

REPORT

Te Ara Tapātai o Hinekirikiri, Tīkapa Moana-Te Tara-o-Te Ika-a-Māui - Thames-Coromandel Shoreline Management Plans

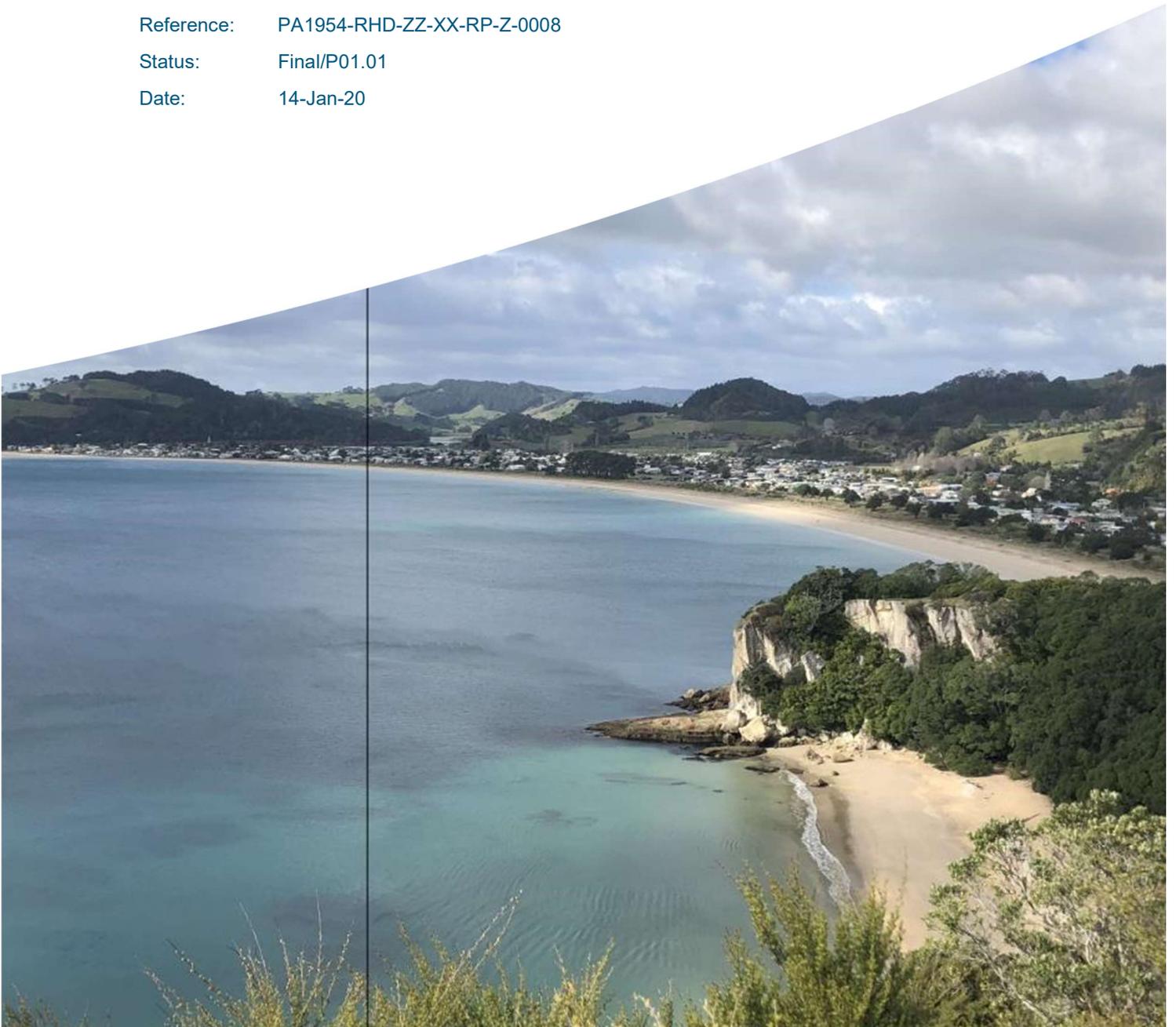
Scoping Report – Executive Summary

Client: Thames Coromandel District Council

Reference: PA1954-RHD-ZZ-XX-RP-Z-0008

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HASKONING AUSTRALIA PTY LTD.

Level 14
56 Berry Street
NSW 2060 North Sydney
Water
Trade register number: ACN153656252

+61 2 8854 5000 **T**
+61 2 9929 0960 **F**
project.admin.australia@rhdhv.com **E**
royalhaskoningdhv.com **W**

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Author(s): RHDHV, CMC and Tataki

Drafted by: Sian John, Tom FitzGerald, Nick
Lewis, Jarrod Walker

Checked by: Sian John

Date / initials: 14/01/2020 SAJ

Approved by: Amon Martin

Date / initials: 14/01/2020 AM

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1 Introduction

Thames Coromandel District Council (TCDC) has commissioned the preparation of Shoreline Management Plans (SMPs) – Te Ara Tapātai o Hinekirikiri, Tikapa Moana-Te Tara-o-Te Ika-a-Māui – for the District. The purpose of SMPs is to manage coastal hazards and coastal assets. They will identify flood and erosion risk and resolve how to manage this risk through the Council’s adoption and implementation of coastal management policies and Community Action Plans. SMPs are intended to provide a ‘route map’ for decision makers to move sustainably from the present towards the future; a route map for coastal resilience.

Coastal hazards mean coastal erosion and coastal inundation. SMPs do not assess fluvial (river), pluvial (surface/storm water) or groundwater flooding although, where possible, the interaction between coastal flooding and fluvial/pluvial flooding will be examined. TCDC’s Current Coastal Erosion Lines and Future Coastal Protection Lines will be reviewed as part of this project and refined or updated as necessary based on the more detailed coastal hazard assessment work to be undertaken.

In line with the Department of Conservation’s (DOC’s) *New Zealand Coastal Policy Statement 2010* and the Ministry for the Environment’s *Coastal Hazards and Climate Change – Guidance for Local Government 2017* the Thames-Coromandel SMPs will consider:



This report presents the outcomes of the Scoping phase of the project (Phase 1). ‘What is happening’ through to ‘How do we get it done’ will be addressed by April 2022. Key milestones ahead include the production of a Coastal Hazard Report at the end of Year 1 (April 2020), reports on Vulnerability and Risk Acceptance and Asset Condition Pathways at the end of Year 2 (April 2021), and Community Action Plans and SMPs in Year 3.

The final output from the project will be non-statutory policy documents (SMPs) that form an important part of the strategy for coastal hazard management for TCDC in line with *the Thames Coromandel Coastal Management Strategy* (June 2018) and *Coastal Hazards Policy* (August 2018). Appropriate policies and, from these, asset management and action plans will be derived for different, unique stretches of the Coromandel shoreline based on Iwi and community values; that reflect the need to respond and adapt to change. The intent of the SMPs can be secured by TCDC, their Iwi partners and their project partners – Waikato Regional Council (WRC) – through the adoption and recognition SMPs in their planning policy.

2 Approach to Scoping

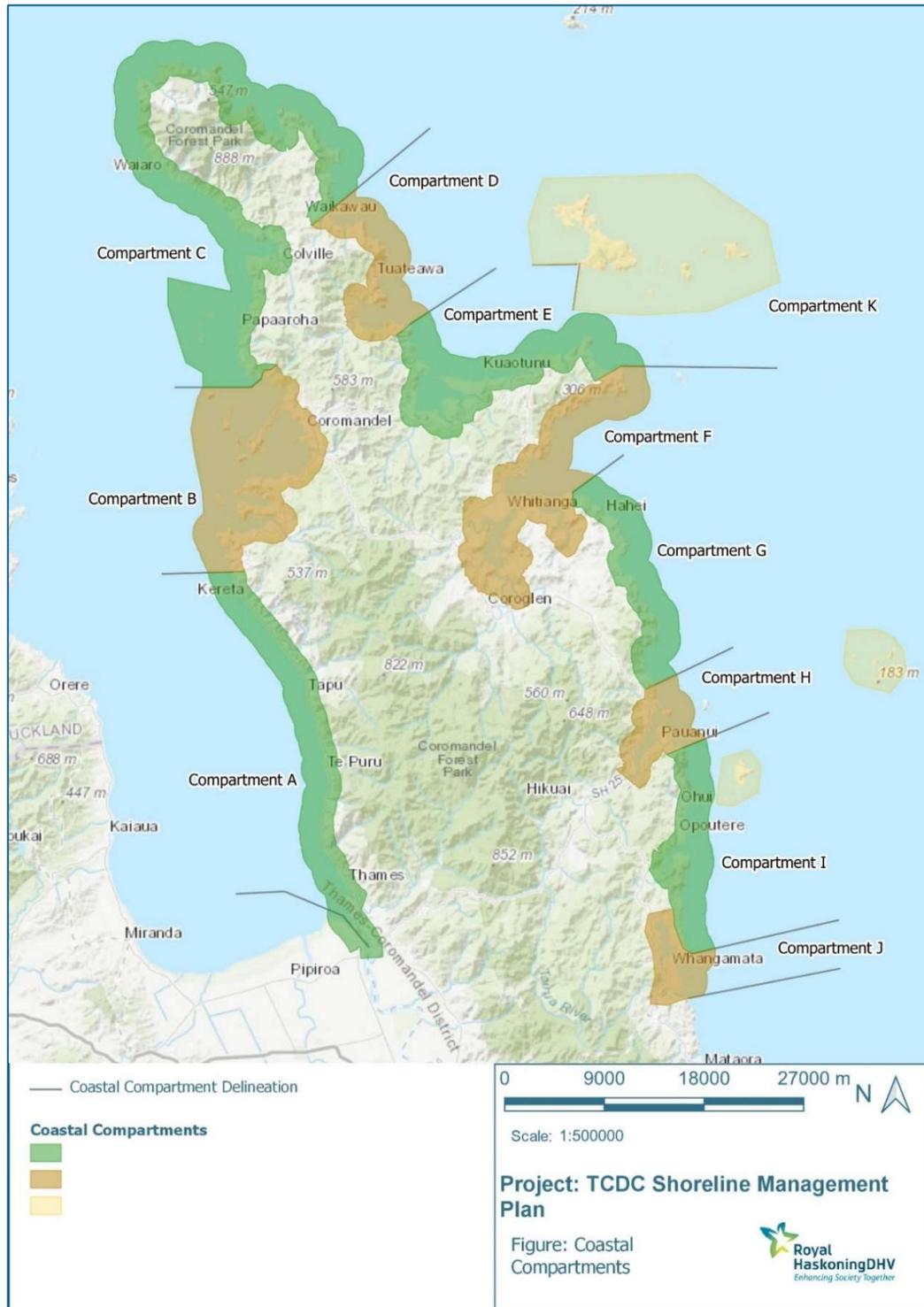
1. Data collation, review and gap analysis.
2. Description of the strategic and policy background for the development of SMPs; and the objectives for SMPs.
3. Review of coastal asset information held by TCDC.
4. Initial engagement with Iwi.
5. Initial stakeholder and community engagement – eight events across the District and meetings with WRC, DOC and the NZ Transport Agency (NZTA).
6. Information dissemination and the establishment of the TCDC SMP webpage.
7. Consideration of an appropriate approach to ‘project governance’ for the SMP process and the preparation of the Communication and Engagement Strategy.
8. Description of the geomorphology and coastal hazards of the Coromandel coast.
9. Development of a methodology for coastal hazard and risk assessment.
10. First pass, desk-top ‘risk assessment’ to enable the identification of the areas at greatest risk from coastal hazards.
11. Development of the proposed approach to the next phase(s) of the process.



3 Coastal Compartments

To assist in the process of shoreline management planning, the coast has then been divided into Coastal Compartments largely based on coastal character and processes. These are zones within which relatively unique coastal process interactions/landforms and community values can be captured. That is, the Thames coast, Coromandel coast, Colville and Northern bays / Moehau, the Northwest bays, Whangapoua harbour and coast, Mercury Bay / Te-Whitianga-a-Kupe, Te Whanganui-A-Hei, Tairua-Pauanui, Ōpoutere-Onemana, Whangamatā and the East coast islands.

Within Coastal Compartments, Management Areas have been defined where there is the need to consider a combination of Policy Units (that could be interdependent) together to capture the “intent of management” and/or where Policy Units should be managed collectively.



4 Project governance

Bespoke and inclusive governance arrangements are recommended for the Thames Coromandel SMPs and are proposed to include Iwi/hapū, WRC, Community Boards and key stakeholders such as the NZTA and DOC. For stakeholder and community collaboration, it is proposed that 'Coastal Panels' are established for different Coastal Compartments (or combinations of compartments). Further details of proposed specific roles to be fulfilled on and by these panels will be provided in a report to Council on project governance in the new year, for approval.

It is proposed that Coastal Panels will consider a number of different future scenarios regarding how the coast and communities may change and work through viable solutions for coastal management. Any recommendations arising from the Coastal Panels, and Community Action Plans, will need adoption by Council.

5 Engagement

A 'living' Communication and Engagement Strategy has been developed that sets out the proposed approach for communicating and engaging with the diverse communities across the Coromandel Peninsula during the next three years. That is:

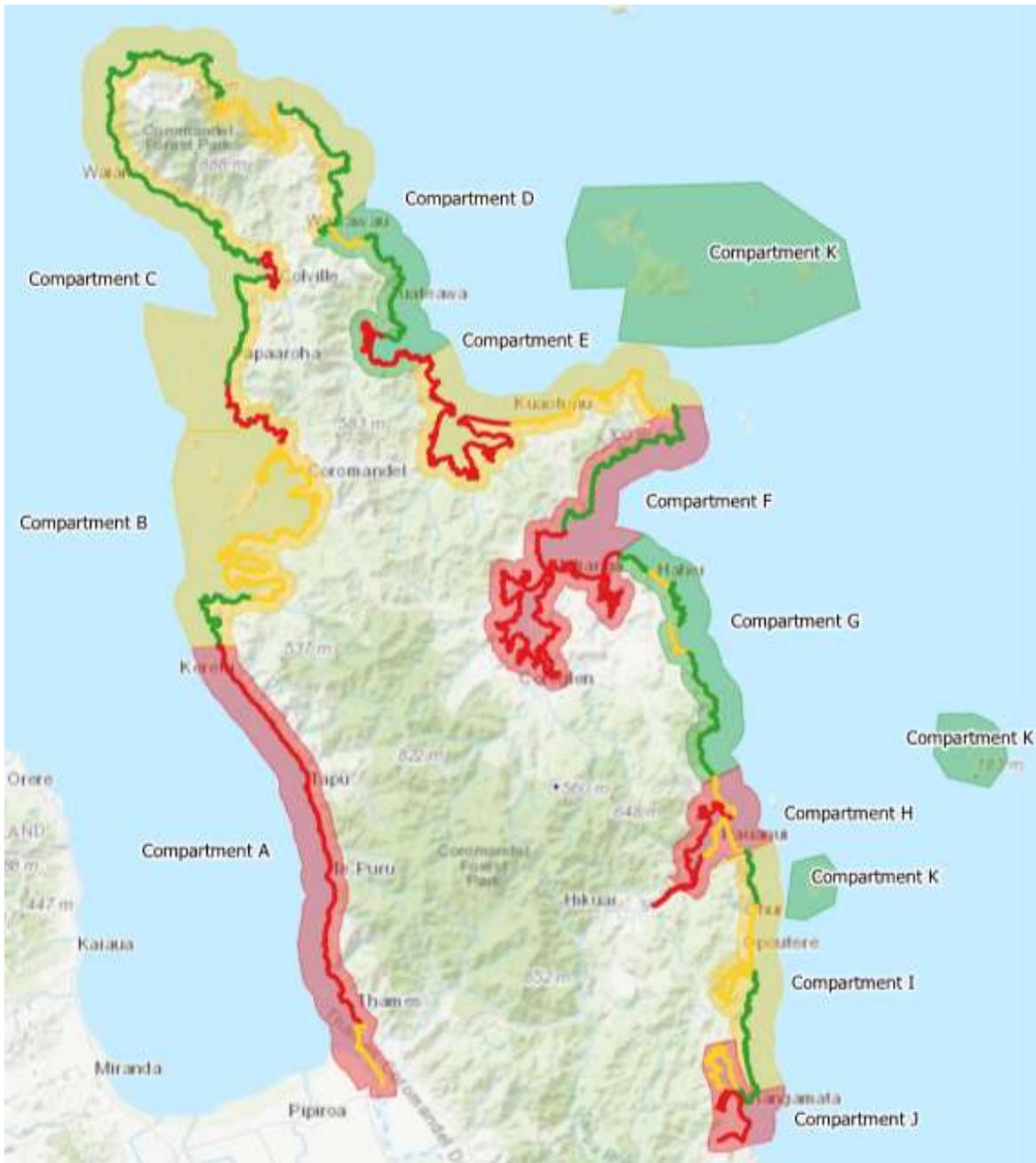
- Our Coast newsletters/e-newsletters, media and social media.
- SMP webpage development.
- Fact sheets.
- A District-wide summer survey.
- Citizen science initiatives.
- Workshops and Coastal Panels.
- Drop-in sessions, public meetings and events.

A stakeholder mapping exercise has begun and will be completed in conjunction with the finalisation of the project governance framework early next year.

Continued kanohi ki te kanohi (face to face) conversations with Iwi are proposed, to provide information/background on the scope of the SMPs. This opportunity will be used to further our understanding of how Iwi would like to be engaged and what processes Iwi are involved in that potentially could assist in the delivery of SMPs.

6 Risk assessment

Based on the definition of Coastal Compartments and Management Areas, a 'first pass', desktop risk assessment for the Coromandel Peninsula has been undertaken. In line with best practice, the assessment focussed on coastal character, processes and foreseeable hazards, but has given some regard to settlements and infrastructure. It is acknowledged that the latter and environmental and cultural values at a local level will be fundamental to the assessment as it progresses.



Mapped outputs of the First Pass Risk Assessment at Management Area scale (bold line on the coast) and Coastal Compartment scale (shaded outline); red = of high priority, yellow = of medium priority and green = of lower priority

7 Next steps

A data interrogation report will be produced early in Phase 2 that sets out what effort and approach is required for the assessment of coastal hazards in the different locations around the Coromandel shoreline. Where appropriate information is not already available (e.g. for Mercury Bay and Thames township), further detailed investigation will be undertaken.

A prioritisation workshop will be held to focus the project on the areas at the highest risk and/or with the earliest predicted onset of potential hazards. This will be based on review of the first pass risk assessment.

The outputs from the assessment of coastal hazards across the District will be a Coastal Hazard Report and a set of mapping layers that will inform the next step in the risk management process 'What can we do about it?'.

The environmental baseline will also be characterised in Phase 2 and the output from this work will be included in a Coastal Environment chapter of the SMPs. The development of an integrated GIS and digital data-based asset management system will continue.

Information on asset condition is available for TCDC's existing coastal assets, but further information is required on natural assets (e.g. sand dunes and wetlands) and third-party assets. Therefore, it is proposed that gap filling regarding extent and location, and role and service level requirements, occurs as part of the next phase of the project. An initial report will also be prepared on the Legalisation of Coastal Assets and Asset Service Limits. TCDC's Coastal Asset Management Plan will be able to be updated based on this work.

In addition, during Phase 2, a piece of work will be undertaken to examine potential issues relating to coastal management and insurance, and recommendations will be provided on next steps. The actions of insurers will influence the decisions individuals will take regarding the desire to defend and the timescale over which they desire to defend. To that end they will also influence proposed shoreline management policies.

Proposals for Iwi and community engagement going forward are covered above. Further to this, discussions with key stakeholders (e.g. WTC, NZTA, DOC etc.) will continue, particularly regarding opportunities for joint working/initiatives, data sharing and funding.

8 Recommendations

It is proposed that SMPs are developed for different, unique stretches of the Coromandel shoreline; albeit an SMP may combine more than one Coastal Compartment, where appropriate. Coastal Compartments will be subdivided into Management Areas, within which relevant shoreline management policies will be derived for Policy Units. These SMPs will be guided by a set of overarching core principles and guidelines to provide consistency in the approach being taken to the management of coastal hazards; but may not necessarily follow existing institutional or government boundaries.

Each SMP will:

1. Identify what is at stake and why it is important.
2. Set specific objectives for the management of the coastal environment based on the unique characteristics and value of its shoreline.
3. Consider a number of different future scenarios regarding how the coast and communities may change.
4. Be action-oriented and clearly link the actions of today with those for the future.
5. Work through viable solutions for coastal management and plot a course towards these solutions, but in a manner that enables a change of course if necessary.

It is recommended that, for the assessment of vulnerability and risk, Coastal Panels are formed for each SMP. The proposal is that Coastal Panels, informed by Iwi, natural hazard and coastal science experts, would test options and develop proposals for SMP policy and Community Action Plans, that would be considered by the Council Members.

We recommend that a Working Group is established to oversee and guide the development of the SMPs. The Working Group should consist of appropriate TCDC and WRC officers and Iwi.

It is recommended that TCDC continues its dialogue with Iwi to develop and strengthen relationships and to explore future possible co-governance arrangements with the new Council. The project needs to understand how Iwi would like to be engaged and what processes Iwi are involved in that potentially could assist in the delivery of SMPs.