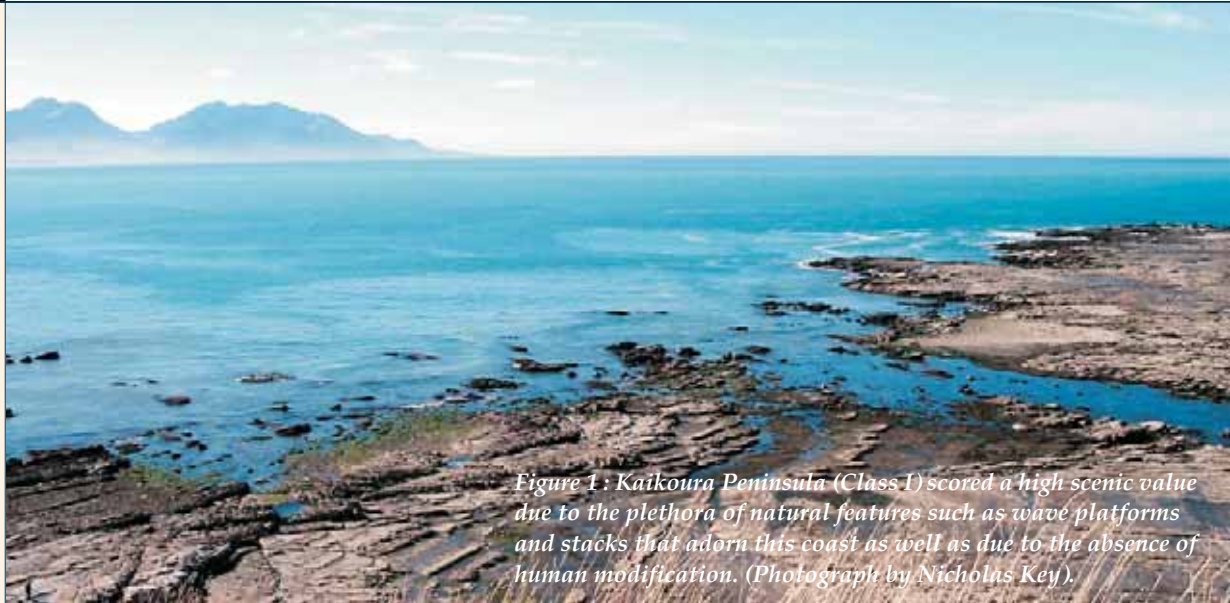




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*Figure 1: Kaikoura Peninsula (Class I) scored a high scenic value due to the plethora of natural features such as wave platforms and stacks that adorn this coast as well as due to the absence of human modification. (Photograph by Nicholas Key).*

## A Coastal Scenic Assessment of the North Canterbury Coast

New Zealand's coastal scenery is a significant resource both intrinsically and economically. The Resource Management Act (RMA 1991) s5 Purpose of the Act and s6 Matters of National Importance identify the need to protect scenic landscapes but do not provide criteria by which such landscapes are to be distinguished or compared.

Accordingly, scenic assessment for resource

management implementation in New Zealand is often based on subjective evaluations of multiple values that do not specifically address the impacts of development on coastal scenery. In an attempt to find a practical solution to the problem of scenic assessment for coastal resource management purposes a novel quantitative methodology was applied to



*Figure 2: This New Brighton site (Class IV) has few natural features, except for the wide sand beach and dune system. Combined with the intensive and unattractive development, including a car park at the top of the beach, this meant that it scored very poorly.*



Figure 3: Gore Bay (Class II) is an attractive natural coastal environment that was let down by the presence of a road and number of unattractive utilities immediately adjacent to the beach.

36 sites along the North Canterbury Coast.

### Methodology

Our methodology is based on that recently developed by a team of coastal scientists based in the United Kingdom (UK), headed by Professor Allan Williams of Glamorgan University (Ergin et al., 2004). It aims to objectively evaluate coastal scenery while addressing issues arising from increased tourism and development on the coast and can be broken into 5 steps, steps 3-5 of which we repeated.

Step 1 is based on surveys of over 4000 coastal users in the UK and Turkey, 26 coastal scenery features or parameters were identified as representing public perceptions of scenic value, including 18 natural or physical and 8 human or built parameters. From these results a coastal evaluation survey was developed to record the extent and/or magnitude of each parameter on any given coast.

In Step 2 each parameter was assigned a weighting relative to its perceived contribution towards scenic quality based on the preferences of coastal users in the UK and Turkey. Using these parameters a series of fuzzy logic matrices were created to account for the subjectivity and accuracy of observers. In Step 3 the coastal evaluation survey was completed at 36 coastal sites along the North Canterbury coast.

In Step 4 fuzzy logic assessment matrices were then applied to the raw evaluation survey data to calculate a D-Value classification for each site, with a maximum potential range from CLASS 1 ( $D \geq 0.85$ ), extremely attractive natural sites with very high landscape value; to CLASS 5 ( $D < 0$ ), very unattractive urban sites with intensive development and low landscape values. This analysis also produced a series of charts for each site indicating the contribution of each parameter to the final D-Value. For Step 5 the matrix results were used to analyse each coastal site in terms of

its strengths and weaknesses which, once identified, can be safeguarded and improved through targeted management strategies.

### Findings

Considerable variation in scenic value was found amongst the 36 sites assessed in Canterbury, with results ranging from  $D = 1.35$  (Class 1) to  $D = 0.05$  (Class IV). Four individual sites (Kaikoura Peninsula - Figure 1; New Brighton - Figure 2; Gore Bay - Figure 3; and Akaroa - Figure 4) were selected to further investigate implications for management of scenic resources (Figure 5). Comparisons reveal that human parameters had the greatest impact on the final classification of sites.

This is an important finding because the absence of scenic natural features cannot be altered but the unattractive and insensitive development that had a disproportionately negative impact on the classification of many sites could be targeted in the formulation of resource management strategies so that existing and future human modification of the coastal environment is improved for the benefit of wider scenic values.

### Critique of the methodology used and its applicability in a New Zealand Resource Management context

There is a gap in the RMA between the identified need to protect significant landscapes, and the absence of guidelines as to how this should be achieved. The methodology used here addresses several key elements of the RMA, including meeting the Purpose of the Act by promoting sustainable development, and Matters of National Importance by providing a framework to evaluate the effects of development on landscape. A methodology such as this one, adjusted to reflect the objectives of the RMA and the New Zealand cultural context would be a valuable addition to resource management in New Zealand.





Figure 4: Akaroa (Class III) is a popular tourist destination with some natural features including native bush and stunning views. The scenic quality of this is reduced by the road running directly adjacent to the shore backed by intensive development.



It was found that this methodology was successful in evaluating coastal scenery based on public perceptions and values, but currently does so in a UK and Turkish context. The technique was useful to find the basic weaknesses and strengths of coastal scenery in Canterbury. However, for the methodology to be applied here successfully we need a new set of assessment parameters reflecting the values and perceptions of New Zealanders (Step 1). Key factors highlight the need for cultural contextualisation, including the current weightings assigned to historic features that are rarely found or valued on the New Zealand coast, and the consideration of cultural values ascribed to the coast by Maori.

### Conclusion

Results show that large variations exist in the scenic quality of the North Canterbury coast. Key human factors are identified as important for

improving sites of low scenic value through management strategies including the need to buffer the coast from traffic and maintain surrounding structures. While the methodology employed proves useful at the level of gross comparisons, its applicability within New Zealand is hampered by reliance on the perceptions of foreign beach users. This study comprises a useful first attempt to find an appropriate approach to coastal scenery assessment and management in NZ and helps to identify the key areas where such a methodology could be applied.

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### Reference

Ergin, A, Karaesmen, E, Micallef, A, Williams, A T, 2004. "A new methodology for evaluating coastal scenery: fuzzy logic systems". *Area*, 36 (4), 367-386.

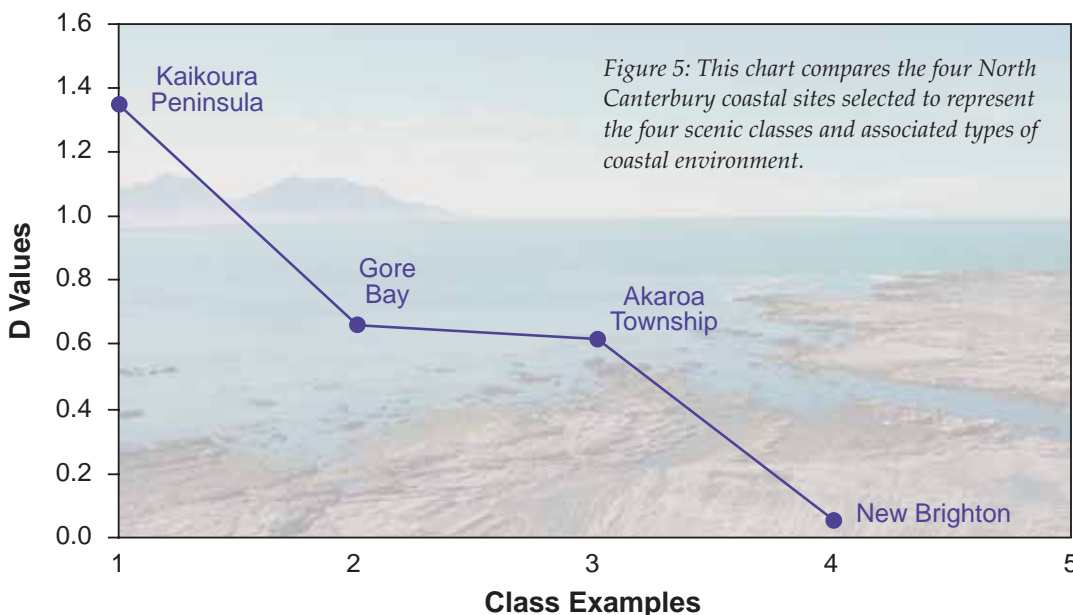


Figure 5: This chart compares the four North Canterbury coastal sites selected to represent the four scenic classes and associated types of coastal environment.

# News from the UK: Flood Risk and Insurance

## Coastal News



Around 1.8 million households and 140,000 commercial properties are at risk of river flooding or coastal inundation in England and Wales, and long-term average annual economic damages (under the current climate) are estimated to amount to £1.3 billion per year<sup>1</sup>. Matt Crossman reports from the United Kingdom on how a new agreement reinforces the commitment of one major insurance association to continue with insurance cover for this natural peril.

The UK Government currently spends approximately £600 million each year on managing the risks of flooding and coastal erosion, but recognises that the risks can never be eliminated. Insurance provides a very valuable tool to enable householders and small businesses to cope with the residual risk of natural perils and the government formed an agreement, known as the Statement of Principles, with the Association of British Insurers (ABI) whose members provide 94% of the insurance sold in the UK, to ensure that flood cover remains available to as many people as possible.

### Statement of Principles

Building on informal agreements dating back to the 1960s, the Statement of Principles originally came into force in January 2003 following discussions in the aftermath of the autumn 2000 floods. An updated agreement was announced in November 2005<sup>2</sup>, which reiterated insurers' commitment to provide cover for the vast majority of UK customers. The principles apply to both river and coastal flooding, but not coastal erosion, which is not generally insurable. Three situations are identified:

- Areas where flood risk is 1.3% annual probability (1-in-75 years) or less - flood cover will be available as a standard feature of household and small business policies;
- Areas of significant flood risk (greater than 1.3% annual probability or 1-in-75 years) where improved defences are planned – insurers will maintain flood cover for domestic properties and small businesses that they already insure where improvements will reduce the likelihood of flooding to 1.3% annual probability or less within five years; and
- Areas of significant flood risk (greater than 1.3% annual probability or 1-in-75 years) where no improvements in defences are

<sup>1</sup> In Britain the insurance policy term 'flood risk' is used to define risks due to both river and coastal flooding whereas under New Zealand insurance policies the term 'flood risks' refers to river flooding only.

<sup>2</sup> ABI Statement of Principles on the provision of flood insurance updated version. November 2005. Available from [www.abi.org.uk/flooding](http://www.abi.org.uk/flooding)

planned - insurers cannot guarantee to maintain cover, but will examine the risks on a case-by-case basis.

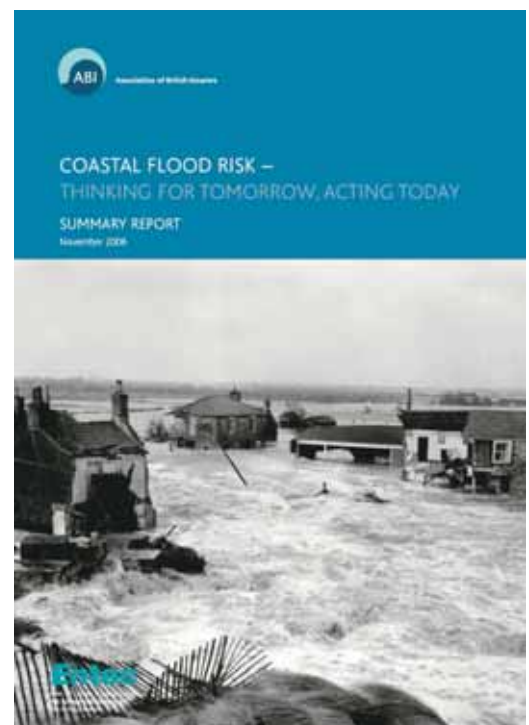
In all cases the premiums charged and other policy terms (such as excesses) reflect the degree of risk and the successful operation of the statement is dependent on action by the Government to manage flood risk effectively.

Government progress against the five key actions below is reviewed regularly by ABI:

- Reducing the annual probability of flooding each year for a substantial number of properties, a proportion of which currently have a significant chance of flooding;
- At least maintaining investment each year, so that outputs can be sustained in real terms, with a commitment to evidence-based discussions on future funding needs;
- Implementing reforms to the land-use planning system to ensure that new developments do not lead to an increase in national or local flood risk;
- Communicating flood risk effectively, including providing higher-quality and more detailed information on flood risk and flood protection schemes; and
- Developing an integrated approach to urban drainage that alleviates the risks of sewer flooding and flash flooding.

### Thinking for tomorrow, acting for today

The partnership between the insurance industry and government clearly works well under the



current situation, and insurance is often cited as a valuable tool for adaptation to climate change. However, there is considerable concern within the insurance industry about the impacts of climate change, particularly sea level rise which recent evidence suggests is increasing faster than expected. Given the considerable aggregation of insured property at risk in East London and the East Coast, and the new development currently taking place, coastal flood risk is a particular area where the insurance industry recognised that a robust evidence base will be necessary if the Statement of Principles is to continue in the face of climate change.

The ABI commissioned research to examine how flood risk on the East Coast of England might change with increasing sea levels<sup>3</sup>. This study used an insurance catastrophe model to examine the effects of a 0.4m rise in sea levels on flood risk, and considered the need for increased investment in coastal flood defences. The catastrophe model usefully complements assessments undertaken by Government which typically consider individual areas in more detail, but do not assess particular meteorological events or give a full understanding of regional impacts.

The research illustrates the large areas of the East Coast that could be flooded in a single severe weather event. The key findings are that assuming current defences are maintained, following a sea level rise of 0.4m the number of properties at risk of flooding in eastern England will increase by nearly half to over 400,000 (without any new building) and the financial cost will rise to between £7.5 billion and £16 billion. These estimates take no account of any increases in storm surges and do not include the long-term economic effects of this major level of disruption, nor the impact on essential public services such as hospitals, schools and emergency services. The study also looked at the number of older people (particularly those over 75) living in coastal communities, which is projected to rise in the first half of this century. This will further increase vulnerability in these areas to flood risk, and the human and financial cost of flooding when it occurs.

The study examined how far investment now in improvements to coastal flood defences could reduce the risk in the future. It was found that investment of approximately £8 billion will be needed in eastern England alone to keep the risk at current levels in the face of a 0.4m sea level

rise, which could happen as early as 2040. The study also demonstrated the need to ensure that regional planning strategies take account of climate change risks. Current approaches, which are medium-term at best, cannot capture these satisfactorily. Longer-term strategies are needed, looking 50 and 100 years ahead, to ensure that development and infrastructure plans are resilient, and that vulnerable activities are moved over time to safer locations. It is essential that the Government's new planning guidance (PPS25<sup>4</sup>) is used effectively to ensure that, wherever possible, critical infrastructure such as hospitals, schools, emergency services and key transport links are not situated in high-risk areas.

### The future of the partnership

The continued availability of cover for flood risk as a standard part of household and business policies will inevitably come under strain as a result of climate change. Insurers will continue to signal to government and customers where the pressures are becoming unsustainable, and over time this is likely to provide increasing incentives for adaptation to the increasing risk, both through measures to individual properties (such as resilient repairs following flooding) and societal adaptation including limits on new developments in flood risk areas and community flood management schemes.

There is also likely to be continuing pressure on investment in flood management, which will lead to a focus on efficient delivery of outcomes and the need for a more detailed understanding of how different groups benefit from public expenditure. The public and private sectors are developing increasingly detailed information on flood risk and it is likely that this will lead to more risk based insurance premia as the information becomes more reliable.

*Matt Crossman has recently returned to the UK Department for Environment Food and Rural Affairs (Defra) after a secondment to the Association of British Insurers where he was Natural Perils Policy Advisor and managed research on coastal flood risk. This article was prepared in a personal capacity and does not necessarily represent the views of either Defra or the ABI.*

3 Coastal Flood Risk - Thinking for tomorrow, acting today. November 2006. Available from [www.abi.org.uk/flooding](http://www.abi.org.uk/flooding)

4 Planning Policy Statement 25: Development and Flood Risk. December 2006. Available from [www.communities.gov.uk](http://www.communities.gov.uk)



The views expressed by the authors of articles published in *Coastal News* are not necessarily those of the New Zealand Coastal Society (NZCS), or those of the Institution of Professional Engineers New Zealand (IPENZ).

The *Coastal News* merely provides a forum for discussion. We appreciate all contributions and would like to thank all of the authors in this edition.

If you would like to contribute an article, news item or conference announcement to *Coastal News*, see the guide for contributors on page 19.



# Can MHWS be defined?

## Coastal News



Defining a high-water mark to delineate a coastal-land boundary is an age-old pursuit! Given that such a boundary is continually changing as the coast erodes or accretes and as sea level changes, does it need to be accurately defined? These topics have again been discussed in various fora over the past year, including a one-day seminar series “Natural Boundaries” hosted by the NZ Institute of Surveyors.

Increasing coastal development has heightened the need for more accurate information on upper tide levels for engineering design and cadastral surveying, particularly in the context of rising sea levels. Mean High Water Spring (MHWS) is the high tide mark that defines the landward jurisdictional boundary of the coastal marine area (Resource Management Act–1991; s. 2) and the foreshore (Foreshore & Seabed Act–2004; s. 5). Neither Act specifically defines the term. MHWS is used in anchoring hazard set-back zones and for setting seaward cadastral boundaries, sometimes being “defined” by more apparent visual markers e.g. edge of vegetation or toe of dune. MHWS has also been used for many decades for nautical purposes (and defined on hydrographic charts) using a specific formula for a semi-diurnal (twice-daily) tide regime. Consequently, there are a variety of applications and definitions of MHWS that can cause confusion, especially when quoted without reference to the methodology used to derive it.

The most recent case law under the RMA (1991) was in 2000 (*A.V. Hastings vs. Auckland Regional Council*, Environment Court Decision A130/2000) in respect of defining MHWS in Anns Creek, Mangere Inlet. The Court’s decision is summarised by s. 35:

*We accept that a practical solution is required. From the surveying evidence there is in (sic) no definitive answer. Neither a strictly mathematical surveying approach, nor any other approach, will produce a solid irrefutable result. A judgment is needed, and whatever decision is reached will not be universally acceptable.*

While this was a complex upper-estuarine situation with substantial modification due to reclamation and causeways, nevertheless, a judgement call or pragmatic approach may also be needed on the open coast as well as harbours to solve MHWS conundrums.

One approach is to transfer MHWS levels from a standard port to the site of interest using techniques described by Baker & Watkins (1991). Land Information New Zealand (LINZ) has specified MHWS levels for 17 standard ports around New Zealand. LINZ recently altered their methodology for calculating MHWS. The traditional nautical definition (adding the lunar and solar tidal constituents) has been superseded by analysing tide predictions for a given period

(like “observations”), extracting two pairs of the highest high tides every lunar month, then averaging all these pairs of high tides over the given period—thus there is no inherent assumption that the highest tides occur at New or Full Moon. One set of MHWS values is for nautical applications [[www.hydro.linz.govt.nz/tides/info/tideinfo5/index.asp](http://www.hydro.linz.govt.nz/tides/info/tideinfo5/index.asp)], where the analysis period was the coming year, and another set is provided for cadastral applications [[www.linz.govt.nz/core/surveysystem/geodeticinfo/geodeticdatums/tidalinfo/index.html](http://www.linz.govt.nz/core/surveysystem/geodeticinfo/geodeticdatums/tidalinfo/index.html)], where the period is the next 19 years. However, the transfer of MHWS levels may require substantial field work and surveying, especially for locations distant from a Standard Port. Fortunately, the lack of coastal tide measurements and remoteness from a Standard Port can be overcome using a tide model.

In a recent project for Environment Bay of Plenty, NIWA developed a framework to assist in the choice of a consistent MHWS level for the Bay of Plenty. The adopted MHWS level will then be draped over a digital terrain model of the coastal margin derived from LiDAR surveys undertaken by Environment Bay of Plenty.

The platform for selecting an appropriate MHWS level is based on a high-tide exceedance curve, which is then annotated with various definitions of MHWS. An example is shown in Figure 1. Firstly, NIWA’s ocean tidal model of New Zealand was used to determine the tidal characteristics at a given location and the bias in the model results removed by matching with available field measurements. Secondly, all the high tides for the next 100 years are computed relative to a mean level of the sea (MLOS) of zero. These predictions are then sorted in descending order to form a curve that expresses the % of all high tides that exceed a given level. Various definitions of MHWS can then be annotated on the exceedance plot, e.g. the traditional nautical definition (MHWS<sub>n</sub>), and the combined mean perigean–spring tide (MHWPS). These are tides that peak approximately every 7 months, when the Moon’s perigee (closest distance to Earth for each monthly orbit) coincides with New or Full Moon (colloquially known as ‘king tides’). Various practical visual markers, e.g. highest driftwood line, edge of vegetation, toe of dune, etc., can also be annotated on the plots. Then a pragmatic choice can be made of an appropriate MHWS level that relates more specifically to the percentage of high tides that exceed that level. For example, in Figure 1 the line MHWS<sub>10</sub> has been selected such that only 10% of high tides would exceed this height. Note that the traditional nautical definition shown by MHWS<sub>n</sub> in Figure 1 is exceeded by 27% of all high tides, which one could argue is too often for a land/sea boundary. In central eastern parts of the country, e.g.

Kaikoura and Wellington, MHWSn is exceeded by up to 45% of all high tides.

The final step to achieve a MHWS level is to add to the adopted MHWS height from Figure 1 to the relevant MLOS level e.g. calculated at a Standard Port or nearby tide gauge for the current period or for a future sea-level rise scenario.

This means results from Figure 1 are good for several decades and not dependent on variations in MLOS (assuming there is no non-linear interaction between sea level and tide wave characteristics as there may be in upper reaches of estuaries).

The adopted MHWS level can then be incorporated into a coastal digital terrain model and adjusted horizontally taking into account local information such as visual observations (e.g., edge of vegetation, toe of dune), existing cadastral

boundaries and boundaries of esplanade reserves. The MHWS boundary line can be updated as MLOS and coastal topography change.

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*Reference*

Baker, R F, Watkins, M, 1991. *Guidance Notes for the Determination of Mean High Water Mark for Land Title Surveys*. Published by Professional Development Committee of the NZ Institute of Surveyors. ([www.surveyors.org.nz/Documents/MeanHighWaterMarkLandTitleSurveys\(1\).pdf](http://www.surveyors.org.nz/Documents/MeanHighWaterMarkLandTitleSurveys(1).pdf))

*Acknowledgement*

For discussions and assistance: LINZ (Glen Rowe, Graeme Blick); Environment Bay of Plenty (Shane Iremonger); Mike Fleming (Harrison Grierson Consultants); and Derek Goring (Mulgor Consulting; formerly NIWA).

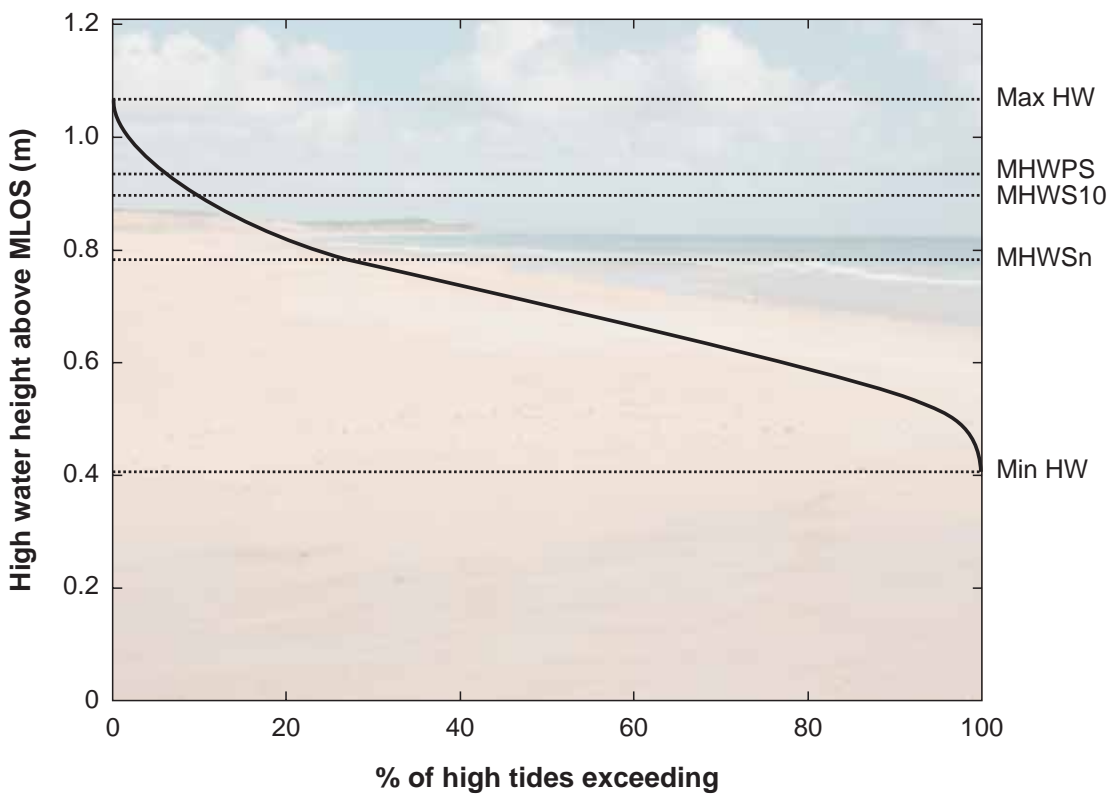


Figure 1: Example of a high-tide exceedance curve for Lottin Point (Bay of Plenty) based on all the high tides predicted for the next 100 years (excluding sea-level rise). The dashed lines mark various definitions of MHWS, along with the maximum and minimum high water. The heights are relative to the Mean Level Of the Sea (MLOS; as distinct from MSL often used for a fixed survey datum).

**NZCS Mission Statement**

The New Zealand Coastal Society was inaugurated in 1992 “to promote and advance sustainable management of the coastal environment”.

The Society provides a forum for those with a genuine interest in the coastal zone to communicate amongst themselves and with the public. The Society currently incorporates over 300 members.

Members include representatives from a wide range of coastal science, engineering and planning disciplines, and are employed in the engineering industry, local, regional and central government, research centres and universities.

**Applications for membership should be sent to NZCS Administrator  
Hannah Hopkins (e-mail: [hannah.hopkins@ew.govt.nz](mailto:hannah.hopkins@ew.govt.nz))**



# News From The Regions

## Coastal News



### Hawke's Bay Region

*Gary Clode, Hawke's Bay Regional Coordinator*

#### Submissions extended

Submissions on the Hawke's Bay Regional Coastal Environment Plan were due to close on 27 October 2006, but the time for submissions was extended to 15 December to allow the Hawke's Bay District Council more time to give notice to landowners directly affected by the proposed plan's coastal hazard zones and associated rules. Approximately 1500 letters were sent out.

Following a lively meeting with the Te Awanga Progressive Association the time for submissions was further extended to 12 January 2007 to allow the Association and other people more time to prepare their submission. Submissions have now closed with a preliminary count of almost 200 submissions received.

#### A plan for Ocean Beach

Hastings District Council continues consultation on development options for a comprehensive district plan change process at Ocean Beach (30 minutes southwest of Hastings City). Council's preferred option at this stage involves provision for approximately 450 new houses at varying densities and protective measures in place over the significant dune system at the beach's northern end. A study tour to Ocean Beach and surrounds features in this year's NZ Planning Institute conference to be held in Palmerston North over 27th-30th March.

### Bay of Plenty Region

*Ben Lee and Aileen Lawrie, Bay of Plenty Regional Coordinators*

#### Aquaculture

A regional aquaculture forum in Whakatane on Tuesday 5 December was attended by more than 80 regional and national industry interests, iwi, and a range of Government and local government organisations with the Minister of Economic Development Trevor Mallard as guest speaker.

Set up by Environment Bay of Plenty, the forum's purpose was to help chart a course for the development of a local aquaculture industry. It follows the regional council's completion of a million dollar aquaculture research project.

The research shows that Bay of Plenty waters can readily support more aquaculture. Environment Bay of Plenty is eager to promote the development of sustainable aquaculture in the region. It is looking to work with the aquaculture industry, iwi, district and city councils, government ministries and regional development agencies to see how it can make aquaculture work for the region.

It is anticipated that the Regional Aquaculture Forum will be ongoing, with the next meeting in the next couple of months. The idea is that the forum will provide continuing guidance for developing aquaculture in the region.

For more information contact Ben Lee (benl@envbop.govt.nz)

#### Estuary management and mangrove removal update

As part of a greater estuary management programme, a further four new community based mangrove removal resource consent applications have been lodged with Environment Bay of Plenty. The Tanners Point Athenree Harbourcare Group has now been granted resource consent.

Environment Bay of Plenty has made a commitment to actively assist estuary care groups with their activities including providing free resources for developing management plans and funding resource consent applications.

For more information contact Ray Thompson (rayt@envbop.govt.nz)

#### Vehicles on beaches

Environment Bay of Plenty employed Kieran Douglas to survey people driving vehicles on beaches throughout the region. The survey was initiated to find out the scale of the problem of vehicles on beaches. It also wants to know whether people are aware they might be harming the dunes if they drive on them.

Kieran talked to about 75 drivers from Waihi Beach to the East Cape between late December and mid-January. In that time, he counted about 150 vehicles in the coastal zone, mostly four wheel drives and quad bikes with a few motorbikes. Nearly all used official accessways to reach the beach and then travelled on the hard sand once there. Only a few vehicles were spotted parked on the crest of the dunes. Most tracks had been made by motorbikes and quad bikes. It was identified that bike riders are probably the main cause of a large amount of the damage.

Many drivers of four wheel drive vehicles already knew to stay off the dunes, and the reason why. They realised that their vehicles can destroy important dune vegetation. Of course, one of the other reasons they didn't go onto the soft sand was they didn't want to get stuck.

The survey will help the regional council and coastal district and city councils find ways to resolve the problem. It will provide information about problem areas, and what areas may need some extra access ways to reduce the dune damage.

For more information contact Andrew Wharton (andreww@envbop.govt.nz)



## Wave buoy

The Environment Bay of Plenty wave buoy continues to be hugely popular, especially with boaties and surfers. The wave buoy page has the highest hits of all the pages on the council website. From January 1 to January 24 there were nearly 1200 hits. The wave buoy page contains 2-3 hour delayed information on significant wave height, maximum wave height, wave direction and period.

## Northland

*André LaBonté, Northland Regional Coordinator*

### Artificial reef for the Bay of Islands

The pressure to develop the Northland coastal area continues at full steam ahead with plans to create another artificial reef/dive attraction in the Bay of Islands, construct a 200 Megawatt tidal power generation system in the throat of the Kaipara Inlet and develop thousands of new sections being created by subdivisions and large scale developments.

### Marsden Cove Marina now open

Those of you who attended the 2005 NZCS conference in Tutukaka may recall our field trip's stop at the Marsden Cove Marina development site, which at the time was just a giant hole in the ground. Since then, the marina and canal excavation has been connected to Whangarei Harbour and on 9 December 2006 with yachts berthed in the marina and 20 helicopters processing in to land near them, the Grand Opening was celebrated. I must say that for me having grown up in Southeast Florida it was truly a déjà vu experience taking me back some 45 years to when that coast was just beginning to develop.

### HMNZS Canterbury to be scuttled at Cape Brett

One vessel that won't be berthing in the Marsden Cove Marina is the HMNZS Canterbury. She has been retired and being prepared for a new home in 30 metres of water at Deep Water Cove near Cape Brett in the Bay of Islands. The Northland Regional Council approved consent for the scuttling but before this can occur, the invasive sea squirts must be removed.

Bio-Security New Zealand attempted to wrap the hull in plastic to kill the sea squirts but I am told that tears in the plastic compromised the success of this experimental procedure. Consequently she has been dry docked for cleaning before projected scuttling in late February.

### World first energy project for Kaipara Harbour

Public submissions closed on 12 January for the Crest Kaipara Energy Project. This project proposes to position up to 200 turbines in the throat of the Kaipara Harbour to generate up to 200 MW. To my knowledge, there are no other similar projects anywhere else in the world. My research indicates that the most advanced project utilizing this technology is a small (20 KW) pilot project

proposed by Verdant Power to place two underwater turbines in the East River, New York. Their pilot project is estimated to cost between \$10 and \$20 million USD. The company indicates they will spend 18 months studying the effects on fish before installing another four turbines. No information on the success or failure of Verdant's pilot project is available on their web site ([www.verdantpower.com](http://www.verdantpower.com)).

It is interesting to note that in contrast, the Crest Kaipara Energy Project associated with Crest Energy proposes no pilot project, and investment information indicates total funding requirements could be \$500 million (NZD) "offset by modest or growing revenues from the sale of electricity from 2009". Full generation of 200 MW is scheduled for 2011 ([www.crest-energy.com](http://www.crest-energy.com)).

Additional information on this form of renewable energy can be found at [www.oceanrenewable.com](http://www.oceanrenewable.com).

### Proposal to expand wastewater disposal

On the Bream Bay Shoreline the Marsden B Coal Fired Power Station Project is still headed for the Environment Court as is the Whangarei District Council's proposal to expand the nearby Ruakaka dunefield wastewater disposal site.

The lack of data relating to the operation and effects of the existing wastewater system resulted in the Northland Regional Council's decision not to permit expansion. Hopefully this will not be the situation at the Waipu dunefield wastewater disposal site, which is planned for upgrades in the near future.

### Sand mining decision to go to High Court

New Zealand still retains the distinction of being the only country in the developed world permitting nearshore sand mining. The Auckland Regional Council decision to decline the Pakiri nearshore sand mining application was overturned by Judge Shepherd at Environment Court Hearings held in early 2006. That decision is being appealed to the High Court.

### Adopt-a-beach project at Waipu

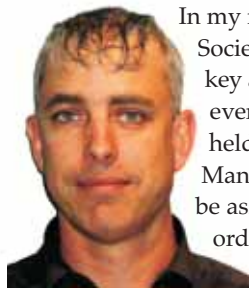
On a happier note, 200 children from the Waipu Primary School assisted community volunteers with planting of 2000 spinifex and pingao plants along 100 metres of recontoured dunes fronting the Waipu Cove Domain and Surf Life Saving Club. In order to raise funds for the project, which included placement of 500 cubic metres of sand as a "planting medium" over the eroded clay and rubble bank, an Adopt-A-Beach programme was initiated.

This programme allowed individuals, families and companies to sponsor 1 or more metres of beach for \$100 per metre. The project is on-going with the goal being restoration of 250 metres of shoreline and the fostering of coastal stewardship for all involved.

**Coastal  
News**



# Word from the Chair



In my new role as Chair of the Society I want to focus on two key areas. The first is regional events – I want more of these held. The NZCS Executive Management Committee will be assisting our Regional Co-ordinators to run regional events, such as local workshops and

seminars on current coastal issues. The aim is to have at least one event in each region by the end of the year. I believe there are enough coastal issues happening in every region for this to occur.

The second area is membership - maintaining our existing membership while attracting new members. I want to focus in particular on increasing corporate and individual membership from the engineering and maritime professions. We already have strong links with the engineering fraternity with the NZCS being a Technical Interest Group of IPENZ.

The 2006 Conference in Kaikoura was a great success, due to the hard work of the Organising Committee. I want to again thank Justin Cope and his team.

At last year's conference dinner, we acknowledged the work of three important people. John Duder became the first ever recipient of the New Zealand Coastal Society's Life Membership Award. John was instrumental in establishing the Society in 1992 and is thoroughly deserving of this Award.

Another person who was part of the inaugural NZCS Management Committee, is John Lumsden. John has stepped down from his role on the Committee and will be sorely missed for his wealth of knowledge and input over many years.

Lastly, I want to thank Lucy Brake, who stepped down as Chair of the Society at last year's AGM. Lucy has done an outstanding job and I hope to continue her good work. We have an excellent Committee to continue to progress the Society forward and meet the needs of our members. Please be assured that the other eight Committee members have stayed on and the Society is in good hands. We welcome Deidre Hart (University of Canterbury), Stacey Faire (Ministry for the Environment) and Cushla Loomb (Beca) to the new Committee.

The 2007 NZCS Conference preparations are well underway thanks to the Organising Committee which is being capably led by Ben Lee from Environment Bay of Plenty. The 2007 Conference will be held from 21-23 November 2007 in Tauranga at the new Sebel Trinity Wharf Hotel and Conference Centre. Please note the change of date from the original flyer, which has been

done to enable as many student members, polytechnic and university staff as possible to attend. More details are provided elsewhere in this edition. Any comments or thoughts are more than welcome to Ben at [ben.lee@envbop.govt.nz](mailto:ben.lee@envbop.govt.nz). Preparations are also continuing for hosting the Australasian Coasts and Ports Conference in Wellington in September 2009. While this is still over two years away considerable planning and preparation goes into this significant event. Andrew Laing from NIWA has accepted the role of Conference Chair and the venue will be Te Papa. Any thoughts, comments or self-nominations for the Organising Committee are welcome to Andrew at [a.laing@niwa.co.nz](mailto:a.laing@niwa.co.nz).

The results of the 2006 survey of members will be presented in the next edition of *Coastal News* in June. As a prelude, the results show that members would like more regional events and are generally in favour of the Society producing best practice publications on key coastal issues. We are currently considering how that might be achieved. I am happy to see that most members believe we are doing a great job with the annual conference, website and *Coastal News*. Views I wholeheartedly support as three strengths of the Society.

As you may be aware, the new membership structure for corporate members came into place in October 2006. We will be assessing how these changes have been received and any positive or negative effect on our membership. In instigating the changes I believe we now have a simpler and fairer system overall, and one similar to other organisations such as ours.

Finally, I am pleased to announce that the Members Only Area of the website is now up and running. Members have been emailed the user name and password which will allow access. If you have not received these details please contact Hannah Hopkins (NZCS Administrator) at [hannah.hopkins@ew.govt.nz](mailto:hannah.hopkins@ew.govt.nz) and she will give them to you.

The Members Only Area contains the most recent edition of *Coastal News*, Strategic Plan, Marketing Plan and employment opportunities. We will continue to add to this area, and if you are reading this via one of our members I would encourage you to join the NZCS.

I hope you enjoy a prosperous and successful year in all your endeavours. If you have any comments about the NZCS I would be happy to hear from you.

*David Phizacklea, Chair,  
New Zealand Coastal Society  
[david.phizacklea@envbop.govt.nz](mailto:david.phizacklea@envbop.govt.nz)*



# Santo 2006: Biodiversity Expedition

*Sarah Flavall is currently working for the Sanma Provincial Council on the island of Espiritu Santo, Vanuatu as an Environmental Advisor through the VSA (Volunteer Service Abroad) programme. During the Santo 2006 Expedition, Sarah worked with the Marine Team to develop, translate and distribute expedition news and assisted in the organisation of community open days and education sessions held in Luganville, Santo.*

Espiritu Santo, the largest island in the Vanuatu archipelago, was the location for a three month expedition from September to November 2006 to investigate the biodiversity of its land, karst, freshwater and marine systems. The expedition was led by Professor Philip Bouchet, of the National Museum of Natural History (Paris), and involved a team of over 120 scientists from over 30 countries, predominantly supported by French research institutions.

Santo is approximately 3,900 km<sup>2</sup> in area, with a wet, tropical climate. The west coast of Espiritu Santo is principally mountainous of volcanic origin, while the east coast is characterised by uplifted coral reefs, limestone and karst features.

The expedition was divided into four sections.

The Marine Team:

- Sampled and surveyed the waters surrounding Espiritu Santo and associated islands.
- Techniques employed included the use of scuba divers between 0-100 metres in depth, nets, dredging, seafloor vacuuming and traps.
- Key findings included recording over 1,150 species of crustacean within the study area. It



*Dr David Lane (University of Brunei), Ngwete Andrew (Science teacher, Collège de Santo), Suny Jean Baptiste (Science teacher, Collège de Santo), Marilyn Schotte (Smithsonian Institution, Washington DC, USA) during a Santo 2006 Open Day at the Vanuatu Maritime College.*



*Selvin Talo (Luganville Christian College) and Mary Kelvin (LMCA President) observing marine life during a Santo 2006 Open Day at Vanuatu Maritime College.*

is thought that there are likely to be more than 2000 resident species.

- Additionally 35 species were recorded in only two weeks, suggesting that the 'coral triangle', traditionally found between the Philippines, eastern Indonesia and the Solomon Islands, should shift southward to include northern Vanuatu. Although only based on mushroom coral species, these results suggest that Vanuatu is part of the world's centre of maximum marine species diversity.
- Of particular interest, it was noted that while the marine biodiversity around Santo was greater than anticipated, the bio-density was generally much less than was predicted, particularly in comparison to similar expeditions previously undertaken in New Caledonia and the Philippines. While the reasons for this were not investigated during the survey, it provides fresh fodder for future research in this area of the Pacific.

The Forest, Mountain and River Team:

- Undertook a general survey of the biodiversity of Espiritu Santo.
- Made a more specific survey of the west coast area, looking at biodiversity from the coast to the mountains.
- Key findings included recording more than 1000 different plant species on the west coast.

The Karst Team:

- Undertook investigation of karst systems and

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*Mushroom Coral: the small crab in the dark hole in the centre of the picture has specialised itself to live in mushroom corals.*

their biodiversity.

- Key findings were the documentation of approximately 18 kilometres of caves. Previously, only three kilometres of caves had been recorded.

The Gardens and Aliens Team:

- Documented the impacts resulting from human habitation of Espiritu Santo.
- Key findings included recording 15 introduced ant species around the Segond Channel area (main built environment, including WWII occupation, and Luganville, Vanuatu's second largest town).

Education was an important component of the expedition and included public open days, education programmes in local schools, newspaper articles and the development and distribution of a series of 9 posters in French, English and Bislama (Pidgin) to disseminate findings and information. Further information about the expedition can be found on the following website: [www.santo2006.org](http://www.santo2006.org)



*Gymnocrinus richeri, a rare crinoid belonging to a family thought to be extinct 140 million years ago. It was first discovered in New Caledonia in 1985 and its rediscovery in Vanuatu during Santo 2006 is a first.*

## Profile: Cushla Loomb



Cushla is currently a Senior Coastal Planner with Beca Planning, enjoying her work on a variety of coastal projects, both statutory and strategic in the Auckland, Waikato and Bay of Plenty regions.

joining Beca, Cushla worked as the Coastal and Discharges Consent Planner at Tasman District Council.

Cushla has always had a strong interest in, and

passion for, the coastal environment and consequently focused her university studies in that area. Cushla completed a MSc Degree in Coastal Science at the University of Waikato in 2001. Her thesis investigated the likely causes and possible solutions for the on-going sedimentation of West Harbour Marina in Auckland.

After 7 years of membership, Cushla is looking forward to contributing to the NZCS committee that she recently joined in 2006.

# The redevelopment of Wynyard Quarter on Auckland's waterfront

The stadium debate in 2006 highlighted the high level of public interest in redeveloping the Auckland City waterfront. There were many calls for improvements to public access and links between the CBD and the water.

One of the key initiatives currently happening in this area relates to the redevelopment of Wynyard Quarter. This is the land between the Viaduct Harbour and Westhaven Marina. It is also known as Tank Farm, Wynyard Point and the Western Reclamation. This area can provide more places for Aucklanders and visitors to enjoy the waterfront while providing much-needed capacity for business and residential growth.

Wynyard Quarter is a flat area of 35 hectares with 2.8km of coastal frontage. It was reclaimed in stages between 1920 and 1940 and has been principally used for the storage of bulk liquids such as petroleum, liquid chemicals, bitumen, vegetable oils, tallow and molasses. The bulk liquids have left a legacy of land contamination that will require significant remediation measures to enable alternative uses. Large parts of the Quarter are also occupied by the fishing and marine industries.

The Quarter has several key wharves including the 500m long Wynyard Wharf, where the bulk liquids tankers currently berth, and Halsey Street Extension Wharf which previously had several America's Cup bases and is a fishing boat berth. Wharves and slipways along the western side of the area are used for unloading bulk cargoes, boat

haul-out, maintenance and servicing.

Key constraints on redevelopment include the current transport issues affecting the Wynyard Quarter. The intersections between the Quarter and Fanshaw Street are already close to or over capacity. Fanshaw Street is an important arterial link from the CBD to the Harbour Bridge. Continued growth in the CBD, along with any new developments in the Wynyard Quarter, are likely to generate a need for road upgrades and much greater use of public transport. This has significant cost implications.

The current land ownership in Wynyard Quarter is largely split between only three owners: Ports of Auckland Ltd (POAL), America's Cup Village Limited (ACVL) and Viaduct Harbour Holdings Ltd (VHHL). Both POAL and ACVL are owned by Auckland Regional Holdings (ARH) which is in turn owned by Auckland Regional Council (ARC). This ownership structure facilitates integrated planning for large areas but there are also many long-term leaseholders with interests to consider. The majority of leases in the area are due to terminate between 2016 and 2026.

The current planning processes for Wynyard Quarter are based on the "Auckland Waterfront Vision 2040". The Vision was developed in 2005 by the Auckland City Council (ACC) and ARC through an extensive consultation process. It sets out an overarching framework for the whole of the CBD waterfront area from the Harbour Bridge to the east end of the Port.

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*Viaduct Harbour, Wynyard Quarter and Westhaven Marina, Auckland City (Photo: ARC)*





*America's Cup bases and fishing industry area of Wynyard Point (Photo: Kath Coombes)*

ACC undertook public consultation on a draft concept vision for the Wynyard Quarter in February / March 2006 and received nearly 1500 submissions. Key requests were for larger amounts of open space and lower heights for the development proposed.

The ACC, ARC and key stakeholders have since been working to develop agreement on the general form of future development. Key components of the area in future will include:

- extensive public parks and waterfront promenades;
- a new public transport and pedestrian bridge linking Wynyard Quarter with the eastern Viaduct Harbour;
- a marine events centre which could provide for a new America's Cup event;
- marine and fishing industry;
- a community and commercial hub with retail and community activities; and
- mixed use, residential and office developments.

The redevelopment will progress in stages as



*West side of Wynyard Point (Photo: Kath Coombes)*

existing leases expire and is likely to extend over 20 years.

To achieve these changes, ACC and ARC are currently preparing plan changes to the District Plan and the Regional Coastal Plan respectively. The plan changes will be concurrently notified within the next few months. Developing the plan changes together has provided for integration of the development of the wharves and water space in line with the expected changes on the adjacent land. This has particularly related to matters such as height limits on the land and wharves, noise limits, transport improvements and urban design criteria.

The ARC has recently announced that the 18 hectares of Wynyard Quarter land owned by POAL will be transferred to ARH, a statutory investment management entity which funds regional infrastructure such as public transport. ARH is to establish a waterfront management company to manage the redevelopment as its agent.

Work is also underway on developing shared funding arrangements for public infrastructure and public amenity.

If everything goes smoothly, key elements of the redevelopment linking the area with Viaduct Harbour should be in place for the Rugby World Cup in 2011.

*Kath Coombes, Coastal Project Leader,  
Auckland Regional Council*



*Wynyard Point from the water (Photo: Kath Coombes)*



# NZCS Conference Kaikoura 2006:

## Living on the Edge, 15-17 November 2006

The 2006 NZCS conference was held in Kaikoura, the picturesque, eco-tourism capital of the South Island on the 15-17 November 2006. The conference theme, Living on the Edge: Coastal Sustainability was chosen to encourage papers, posters and discussion on the balancing act we face in dealing with the many issues associated with living, playing and working around the edges New Zealand.

Kaikoura was an ideal location for such a theme, being literally "on the edge", sandwiched between the seaward Kaikoura ranges and the Pacific Ocean.

The conference got underway to a magnificent start with an

outstanding keynote address from Wally Stone, CEO of Whale Watch Kaikoura and Chairman of the NZ Tourism Board. Wally shared with the 120 delegates, his vision for coastal communities in the 21st Century and provided everyone with an overview of Whale Watch Kaikoura's ambitious yet sensitive plans for the development of the Kaikoura Peninsula.

Over the two days of the conference, delegates heard over 30 presentations ranging from the science and emergency planning for tsunami and other coastal hazards to the protection of marine ecosystems and planning for coastal change. Congratulations to Ursula Cochran of GNS

Science for being awarded best conference presentation and Lauren Steeghs of Waikato University for best student presentation. The conference finished off with a self-guided fieldtrip around the stunning Kaikoura Peninsula, taking in the geologic and cultural history of this spectacular promontory.



*NZCS 2006 Conference delegates explore the Kaikoura coast*

One of the many highlights of the conference was the presentation of a lifetime membership to the New Zealand Coastal Society to John Duder for his extraordinary contribution to the Society and to knowledge and understanding of the coastal zone.

Note: If anyone would like a copy of the official conference book of abstracts contact Justin Cope at [justin.cope@ecan.govt.nz](mailto:justin.cope@ecan.govt.nz)

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### NZCS Management Committee

<b>Chairperson:</b>	David Phizacklea ( <a href="mailto:david.phizacklea@envbop.govt.nz">david.phizacklea@envbop.govt.nz</a> )
<b>Deputy Chairperson:</b>	Doug Ramsay ( <a href="mailto:d.ramsay@niwa.co.nz">d.ramsay@niwa.co.nz</a> )
<b>Secretary/Treasurer:</b>	Eric Verstappen ( <a href="mailto:eric.verstappen@tdc.govt.nz">eric.verstappen@tdc.govt.nz</a> )
<b>Membership Coordinator:</b>	Vaughan Cooper ( <a href="mailto:vaughanc@nrc.govt.nz">vaughanc@nrc.govt.nz</a> )
<b>Regional Coordinator:</b>	Rick Liefiting ( <a href="mailto:rliefiting@tonkin.co.nz">rliefiting@tonkin.co.nz</a> )
<b>Publications Coordinator:</b>	Cushla Loomb ( <a href="mailto:cushla.loomb@beca.com">cushla.loomb@beca.com</a> )
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<b>Administrator:</b>	Hannah Hopkins ( <a href="mailto:hannah.hopkins@ew.govt.nz">hannah.hopkins@ew.govt.nz</a> )
<b>Website Manager:</b>	Charles Hendtlass ( <a href="mailto:c.hendtlass@cae.canterbury.ac.nz">c.hendtlass@cae.canterbury.ac.nz</a> )

For any enquiries regarding Coastal News articles or advertising please contact  
NZCS Editor Alex Eagles ([penguins@clear.net.nz](mailto:penguins@clear.net.nz)).

# Beach Profile Analysis Toolbox (BPAT) available for download

NIWA's Beach Profile Analysis Toolbox (BPAT) is an easy to use, integrated package for the input, quality checking, analysis and archiving of beach profile related datasets.

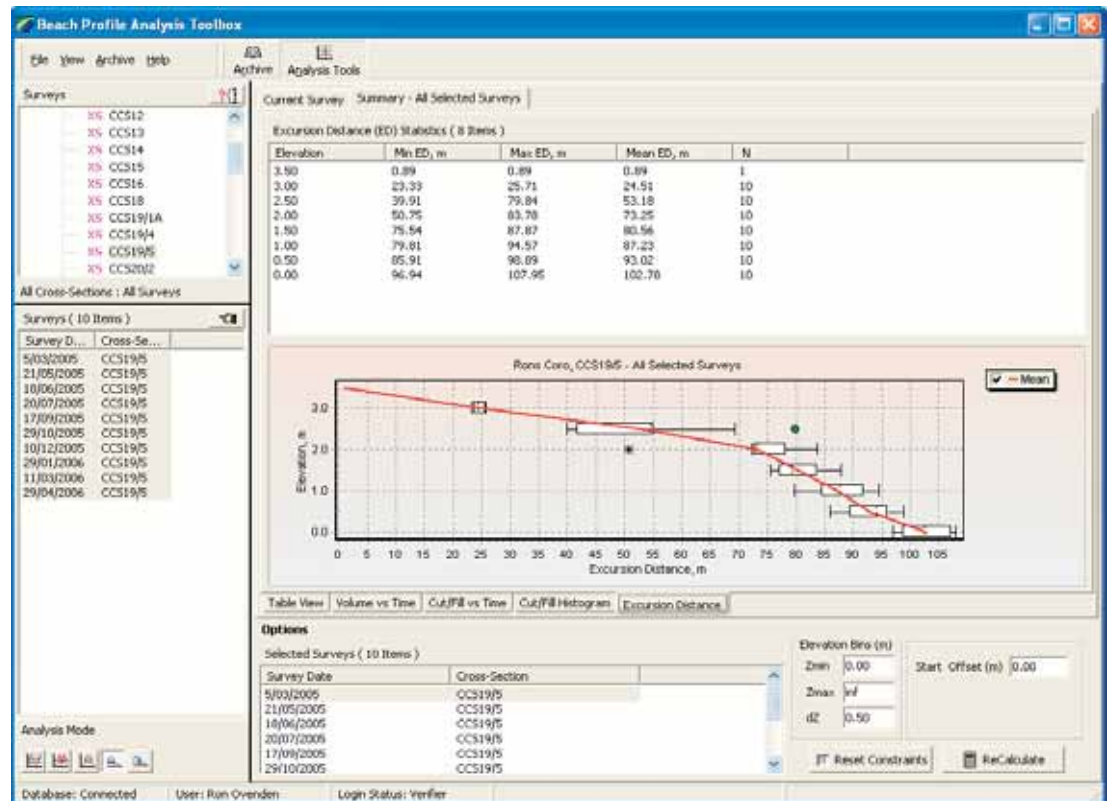
The toolbox has been specifically developed to meet the needs of professionals and researchers involved with coastal hazard management,

engineering and science applications, to better understand variability and trends in beach and nearshore profile data.

Further information on BPAT and a fully functional demonstration version of the software is available for download from:

[www.naturalhazards.net.nz/tools/bpat](http://www.naturalhazards.net.nz/tools/bpat)

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## NZCS Regional Coordinators

Every region in the country has a NZCS Regional Coordinator who is available to help you with any queries about NZCS activities or coastal issues in your local area.

### North Island

Northland	André Labonté	labonte@xtra.co.nz
Auckland	Hugh Leersnyder	hugh.leersnyder@beca.com
Waikato	Jenni Paul	jenni.paul@ew.govt.nz
Bay of Plenty	Ben Lee	ben.lee@envbop.govt.nz
Hawkes Bay	Gary Clode	garyc@hbrc.govt.nz
Taranaki	Kate Giles	kate.giles@trc.govt.nz
Manawatu/Wanganui	Johanna Rosier	d.j.rosier@massey.ac.nz
Wellington	David Kennedy	david.kennedy@vuw.ac.nz

### South Island

Upper South Island	Eric Verstappen	eric.verstappen@tdc.govt.nz
Canterbury	Justin Cope	justin.cope@ecan.govt.nz
Otago	Paul Pope	popey@xtra.co.nz
Southland	Ken Murray	kmurray@doc.govt.nz

# On Campus: Coastal Research at the University of Auckland

Coastal research in the School of Geography, Geology & Environmental Science is a focal point for physical coastal science at the University of Auckland. The research group brings together expertise in Coastal Geomorphology and Coastal Management, with research and teaching interests grouped under four themes:

- 1) Coastal Processes and Coastal Change – with a focus on hydrodynamic and sediment transport processes at short- to medium timescales.
- 2) Long-term Coastal Development and Change – with emphasis on millennial-scale evolution of coastal sedimentary systems.
- 3) Coastal Modelling including the application, testing, validation and calibration of models to simulate coastal processes and coastal change at a range of timescales.
- 4) Coastal Management - which includes examination of regulatory systems, policies and application and assessment of management techniques.

The teaching and supervision of coastal science research is led by senior lecturers Dr Paul Kench and Dr Scott Nichol, who between them supervise up to 10 graduate students each year.

At Doctoral level, current research includes the work of:

- Murray Ford who is studying the production and transport of sediment on a fringing reef on Lizard Island on the Great Barrier Reef;
- Amy Dougherty who is using ground penetrating radar to develop detailed facies models for coastal barrier systems in Northland and Auckland regions;
- Hiroki Ogawa who is studying palaeo-tsunami sediments on Great Barrier Island, and;
- Mohammed Aslam who is working on coral reef dynamics in the Maldives.

Examples of recent Masters thesis research topics include:

- Hydrodynamic processes on a coral reef platform: Lady Elliot Island, Great Barrier Reef (Owen Jago, 2004).
- Coastal sedimentation on the East Coast of Auckland: evidence for tsunami (Nigel Mather, 2004).
- Surficial sediments and bathymetry of Henderson Bay, Te Aupouri Peninsula (Jonathan Dick, 2005)
- A comparative study of sediment dynamics operating at adjacent low energy coastal compartments (Michael Foster, 2005)
- Sedimentary record of palaeotsunami from

two backbarrier wetlands, Northland (Steve Pearce, 2006)

The coastal team at Auckland is well equipped to undertake a wide range of field investigations, including: measurement of nearshore waves and currents (electromagnetic current meters, Acoustic Doppler Current Profilers; and pressure sensors); measurement of sediment transport (optical backscatter sensors); sediment sampling (vibracorer, sediment traps); total station topographic survey; ground penetrating radar; kinematic GPS. Also, our laboratories include instrumentation for: sediment texture analysis (laser granulometry, automated settling tube, wet and dry sieve); core processing and analysis; mineral magnetics and microscopy for diatom and pollen work.

For further information on coastal science teaching and research activities at the University of Auckland, please contact Scott Nichol ([s.nichol@auckland.ac.nz](mailto:s.nichol@auckland.ac.nz)) or Paul Kench ([p.kench@auckland.ac.nz](mailto:p.kench@auckland.ac.nz))



*Auckland University graduate students undertaking field research in Northland*

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# Conferences and Workshops



## Coasts and Ports 2007 Conference

17 - 20 July 2007, Grand Hyatt Hotel, Melbourne, Australia

Coasts and Ports 2007 represents an amalgamation of the 18th Australasian Coastal and Ocean Engineering and 11th Australasian Ports and Harbour conferences, with the Coasts and Ports conference series now the pre-eminent series for coastal and port professionals in the Australasian region. The conference is jointly hosted by Engineers Australia, IPENZ (NZ Coastal Society) and PIANC (Australia).



Coasts and Ports 2007 will bring together engineers, planners, researchers and others working in disciplines relating to coastal and port matters, to engage in discussions currently facing this community. The scope of Coasts and Ports 2007, with its three-day technical program, will range from technological advances and emerging environmental issues to a review of policy and planning experience with an immediate relevance to working, living, playing and preserving the coast and port infrastructure.

On behalf of the local organising committee I invite you to come across the "ditch" to attend what promises to be another successful Australasian coastal conference. The response to the call for papers has been promising with over 200 papers submitted. The conference will be run in three parallel streams, with keynote speakers and an industry exhibition. The conference venue is the Grand Hyatt Hotel, situated in the heart of vibrant Melbourne. Its location will provide you with ample opportunity to sample what this wonderful city has to offer. Join us in Melbourne to learn, share your experience and form new partnerships.

Early bird registration for delegates is open now and will close on 7th May 2007. For further details visit the conference website [www.coastsandports2007.com.au/](http://www.coastsandports2007.com.au/)

For more information visit [www.coastsandports2007.com.au](http://www.coastsandports2007.com.au) or contact CLEMS (Conference Links & Event Management Services) at [clems.sg@bigpond.com](mailto:clems.sg@bigpond.com).

*David Papps, Technical Director, BECA*

## Managing Coastal Hazards – Natural Hazard Centre Short Course

20 - 21 March 2007

The NIWA / GNS Natural Hazard Centre is presenting five short courses this year on natural hazards covering coastal, weather and flooding, volcano, earthquake and landslide hazards, filling a gap between conferences and university courses.

The Managing Coastal Hazards short course will cover the various types of coastal hazards and the risks they pose to help improve understanding of the complex array of hazards that impact on our coast and rapidly expanding communities. The course is aimed at anyone involved in the management of natural hazards associated with coastal and nearshore waters, including planners, emergency managers, engineers, educators, utility and asset managers, and local, regional and central government policy makers.

For more details visit the website: [www.naturalhazards.net.nz/courses](http://www.naturalhazards.net.nz/courses) or contact Doug Ramsay at [d.ramsay@niwa.co.nz](mailto:d.ramsay@niwa.co.nz).

## International Coastal Symposium

April 16-20, 2007, Gold Coast, Queensland, Australia.

The first ICS Conference to be held in Australia will bring together coastal scientists, managers, planners and engineers from around the world

to discuss issues and activities relating to the coastal region such as coastal evolution, dynamics, ecology, geomorphology, chemical, geology, conservation, management, and engineering related research.

The ICS2007 proceedings will be published in a special issue of the Journal of Coastal Research.

For further information please visit [www.griffith.edu.au/school/eng/ics2007](http://www.griffith.edu.au/school/eng/ics2007) and/or contact [ICS2007@griffith.edu.au](mailto:ICS2007@griffith.edu.au).

## Beyond the Resource Management Act

May 30-31 2007, The Langham Hotel, Auckland, New Zealand

This conference will focus on what the next generation of environmental planning legislation for New Zealand might look like, drawing on the wealth of experience of implementing the Resource Management Act 1991 (RMA), and recent international developments in the field.

It is noteworthy that the RMA has been in force now for over 15 years, longer than its predecessor – the Town and Country Planning Act 1977. This makes it timely to be asking critical questions such as 'Is the RMA up to addressing the significant environmental issues currently facing New Zealand? If not, can it be retrofitted or do we need more fundamental reform?'

When the RMA was conceived, it was envisaged that the legislation would be supported by a range of national policy statements and standards, and non-regulatory approaches including the use of financial incentives. These did not materialise to the extent initially thought.

Contemporary concerns relate to whether the RMA is able to handle cumulative effects, strategic planning issues, resource allocation and infrastructure needs effectively. Further, there is much political debate about the compliance costs associated with the RMA.

These issues will be revisited through a high level debate and information sharing event which will review the performance of the RMA within the context of international experience and best practice.

For more information visit the conference website [www.rma2007.com](http://www.rma2007.com) or [www.eds.org.nz](http://www.eds.org.nz).

### **Coastal Zone 07: Brewing Local Solutions to Your Coastal Issues**

*July 22-26, 2007, Portland, Oregon, USA*

The biennial Coastal Zone conference, now in its fifteenth edition, is the largest international gathering of ocean and coastal management professionals in the world. Nearly 1,000 people attend, representing state and local governments, academia, nonprofit organizations, and private industry. The conference provides a platform to

discuss the issues facing our world's coasts and oceans and a forum for discovering new strategies and solutions through oral and poster presentations detailing case studies, lessons learned, and success stories.

For more information visit [www.csc.noaa.gov/cz/](http://www.csc.noaa.gov/cz/).

### **IEES/OES Oceans 2007**

*June 18-21, 2007, Aberdeen, Scotland*

The prestigious Oceans Conference and Exhibition is run under the auspices of the Oceanic Engineering Society (OES) and its parent organisation The Institute of Electrical and Electronic Engineers (IEEE).

Oceans07 Aberdeen will provide the premier forum for scientists, engineers and end-users worldwide to present their latest research, innovation, ideas and developments in all areas of oceanic engineering.

The theme for Oceans07, Marine Challenges: coastline to deep sea, highlights the significant challenges, from the shallowest waters around our coasts to the deepest subsea trenches, which still face marine and oceanic engineers in our drive to understand the complexities of the world's oceans and our ability to utilise, explore and preserve this unique environment.

For more information visit [www.oceans07ieeeeaberndeen.org/](http://www.oceans07ieeeeaberndeen.org/)

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## **Coastal Hazards and Climate Change**

### **Updating the guidance manual for local government in New Zealand**

The Ministry of Environment funded *Coastal Hazards and Climate Change: A guidance manual for local government in New Zealand*, was prepared in 2003 and published by the Ministry for the Environment in 2004<sup>1</sup>.

MfE now wish to update the manual to include the findings of the soon to be released Intergovernmental Panel on Climate Change Fourth Assessment Reports. This review of the manual also provides the opportunity to revisit the content, form and structure of the manual to ensure that it provides a useful and useable document for both local government staff and others associated with local government activities.

We are now seeking opinions on the existing guidance manual, to identify which sections have proved useful, whether some sections need to be expanded or shortened, whether there are new topics that need to be included, and how accessible and user-friendly the manual is. We would also welcome potential case study examples of good or innovative practice where climate change

considerations have been incorporated within local government functions or decision-making relating to coastal margins.

We would like to collate any contributions by the end of April 2007. If you would like to contribute to this consultation, air your views, or share your experience of using the manual, a questionnaire is available at: [www.naturalhazards.net.nz/manual](http://www.naturalhazards.net.nz/manual). Alternatively please contact Doug Ramsay at NIWA – [d.ramsay@niwa.co.nz](mailto:d.ramsay@niwa.co.nz).

#### **Seeking Contributions to Coastal News**

Your contributions to *Coastal News* are welcome. These contributions are important to keep NZCS members informed about coastal issues in New Zealand and around the world. Contributions may be in the form of advertisements, notification about conferences or workshops, short news items, or longer articles of 400-800 words plus photos or diagrams.

For further information or to submit an idea please contact Alex Eagles, Editor *Coastal News*, on [penguins@clear.net.nz](mailto:penguins@clear.net.nz).

<sup>1</sup> Available from the MfE web site: [www.climatechange.govt.nz/resources/local-govt/coastal-hazards-may04/index.html](http://www.climatechange.govt.nz/resources/local-govt/coastal-hazards-may04/index.html)



# New Zealand Coastal Society Tauranga Conference

21-23 November 2007



## Growth on our Coasts

Most New Zealanders live in urban areas near the coast. There are huge demands on these coastal areas to provide for industry, recreation, kaimoana and places to live.

Coastal practitioners have a critical role in managing and balancing conflict which requires robust information about communities and the physical environment.

The theme of this conference aims to reflect the ever-growing populations of coastal communities and the increasing challenges coastal managers face.

Presentations are sought for sessions about, but not limited to:

- Planning for growth in coastal communities
- Climate change
- Coastal hazards
- Port and maritime development
- Aquaculture

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