Whitianga is the largest town in Mercury Bay with around 3,000 permanent residents. In Whitianga the permanent population is set to almost double by 2020. Within three years another 600 apartments will be added to the town's 2,400 or so existing dwellings.

Whitianga has a deepwater harbour and is the home of the Mercury Bay Boating club and the departure point for big game fishing enthusiasts. The Bay's spectacular coastline, dotted with islands and relatively sheltered waters, is a significant recreational resource, particularly for water sports. As a result there is increasing pressure on TCDC to provide additional or improved boat access from the shore. TCDC are undertaking a policy review as part of their Future Boat Ramps Esplanade Development Project that will address Taylor's Mistake Reserve and Northern Reclamation. This review is occurring over the period 2004/05 to 2013/14 and can therefore link in with the LCP development for Whitianga. TCDC are also developing a non-statutory Community Board Town Plan for Whitianga that will provide information on community expectations that will benefit the development of the Whitianga LCP.

Buffalo Beach in Whitianga has suffered from coastal erosion in the past that has threatened the main road. It is also subject to flooding following severe storm events. TCDC and EW have commenced a site-specific hazard management strategy for Buffalo Beach. Management recommendations arising from this project will impact on the Whitianga LCP and therefore should be taken into account in LCP development.

Whitianga is undergoing large-scale developments in the form of waterways and other subdivisions. Results from the Tourism Coromandel 2002 & 2003 Visitor Expenditure Surveys identify Whitianga as one of the top 3 places visited by international tourists and one of the top 4 places visited by domestic visitors in the years 2002/2003.

Whitianga Harbour is an ASCV in the WPRCP as it is of significance to Hauraki iwi, it contains nationally important wildlife habitat, it has resident and frequenting rare and threatened wading, coastal and freshwater bird species, resident common dolphins and extensive eel grass and mangrove communities. The harbour is also noted as being significant as it adjoins forest scenic reserves and has a number of Geopreservation sites (Maramaratotara Bay coastal features (T11 529 819), Shakespeare Cliff clastic dikes (T11 534 820), Whitianga Ferry Landing ignimbrite (T11 522 818)). The Whitianga Wharf is a noted archaeological site in the Proposed Regional Coastal Plan.

Whitianga is one of the seven serviced settlements on the Coromandel Peninsula that is the subject of a Pressure Analysis Project planned by the Thames Coromandel District Council. This project will identify demographic and development potential and identify the need for the provision of residential and commercial zoning. There is the opportunity for this work to link in with the ICP project.

EW is undertaking a Harbour Safety Risk Assessment and developing a Management Plan for a number of harbours on the Coromandel Peninsula, including the Whitianga Harbour. This project will identify hazards/risks to navigation safety and how they are to be managed and will therefore need to link with the Whitianga LCP development to ensure compatibility. The drafts are expected to be prepared by July 2005 with each draft used as

the basis for the development of a Harbour Management Plan for that harbour in the following year.

The existing Whitianga structure plan should be used as a starting point for integrating management across the MHWS in the Whitianga LCP. The development of the community plan will assist with informing the ICP process of local community expectations and it will be important to use this as a building block for the Whitianga LCP. Inclusion of information from current studies such as the Harbour Use and Occupation planning and the future boat ramps study will provide additional information when preparing the early stage of constraints mapping for the Whitianga LCP. Given the intense growth and development pressures at this settlement it is considered that the Whitianga LCP is Priority 2.

Cooks Beach/Flaxmill Bay

Cooks Beach is situated just South of Whitianga. Cooks Beach is a 3-kilometre crescent of fine sand with safe waters flanked by Shakespeare Cliff to the west and the Purangi River to the east.

Flaxmill Bay is just across the harbour from Whitianga and can be accessed from Whitianga via a short ferry trip. Flaxmill Bay is a small sheltered north-facing bay that provides a good anchorage area for boats. Located between Cooks Beach and Flaxmill Bay is Shakespeare Cliff, a scenic reserve and an important landscape feature.

Past subdivision along the coast that involved the levelling of dunes has resulted in significant coastal erosion hazard in parts of Cooks Beach. TCDC and EW have commenced a site-specific hazard management strategy for Cooks Beach. Management recommendations arising from this project will impact on both the Cooks Beach LCP and the Cooks Beach CPA and therefore should be taken into account in future planning in this area.

There is significant development pressure at Cooks Beach with subdivisions appearing around a mini canal type development. The area is also of historical and cultural value.

Results from the Tourism Coromandel 2002 & 2003 Visitor Expenditure Surveys identify Cooks Beach/Hahei as one of the top 3 places visited by international tourists during 2002/2003.

The Purangi Estuary adjacent to Cooks Beach is an ASCV in the PWRCP as it is of significance to Hauraki iwi, it is a significant marine breeding ground, contains extensive shellfish beds and shellfish gathering areas and it is adjacent to the Te Whanganui-a-Hei Marine Reserve. It also has significant mangrove communities and is a significant historic site of early European settlement.

Given the significant development pressures at this settlement it is considered that the Cooks Beach LCP is priority 2.

Hahei

Hahei is a small township that is largely a holiday village, served by a general store. The islands and coastal waters around Hahei are part of a marine park and the area has significant marine ecological values. Te Whanganui-A-Hei Marine Reserve, covers 9 square

kilometres and is New Zealand's sixth marine reserve. Cathedral Cove is a nationally significant landscape located within walking distance of Hahei. This area is identified by DOC as a strategic management cluster area of known high conservation value.

Hahei Beach has significant cultural values with an old Maori pa, Mautohe Pa, present at the eastern end of the beach where the terracing is still visible. Hahei has experienced significant growth and development pressure from people seeking holiday accommodation.

The area is noted in the Proposed Regional Plan as an ASCV as it is of significance to Hauraki iwi, the site includes Mahurangi Island Recreation Reserve, offshore islands are used for relocation of threatened wildlife, the islands contain rare plant communities and the area is a regionally significance seascape. There are also a number of geopreservation sites (Cathedral Cove (T11 593 821), Wigmore rhyolite dome (T11 615 804), Hahei rhyolite dome (T11 602 815)).

The Hahei LCP is considered to be Priority 3 as there is a lower relative level of urgency in regard to the growth and development pressures and a high relative natural character, landscape and cultural values within the settlement.

Hot Water Beach

Hot Water Beach is located just south of Hahei on the east coast of the Coromandel Peninsula. Hot Water Beach gets its name from the underground hot springs that are popular with visitors to the beach who can dig holes in the sand at low tide to access the warm water from the springs below. There is moderate to low level growth and development at Hot Water Beach.

Hot Water Beach has significant natural character with the small housing development contained at one end of the beach. The remainder of the beach is in relatively pristine state with a significant dune system that is under DOC protection.

Provision of recreation and access within Hot Water Beach will become increasing important and the ICP process will provide the opportunity to identify the linkages between the DOC-owned areas and the settlement. Given the moderate to lower relative level of growth and development and that the existing protection afforded by DOC ownership of tracts of land it is considered that the Hot Water Beach LCP is Priority 4.

Sailors Grave

Sailors Grave is a small sandy beach located just north of Tairua on the East Coast. There are a few houses present at the beach but these are set back from the shore and largely masked by the natural bush surrounds. Sailors Grave is not serviced. As the name suggests, Sailors Grave has historical significance and also has outstanding landscape and natural character.

There is significant growth and development pressure on Sailors Grave with an increasing number of subdivision applications for the minimum lot size (4,000m²) allowable in the District Plan being lodged with TCDC. There is also pressure to enhance walkway access to Sailors Grave and the more remote beach to the north from Tairua.

The development of the community plan in Tairua will assist with informing the Sailors Grave LCP process of local community expectations. The Sailors Grave LCP is considered to be Priority 1 as there is a high relative level of urgency in regard to the growth and development pressures and high natural character, landscape and cultural values within the settlement.

Tairua/Pauanui

Tairua is situated 51 kilometres from Thames across State Highway 25a, which is fully sealed and crosses the Kirikiri Saddle (424m). The volcanic peak, Paku, and offshore views of the jagged Aldermen Islands are significant natural focal points of the Tairua area. TCDC are currently undertaking an upgrade of the North End Beach Reserve and this work could link in with the development of the Tairua LCP.

Tairua is built around the edges of the Tairua Harbour which is ecologically significant as a whitebait spawning habitat, and for its saltmarsh, eel grass, mangrove communities and shellfish beds. The Upper Tairua Harbour is an ASCV in the PWRCP as it is of significance to Hauraki iwi. It has resident and frequenting, rare and threatened wading and coastal bird species and archaeological shell middens. It also has two geopreservation sites: Paku Island perlite (T11 656 628) and Pauanui coastal flats (T11 656 614). The Harbour is the location of a proposed marina development, which is currently under appeal. Tairua harbour has been silting up in the past and there has been dredging undertaken to mitigate this. Build up of sediment in the bar at the entrance to the Tairua harbour is of particular concern as it affects navigation safety.

TCDC is developing a non-statutory Community Board Town Plan for Tairua that will provide information on community expectations that will be useful in the development of the Tairua LCP.

Close to Tairua is Paku Hill, a twin-coned pa sculptured hillside that was once an island. Although much of the Tairua township retains a coastal bach style character, there is increasingly modern architecture appearing in prime positions such as Paku Hill and along the foreshore.

Pauanui is Tairua's twin harbour town, located on a sandspit on the opposite side of the Tairua harbour. Pauanui is a seaside resort with nearly 1,000 permanent residents growing over the summer period with holiday home owners & visitors to over 20,000. Results from the Tourism Coromandel 2002 & 2003 Visitor Expenditure Surveys identify Pauanui as one of the top 4 places on the Coromandel visited by domestic visitors during the years 2002/2003.

The main feature of Pauanui is the sandy 3 kilometre long beach and bush clad southern headland. Other features of Pauanui include an airfield, tennis courts, two golf courses, and a small shopping centre. Pauanui is also the location of a waterways development. Recently there has been a lot of concern expressed by the Pauanui community in regard to the erosion of the beach around stormwater outlets. This is a management issue that can be addressed in the development of the Tairua/Pauanui LCP.

Both Tairua and Pauanui are experiencing continued growth and development demand. There is currently a 300-lot subdivision proposed for the upper catchment of Tairua. There

has been a development moratorium in Tairua and Pauanui for the past five years due to the limited capacity of the sewage treatment plant. Upgrades to the plant are expected to be completed within 20 months. Tairua is expected to increase in size by more than 25% when a subdivision restriction on Paku Hill is removed in the next few years.

Tairua and Pauanui are two of the seven serviced settlements on the Coromandel Peninsula that are the subject of a Pressure Analysis Project planned by the Thames Coromandel District Council. This project will identify demographic and development potential and identify the need for the provision of residential and commercial zoning. There is the opportunity for this work to link in with the ICP project.

Environment Waikato plan to undertake a Harbour Safety Risk Assessment and Management Plans for the Tairua Harbour. This project will identify hazards/risks to navigation safety and how they are to be managed and will therefore need to link with the Tairua Harbour CPA and the Tairua/Pauanui LCP to ensure compatibility. The drafts are expected to be prepared by July 2005 with each draft used as the basis for the development of a Harbour Management Plan for that harbour in the following year.

The existing Tairua structure plan should be used as a starting point for integrating management across the MHWS and with Pauanui in the LCP. The development of the community plan will assist with informing the ICP process of local community expectations and it will be important to use this as a building block for the Tairua/Pauanui LCP. Given the intense growth and development pressures at this settlement and the lower relative level of natural values it is considered that the Tairua/Pauanui LCP is Priority 2.

Opoutere

Just 13.5 kilometres north of Whangamata is the small settlement of Opoutere located on the Wharekawa Harbour. Opoutere remains relatively undeveloped as it is restricted by an afforested reserve running almost the entire length of the 5-kilometre beach. The area has significant natural character and landscape values as well as significant ecology. The Opoutere Sandspit and the Wharekawa harbour are noted in the PWRCP as being ASCV's as they are of significance to Hauraki iwi, have an outstanding wildlife habitat, a large breeding population of NZ dotterel and resident and frequenting rare and threatened waders and coastal bird species, including variable oyster catcher, banded rail and bittern. The harbour also has significant saltmarsh, eel grass and mangrove communities and is important for the gathering of shellfish. Opoutere is also the location of a Wildlife Refuge, gazetted in 1967.

There is increasing development pressure at Opoutere, particularly along the edges of the Wharekawa Harbour where a number of subdivisions are occurring.

The Opoutere LCP is considered to be Priority 1 as there is a high relative level of urgency in regard to the growth and development pressures and high natural character, ecological and landscape values within the settlement.

Onemana

The beach community of Onemana is 9 kilometres to the north of Whangamata. The curving crescent shaped beach is approximately 1 kilometre long and is fringed at the south end by pohutukawa trees and at the other end with a high headland extending out into the sea.

Onemana is hemmed in by the Tairua pine forest. It was once a seashore farm, and its developers recognised the potential of its quite steep hills, almost all curving round to the shape of the bay, giving almost all of the approximately 300 dwellings a sea view.

Onemana is not experiencing the significant growth and development pressure of the other east coast settlements but is steadily growing in size. Given these lower relative levels of growth pressures and the lower relative levels of natural and cultural values the Onemana LCP is considered to be Priority 4.

Whangamata

Whangamata is a 4 kilometre long sandy beach situated on the East Coast. It is a popular holiday destination and recreational spot. It has significant landscape values as it has a unique combination of beach and rainforest. TCDC is developing a non-statutory Community Board Town Plan for Whangamata that will provide information on community expectations that will be useful in the development of the Whangamata LCP.

The Whangamata Harbour and Otahu Estuary have significant ecological and cultural values. The Otahu Estuary in particular is important spiritually to Maori. Whangamata has the largest number of archaeological sites in the study area.

The Upper Whangamata harbour is noted as an ASCV in the PWRCP as it is of significance to Hauraki iwi, has extensive eel grass and mangrove communities, it is a wildlife habitat of high value and has resident and frequenting rare and threatened waders and coastal bird species. It has also been important in the past for the gathering of shellfish. The Otahu Estuary is also noted as an Area of Significant Conservation Value (ASCV) in the Proposed Regional Coastal Plan as it is of significance to Hauraki iwi, it has unmodified saltmarsh, eel grass, mangrove and freshwater communities, it is a representative wetland linked with a forested catchment, it has native fisheries values and resident and frequenting rare and threatened, wading, coastal and freshwater bird species.

Whangamata has, and continues to, experience significant growth and development pressure. The permanent population of 4,000 grows in the weekends to 10,000 and over the peak holiday season reaches 50,000. Results from the Tourism Coromandel 2002 & 2003 Visitor Expenditure Surveys identify Whangamata as one of the top places on the Coromandel visited by domestic visitors during the years 2002/2003. The popularity of Whangamata, particularly with the boating community, is placing demands on associated infrastructure such as boat and trailer parking and the provision of moorings for boats (at present there are swing and poles moorings along the main entrance to the harbour). There is currently an application for a marina within the Whangamata harbour that is causing conflict within the community. The peak population in summer periods also presents recreational conflicts between swimmers, surfers and boaties.

Whangamata is one of the seven serviced settlements on the Coromandel Peninsula that is the subject of a Pressure Analysis Project planned by the Thames Coromandel District Council. This project will identify demographic and development potential and identify the need for the provision of residential and commercial zoning. There is the opportunity for this work to link in with the ICP project.

Environment Waikato plan to undertake a Harbour Safety Risk Assessment and Management Plans for the Whangamata Harbour. This project will identify hazards/risks to navigation safety and how they are to be managed and will therefore need to link with the ICP project to ensure compatibility. The drafts are expected to be prepared by July 2005 with each draft used as the basis for the development of a Harbour Management Plan for that harbour in the following year.

The existing Whangamata structure plan should be used as a starting point for integrating management across the MHWS. The development of the community plan will assist with informing the ICP process of local community expectations and it will be important to use this as a building block for the Whangamata LCP. The mangrove management project by EW will provide specific management areas to input into the Whangamata LCP and the Harbour Use and Occupation project will be key to providing base information/constraints for use of coastal space. Given the intense growth and development pressures at this settlement and the high relative levels of ecological, cultural and landscape values it is considered that the Whangamata LCP is Priority 1.

Whiritoa/Mataora Bay

Whiritoa is 7 kilometres south of Whangamata on the East Coast. It has significant landscape values with 1 kilometre of pristine beach with an attractive stream and lagoon at the northern end and a bush clad reserve at the northern end (Ramarama Reserve). The beach is enclosed by rocky headlands at each end.

The beach is steep faced and is a popular surfing location. There is no boat ramp due to the steep nature of the beach. However, surfcasting is popular with fishers.

Whiritoa is experiencing steady growth with a number of subdivisions occurring landward of the existing settlement.

The Whiritoa/Mataora Bay LCP is considered to be Priority 2 as there is a high relative level of urgency in regard to the growth and development pressures and a lower relative level of ecological and landscape values within the settlements.

- Appendix 4

Example of LCP Area Concept Map

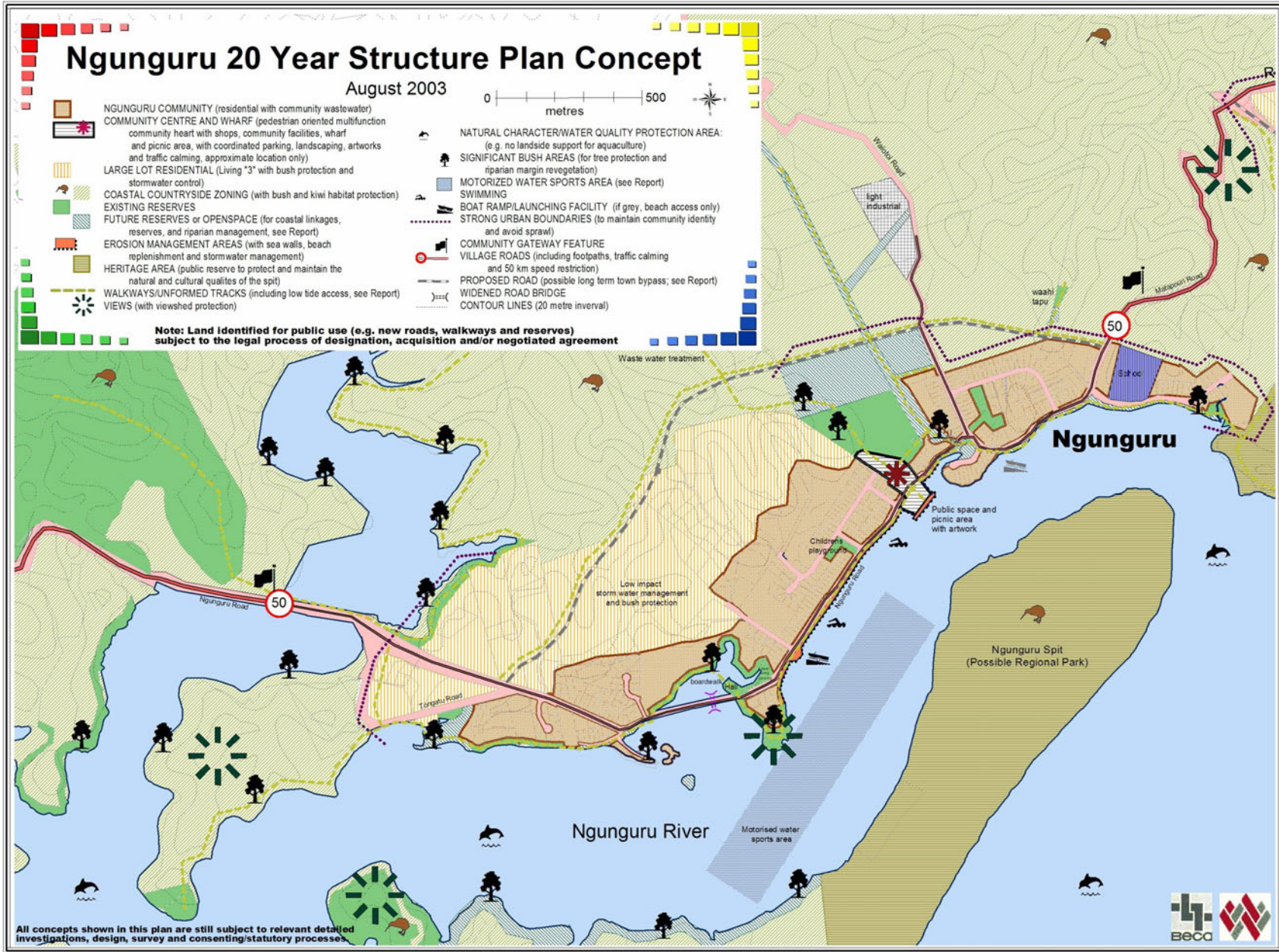
Ngunguru 20 Year Structure Plan Concept

August 2003



- NGUNGURU COMMUNITY (residential with community wastewater)
- COMMUNITY CENTRE AND WHARF (pedestrian oriented multifunction community heart with shops, community facilities, wharf and picnic area, with coordinated parking, landscaping, artworks and traffic calming, approximate location only)
- LARGE LOT RESIDENTIAL (Living "3" with bush protection and stormwater control)
- COASTAL COUNTRYSIDE ZONING (with bush and kiwi habitat protection)
- EXISTING RESERVES
- FUTURE RESERVES or OPENSACE (for coastal linkages, reserves, and riparian management, see Report)
- EROSION MANAGEMENT AREAS (with sea walls, beach replenishment and stormwater management)
- HERITAGE AREA (public reserve to protect and maintain the natural and cultural qualities of the spit)
- WALKWAYS/UNFORMED TRACKS (including low tide access, see Report)
- VIEWS (with viewshed protection)
- NATURAL CHARACTER/WATER QUALITY PROTECTION AREA (e.g. no landside support for aquaculture)
- SIGNIFICANT BUSH AREAS (for tree protection and riparian margin revegetation)
- MOTORIZED WATER SPORTS AREA (see Report)
- SWIMMING
- BOAT RAMP/LAUNCHING FACILITY (if grey, beach access only)
- STRONG URBAN BOUNDARIES (to maintain community identity and avoid sprawl)
- COMMUNITY GATEWAY FEATURE
- VILLAGE ROADS (including footpaths, traffic calming and 50 km speed restriction)
- PROPOSED ROAD (possible long term town bypass; see Report)
- WIDENED ROAD BRIDGE
- CONTOUR LINES (20 metre interval)

Note: Land identified for public use (e.g. new roads, walkways and reserves) subject to the legal process of designation, acquisition and/or negotiated agreement



All concepts shown in this plan are still subject to relevant detailed investigations, design, survey and consenting/statutory processes.



- Appendix 5

Bibliography

Existing Data Table (Sourced from EW library & records, TCDC records, DoC/NIWA/EW Coastal Meta-Database)

Themes:	1. Growth and Demand	2. Resource use & development	3. Natural character, natural features, landscapes and seascapes	4. Ecology, natural heritage and biodiversity	5. Access, recreation, amenity noise, and community wellbeing	6. Culture and Heritage	7. Environmental quality (air, land and water)	8. Natural hazards and physical coastal processes	Plans & related documents	Other general info on the location
West Coast/Firth		1 2 3 4		5 6 7 8 9 10 11	12	13		14 15		
Kaiaua		16		17 18				19	20	
Piako River Mouth				21 22						
Waihou River Mouth				23 24		25 26 27				
Western Shore										
Thames		28		29	30 31				32 33	
Thames Coast					34			35 36	37 38	
Wilson Bay		39								
Kirita Bay										
Manaia Harbour				40 41 42		43				
Te Kouma Harbour				44	45					
Coromandel			46 47	48 49 50 51	52 53	54 55 56	57 58		59 60 61 62	
Northern Tip										
Colville			63	64	65				66	
Port Jackson			67	68						
Port Charles			69	70						
Waikawau Bay			71	72	73					
Kennedy Bay			74							
North-eastern			75			76		77 78		
Whangapoua/Matarangi		79 80	81	82 83 84 85 86 87 88 89 90 91		92	93 94 95		96	
Kuaotunu/Otama/Opito		97	98	99 100						
Whitianga		101 102 103 104	109 110 111 112	113 114 115 116	124 125		126 127	128 129 130 131	135 136 137 138	

Themes:	1. Growth and Demand	2. Resource use & development	3. Natural character, natural features, landscapes and seascapes	4. Ecology, natural heritage and biodiversity	5. Access, recreation, amenity noise, and community wellbeing	6. Culture and Heritage	7. Environmental quality (air, land and water)	8. Natural hazards and physical coastal processes	Plans & related documents	Other general Info on the location
		105 106 107 108		117 118 119 120 121 122 123				132 133 134	139	
Cooks Beach			140	141					142	
Hahei/Hot Water Beach			143	144 145 146 147	148 149 150		151			
South-East Ern			152			153		154 155		
Tairua/ Pauanui		156 157 158 159 160 161 162	163	164 165 166 167 168 169 170	171 172		173 174 175	176 177 178 179 180 181	182 183 184 185 186	
Opoutere/Wharekawa		187		188 189 190 191	192	193				
Onemana									194	
Whangamata/Otahu		195		196 197 198 199 200 201	202		203 204 205	206	207 208 209 210 211 212 213	214 215
Whiritoa								216, 217		
Islands??		218		219 220 221					222	
i. Whole Coromandel	223	224 225 226 227 228 229 230 231 232 233 234 235 236 237	238 239 240 241 242 243	244 245 246 247 248 249 250 251 252 253 254 255 256 257	258 259 260 261 262 263 264 265 266	267 268 269 270 271 272 273 274 275 276 277	278 279 280 281	282 283 284 285 286 287	288 289 290 291 292 293 294 295 296 297	
General		298	299 300 301 302 303	304 305 306 307 308		309 310			311 312 313 314 315 316 317 318 319 320 321 322 323 324 325	

Source: This Appendix has been provided by Graeme Silver, Environment Waikato, on behalf of the partner agencies in the ICP Project Team.

Explanation of Theme Grouping

1. **Growth and Demand:** An areas current and predicted future residential growth and demand, e.g. subdivision pressure, increasing property value etc.
2. **Resource Use and Development:** Areas with current or potential changing land use patterns or commercial development pressure, e.g., land based marine farming infrastructure needs, forestry etc.
3. **Natural Character, Natural Features, Landscapes and Seascapes:** Areas with particularly high natural character and/or landscape values that should be protected, enhanced or rehabilitated, e.g. Fantail Bay, Waikawau Bay, New Chums Beach, Sailors Grave etc.
4. **Ecology, Natural Heritage and Biodiversity:** Areas with high ecological and/or biodiversity values that may or could be under pressure, in need of protection or remediation, e.g. offshore islands (known for their significant biodiversity).
5. **Access, Recreation, Amenity, Noise, And Community Wellbeing:** Areas with issues or opportunities around recreation values or access. May relate to access restrictions, or constraints, areas where access is difficult that may need to be maintained, remote areas where there may be pressures due to improved access, recreational conflicts etc. Areas that are particularly special for their values that add to the “pleasantness” of living or visiting the area and require future planning to enhance, restore or maintain those values, e.g. the bach type nature of housing in some Thames Coast bays.
6. **Culture and Heritage:** Areas with significant cultural and heritage values that require protection or may be under threat.
7. **Environmental Quality:** Includes consideration of an areas water, air and land quality (level of contamination, potential for future impact on environmental quality, current issues). E.g., areas without wastewater reticulation may be experiencing water quality degradation.
8. **Natural hazards and physical coastal processes:** Areas known to, or that have potential to suffer from coastal hazards such as flooding or erosion. E.g., Coastal erosion hazard at Cooks and Buffalo Beaches

Plans and Related Documents

District planning documents, LTCCP, management plans, consultation reports.

Other General Info on the Location

Any other information that does not fit easily into the other categories, including information from environmental impact assessments.

NB: Entries in red indicate those that relate specifically to Maori issues or the Maori perspective of the themes

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