



Paragliding, Back Beach New Plymouth.

5.4 PUBLIC ACCESS

5.4.1 WHAT IS THE STATE OF PUBLIC ACCESS TO TARANAKI'S COAST?

(A) RECREATIONAL USE OF THE COAST

The Taranaki coastal environment offers an extensive and important recreational resource for fishing, diving, swimming, surfing, windsurfing, walking and boating.

Due to Taranaki's high-energy coastline most swimming activities occur at major recreational beaches where surf-lifesaving patrols operate (e.g. Fitzroy, East End, Ōākura, Opunake and Ōhawe). Other swimming locations include Waiiti, Mimi, Urenui, Ōnaero, Waitara, Ngāmotu, Back Beach, Greenwood Road, Komene, Kaupokonui, Waverley and Pātea. Public access to these major recreational beaches is easy, access to other beaches can be over private land which requires the permission of the landowner.

Boating on the coast relies on the access provided by boat ramps. Public boat ramps are situated at Tongaporutu Estuary, Urenui Estuary, Waitara Estuary, Port Taranaki, Ōhawe and Pātea Estuary. Boat ramps where access is restricted through permits to occupy the coastal marine area, are situated at Middleton Bay, Bayly Road and Warea.



Waverley Beach.

Fishing is also a very popular past-time with a lot of anglers utilising boats to access the deep-sea fishing opportunities that Taranaki has to offer. Alternatively, surfcasting off beaches and fishing off jetties or wharfs are also popular.

Surfing is also a favourite activity for many Taranaki locals and visitors alike. Surfing can occur at many locations in Taranaki, with the number of surfers increasing in the region through growing awareness of Taranaki's unique surfing environment and international surfing competitions now being held in the region. This has resulted in increased pressure for facilities and infrastructure at popular surfbreaks (e.g. Kūmara Patch, Pūniho Road, Paora Road, Arawhata Road, Mangahume and Stent Road). In many cases, access to these areas requires landowner permission. An artificial surf reef is being developed at Opunake, reflecting strong community interest and the tourist potential of surfing within the Taranaki region.

Walking and cycling have become increasingly popular activities along Taranaki's coastline, especially with the development of the coastal walkway in New Plymouth. Access to the coast has therefore been an important element in encouraging more people to walk and cycle as both a means of getting to/from work, as well as an important recreational activity.

Diving is another recreational use of the coast. A study into the coastal marine values of the South Taranaki-Whanganui coast noted that dive spots in South Taranaki were rated anecdotally as amongst some of the best in New Zealand⁵⁵.

Survey results of sport and physical activities undertaken by Taranaki residents showed that activities such as walking for enjoyment or exercise, swimming and fishing were in the top 25% of activities listed by Taranaki residents⁵⁶. Surfing and bodyboarding appeared in the second quartile of most popular activities. Walking for enjoyment or exercise, which was listed by almost 60% of respondents, will often involve walking along or near the waterways.

A postal survey carried out by the Taranaki Regional Council over the summer of 2007-08 found that Fitzroy, Ngāmotu and Opunake beaches were the locations most people have visited, with nearly one-third of all respondents having visited each of these beaches⁵⁷ (see case study).



Proud fisherman.

55 Rush, 2006. *Netting Coastal Knowledge: A report into what is known about the South Taranaki-Wanganui marine area*. Published by the Department of Conservation.
56 Sport Taranaki. 2006. *The Regional Sport and Physical Activity Strategy*.

This was a change from when a similar survey was undertaken in 1984 which found that Ōākura Beach was the location most visited.

This study also asked people the main activity they undertook at individual beach sites. The most popular reasons for visiting a beach were to walk (61% of respondents), swim (50% of respondents), relax (44% of respondents), fish (25%), picnic (24%) and to admire the scenery (20%).

Observations were also made at a number of Taranaki coastal sites over the 2007-08 summer to see what activities were the most popular. Table 5.13 illustrates the range of activities observed at Taranaki beach and estuary sites, and the relative popularity of certain beaches.

The survey found only 10% of respondents had not been able to gain access to rivers, lakes or parts of the coast in Taranaki that they wanted to in the last year. The main reasons people could not gain access was because the access or entrance was closed, access was too difficult or too dangerous. Only 1% of respondents had been denied access by the landowner or occupier. It appears that road access has not changed significantly from when the last survey was undertaken in 1984. However, substantial car parking, facility upgrades and development of walkways have occurred.

Table 5.13: Main activities observed at coastal locations over the 2007-08 summer recreation survey.

Location	On beach/ river bank	sea swim	river swim	surfing	fishing	sail craft	power craft	walking dogs	other	average total users
Fitzroy Beach	69	56		9			2	2	3	122
Ngāmotu Beach	60	20		3	5	8	2	1	6	86
East End Beach	48	30		5		5			3	83
Opunake Beach	31	16		9	2		2		19	63
Ōākura Beach	30	21		9	1		1	4	5	62
Back Beach	19	7	2	19	2	1		4	2	43
Timaru Stream	14	5	8	6	2	7		2	2	33
Corbett Park, Oakura	20	3	17					2	3	32
Ōnaero Beach camp	14	6	12		4				3	29
Pātea Beach	13				8			1	10	26
Everett Park	16		13		1				5	25
Kaupokonui Mouth	11	3	5	3	6				4	24
Ōaonui beach, Kina Rd	4			4		3		2		10
Ōhawe Beach	6	2		2	1				5	10
Waverley Beach	6				3				1	10
Waititi beach	4									5



Opunake beach and motor camp.



Swimming in the Ōākura River at Corbett Park.

WE SHALL COUNT THEM ON THE BEACHES

The people's verdict is in: The level of public access to the Taranaki coastline is about right. That's one of the conclusions of an investigation into the recreational use of coast, rivers and lakes in the region⁵⁸.

The investigation was carried out in the summer of 2007-08 and involved analysis of more than 400 responses to a postal questionnaire, and a series of observation counts at popular recreational sites. It was the first such survey for more than two decades.

The postal survey's 15 questions included several on the issue of access. Most significantly, 90% of respondents indicated the level of public access to coast, lakes and rivers is "about right", with 8% saying it is inadequate and 2% believing it is too great. A similar satisfaction rating was found in a New Plymouth District Council-commissioned survey of 402 residents by the National Research Bureau in February 2008⁵⁹.

Asked about the level of access to the natural environment (including rivers, lakes, the mountain and the coast), 58% of respondents were "very satisfied" and 37% "fairly satisfied", giving a total satisfaction rating of 95%.

This investigation also touched on the number of visits and factors that discourage visits. Public access is not a major issue in the latter:



Road ends provide access to remote surfing spots.

People say the main reasons they don't get out are work commitments, lack of time, family commitments and cost, but ill health, mobility issues and lack of transport were also cited.

Some 90% of respondents reported having been to a beach, river or lake in the preceding 12 months. This was down from 99% in the Taranaki Regional Council's previous survey in 1984. Despite this fact, the earlier survey had only around half the number of respondents, while the 2007-08 investigation had a greater representation of older age groups.

Overall, results from the survey indicate that public access is not a major limitation to public usage of the coast.

Recreational use at particular parts of the coast depends upon a number of factors such as an area's physical characteristics, its uniqueness, its recreational values and qualities, its proximity to urban areas or rural communities, and the quality of public access. For some areas demand and expectation are that facilities and infrastructure will be provided to enhance use and access to the area (e.g. seating, walkways, shelter, boat ramps and car parking) or safeguard the area from the effects of that use (e.g. toilet and rubbish collection facilities). Any development of the coast may adversely affect other recreational experiences (e.g. walkers preferring solitude or the wilderness aspect) and, in some cases, may lead to a gradual loss of the scenic, amenity and natural character of that part of the coast.

(B) COASTAL AREAS OF LOCAL OR REGIONAL SIGNIFICANCE

Access to the coast in Taranaki relies upon both formal access (via public lands and roads) and informal access (via private land where there is no public right of access). An inventory of coastal areas of local or regional significance was prepared in order to see if there was a need to discourage public access (from sites vulnerable to disturbance for example), identify any safety issues and gain an understanding of

people's knowledge of access points⁶⁰. The relative ease of access to each of the 69 sites identified was assessed.

Twenty-nine of these sites (or 42%) were evaluated as having excellent public access. Most of the main recreational beaches in Taranaki, or areas close to New Plymouth and other coastal settlements (e.g. Ōākura and Opunake) were identified as having excellent public access. For public access to be ranked as 'excellent' these sites had to be a short distance from a formed public road, easily accessible at high and low tide, and with reserves and public access clearly defined and identifiable.

A further 11 (16%) coastal areas were identified as having good public access. These sites had to be a short walk from a formed public road, along a clearly defined and traversable track (this is important as access is sometimes constrained by tides), and connected by reserves or clear public access points.

The remaining 29 coastal areas (or 42%) were rated as having poor public access. Access to these sites usually involved a long walk from the nearest formed road, pathways were generally unclear, involved rough or difficult topography, or involved the need to obtain a landowner's permission to cross land.

58 Taranaki Regional Council, 2008. *Recreational Use of Coast, Rivers and Lakes in Taranaki 2007-2008*.

59 New Plymouth District Council, 2008. *New Plymouth District Council Communitrak™ Survey February 2008*.

60 Taranaki Regional Council, 2004. *Inventory of Coastal Areas of Local or Regional Significance in the Taranaki Region*.



Access to remote areas is often restricted by cliffs and tides.

(C) PHYSICAL CONSTRAINTS TO PUBLIC ACCESS ALONG THE COAST

Access along the coast can be physically constrained where there is a significant natural impediment to public access to an area (or part of an area) such as to areas offshore (e.g. reefs, islands and the Alexandra shipwreck) or to areas surrounded by high cliffs or accessible only at low tide. For example, the Tongaporutu coast is accessible only via the estuary two hours either side of low tide.

Almost the entire Taranaki coastline is subject to varying rates of erosion from waves and wind. This has resulted in a predominantly cliffed coastline derived from the erosion of lahar and other volcanic material. In North and South Taranaki, the erosion of marine sediments has resulted in a coastline of almost continuous papa cliffs.

In such areas, the provision of public access may not be practicable or appropriate. Indeed, the relevant agencies may wish to discourage public access because of health and safety considerations.

In some localities, an area or site is designated as a reserve for the purpose of protecting from human interference the values associated with that area. In such areas restrictions on public access are appropriate. For example, the Sugar Loaf Islands is a conservation area with diverse and abundant marine and bird life, and underwater habitats. They also include several archaeological sites. Public access therefore needs to be prevented or minimised to restrict the level of disturbance and resultant diminished values.

In addition to these islands, which are formally protected, there are other areas or sites that are ecologically or culturally sensitive, but which are either not protected or there is good to excellent public access. For example, the Ōeo cliffs contain unprotected coastal herbfields, which are the habitat of a threatened moth. Private and public land within the coastal environment may also contain unprotected areas or sites that are important to Māori for cultural or spiritual reasons (e.g. wāhi tapu sites), or which contain other taonga (treasures). For such areas, public access needs to be managed and, in some cases, restricted.



Picnic at Bell Block Beach.

(D) FORMAL ACCESS ALONG THE COAST

Public roads offer the greatest degree of public access to the coast. Roads, along with the creation of reserves and strips, provide formal access options to the coast.

There is a perception that subdivisions and other types of use and development have 'alienated' large stretches of the coastline – reducing the quality of public access to the coast. However, New Plymouth and South Taranaki district councils both have policies and methods to set aside land for public access purposes or to negotiate public access arrangements with developers or coastal land occupiers. In most circumstances, district councils, at the time of subdivision, consider the creation of esplanade reserves and esplanade strips to ensure continued public access to the coast. Accordingly, public access through the provision of esplanade reserves or esplanade strips is believed to have increased over time.

Subdivisions have been created on the coast since 2002. In the New Plymouth District these coastal subdivisions are occurring all along the coast. In South Taranaki these are located near Waverley Beach, Ōaonui, Manaia, Pūniho, Opunake and Waiinu Beach. There are some 47 coastal esplanade reserves or strips in the New Plymouth District and a number in the South Taranaki District. Esplanade reserves and strips tend to be unevenly distributed in the region. In the New Plymouth District, coastal esplanade reserves or strips are concentrated along the coast north of the Stony (Hangatahua) River, at Ōākura, Otaraoa and Turangi Roads and at Ōnaero and Urenui. In the South Taranaki District, coastal esplanade reserves or strips are concentrated in the areas of Opunake, Rahotū and Pūniho.

There are also many local purpose reserves, recreational reserves, existing esplanade reserves and Department of Conservation reserves, situated along the coast, which provide formal access.

The patchwork of public roads and reserves providing public access to the coast is therefore a historical accumulation rather than a logical network. There has never been a strategy or agency responsible for

overseeing the implementation of the various mechanisms available for enhancing coastal public access. As a consequence, the right of access to the coast is often discontinuous.

The single most significant factor constraining public access to coastal areas of local or regional significance in Taranaki is that formal public access routes are often not clearly defined or difficult to identify (e.g. there are no signs or formed roads), making it difficult to distinguish public from private access. While some of the larger reserves are signposted, smaller reserves (such as esplanade strips) which could give access to the coast are often unmarked and their existence not well known.

Unformed roads (land set aside and owned by the relevant district council for roading purposes, but not maintained by the council) have the

potential to provide public access to the coast. However, these unformed roads, commonly known as 'paper roads' are usually identified only on survey maps and their existence is often not well known and the actual pathway can be difficult to ascertain from the adjacent privately-owned land. For example, the Stony (Hangatahua) River mouth has unformed roads providing for public access along both the left and right banks but the actual location of these roads is unclear.

There are also cases where legitimate public access using unformed paper roads is impeded by the landowner – sometimes deliberately, sometimes through a lack of awareness. Both formed and unformed roads have the same legal status – that is, the public has the right to pass along the road without hindrance.



Te Rewa Rewa Pa site, Waiwhakaiho River, Lake Rotomanu and New Plymouth.

PARTNERSHIP ENSURES TREASURES ENDURE

North Taranaki coastal treasures, ancient and modern, are being preserved and enhanced under a ground-breaking management agreement that has won national acclaim.

The ancient treasure is Te Rewa Rewa Pā, for generations a focal point for Ngāti Tawhirikura hapū before its site and surrounds near the mouth of the Waiwhakaiho River were taken over for defence purposes, eventually becoming a New Plymouth District Council reserve.

The modern jewel is the New Plymouth coastal walkway, which has quickly become a popular attraction for locals and visitors alike.

Under the Rewa Rewa Agreement signed in June 2007, the hapū and New Plymouth District Council are jointly managing the 26 ha reserve. This arrangement allows Ngāti Tawhirikura to plan developments for the cultural benefit of the hapū as well as the wider community, while the Council can use a coastal strip to extend the coastal walkway towards Bell Block.

Rangi Kipa, who chairs both the hapū and the Joint Management Committee, said the arrangement was working well and the Committee had been intensely involved with planning for the coastal walkway extensions and the construction of a new pedestrian bridge over the Waiwhakaiho River.

“We were really happy to return to this land and to be welcomed back to it holding hands with the Council,” he said.

At the signing ceremony in 2007, Ngāti Tawhirikura Trustee and Te Tai Tonga MP Mahara Okeroa called the agreement a 21st century solution to an issue. “It’s not a compromise. It’s more than just the shadow of the land – it’s more substantive than that, and we will work on it together,” he said.

On the Council side, New Plymouth District Mayor Peter Tennent is also enthusiastic. “When we signed this management agreement, we knew we were showing the country a new way for mana whenua and local government to work together for the interests of the wider community,” he said.

“By taking a new approach to ancestral land, Ngāti Tawhirikura and New Plymouth District Council have established an enduring gift for the enjoyment of many generations to come.”

The Rewa Rewa Agreement won a 2008 Institute of Public Administration Sector Excellence Award, in the Crown-Māori relationships category. It has also been commended in the New Zealand Post Management Excellence Awards.

The New Plymouth District Council’s Iwi Relationships Co-ordinator, Aroha Chamberlain, said the awards acknowledge the leadership and vision of both the Council and the hapū, and are also important for recognising and sharing best-practice. “This may result in benefits for other local government and mana whenua groups.”

(E) INFORMAL ACCESS TO THE COAST

Informal public access (i.e. where access is over privately-owned land) is also an important part of providing access to the coast in Taranaki, although access relies on the goodwill of adjacent landowners. Generally most private landowners are happy to allow people to cross their land. However, changing social conventions, increased responsibilities on landholders in relation to occupational health and safety, as well as changes in land uses and recreational patterns, often mean that informal public access to previously accessible beaches,

surfing or fishing spots is becoming increasingly restricted. Problems can also occur when the landowners' property rights are not respected (e.g. failure to obtain the permission of the landowner, close gates or disturbance of livestock). Reasonable and responsible access is desirable. There is a need to respect private rights – if this is done fully and properly, informal access can remain an important part of continuing public access to the coast where other methods might not be practicable or cost effective. Increased public awareness for both landowners and the general public is the key.

COASTAL ROUTE IN CLASS OF ITS OWN

When Diana Reid says the South Taranaki coastline has enormous potential as a visitor attraction, you can be assured she's walked the talk.

The Hāwera High School geography teacher won a research fellowship that enabled her to take a year away from the classroom in 2006 to walk more than 160 km from Waitōtara to the Stony River, assessing the potential for a coastal walkway or network of walkways.

Her conclusion: This could be one of New Zealand's great walks, but bringing it into reality will require much work.

The research fellowship was awarded by the Royal Society of New Zealand and funded by the Ministry of Research, Science and Technology. Armed with a GPS device and taking photos, notes and recordings as she went, Diana stayed as close to the coast as possible and walked some sections twice. She says the highlights of her many journeys were beautiful beaches and coves, the wildlife ranging from seals to crabs, and shipwreck remnants.

And with an office and support provided by the South Taranaki District Council, she also consulted many community groups and reviewed information on wāhi tapu and historic sites, coastal ecology, land ownership, hazards, access points and facilities along the route.

Her feasibility study includes a database of information about the proposed walkway, with the most suitable routes shown on maps prepared with the help of the Taranaki Regional Council.

She also points to statistics highlighting the popularity of walking and high public opinion of walkways and cycleways. She believes a series of linked walkways spanning the South Taranaki coastline would be a hit with locals and visitors alike.



Diana Reid plotting her course.

"South Taranaki's coastal history, geology and geography are all very interesting, and the landscape is varied and beautiful," Diana said. "The coastline is walkable and it would appeal to a wide range of people. There would be economic benefits for all the communities along the way, and a walkway would also be something that locals could be proud of."

The concept, which has been accepted in principle by the South Taranaki District Council, involves 24 sections or stages, each of which would require its own level of development. Some parts, notably around Cape Egmont, are already mostly in place. But others would have to be started from scratch.

Diana said much work still needs to be done, especially around issues such as land ownership and wāhi tapu sites. "I ran out of time to cover this in any depth."

Because of land ownership and wāhi tapu issues, the South Taranaki District Council will work closely with iwi and landowners as it considers the best methods to advance the project stage by stage. The idea is to encourage involvement by community groups and businesses. If the walkway proposal were to progress, the cost is estimated to be around \$3 million spread over five to 10 years.



Surfcasters head for the beach.

5.4.2 HOW IS PUBLIC ACCESS TO THE COAST MANAGED?

(A) REGIONAL PLANS

The *Regional Coastal Plan for Taranaki* recognises that the maintenance and enhancement of public access within the coastal marine area are important issues. The plan therefore contains objectives, policies and methods to ensure that public access to the coastal environment is maintained. Methods include rules which give effect to the policies for each of the four coastal management areas (as outlined earlier in this chapter), and general rules that apply to all coastal management areas. Such methods may include putting conditions on coastal permits to maintain or provide for public access, advocacy to improve public access to the coast (including advocacy to district councils for the continued implementation of esplanade strips and reserves) and the provision of information on where the location of public access points are.

(B) REGIONAL WALKWAYS AND CYCLEWAYS STRATEGY

A *Regional Walkways and Cycleways Strategy for Taranaki* has been developed to promote the leisure, recreational, commuter and tourism opportunities provided by walking and cycling, including access to the coast⁶¹. Current and potential routes are identified that together would make up a network offering pedestrian and cycle access to the region's natural attractions, as well as population centres. Some of the new routes foreseen in the strategy that might increase access to the coast include extensions to the New Plymouth coastal walkway and a possible coastal pathway and cycling route in South Taranaki.

(C) DISTRICT COUNCILS

Both the *New Plymouth District Plan* and the *South Taranaki District Plan* contain objectives, policies and methods to safeguard public access to the coast. These include such matters as maintaining access through esplanade reserves or strips set aside at the time of subdivision, or by other means.



Cliff-top walkway, Waverley Beach.

District councils also maintain roads, tracks, paths, reserves and walkways that provide public access to, and along, the coast. In New Plymouth and other parts of the region there have been ongoing maintenance and upgrades of walkways and other facilities.

For example, the 7 km New Plymouth coastal walkway has been developed over an eight-year period from 1995-2003 and extends from the Waiwakaiho River mouth in the east to Port Taranaki in the west (Figure 5.17). The whole project included development of an extensive walkway, a main pier, finger piers, and a Len Lye sculpture, at an approximate cost of \$24 million. The project is ongoing with a planned extension to Bell Block. The project has been awarded the Gold Design Award 2002 (New Zealand Institute of Landscape Architects National Awards), Outstanding Project Award 2003 (New Zealand Recreation Association), George Malcolm Award 2006 (New Zealand Institute of Landscape Architects) and Eastern Region Awards 2005 (International Federation of Landscape Architects).

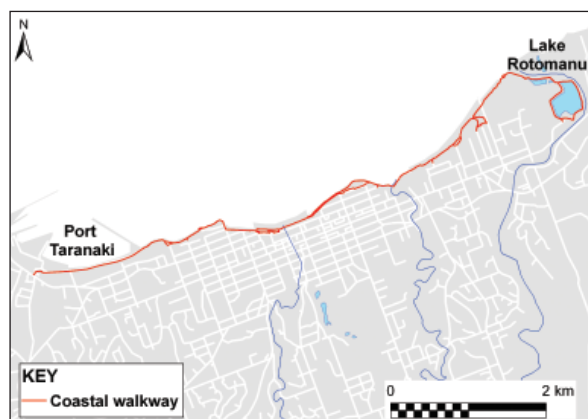


Figure 5.17: Map of New Plymouth coastal walkway.

61 Taranaki Regional Council, 2007. *Regional Walkways and Cycleways Strategy for Taranaki*.



Spectators on the New Plymouth walkway.

The New Plymouth District Council has recently prepared a coastal strategy, with the central purpose of guiding future development and change in the district⁶². One of the actions in the strategy is to prepare a coastal access action plan to guide investment, protection and development for providing public access to the coast. One other action identifies the need to make information available to the public about where all existing reserves (including esplanade reserves) are in the coastal area.

The South Taranaki District Council has accepted in principle a proposal to explore options for enhancing public access and walking opportunities around the South Taranaki coastline (see case study).

(D) NAVIGATION SAFETY BYLAWS

The Taranaki Regional Council has prepared navigation bylaws for Port Taranaki and its approaches. These bylaws apply only to Port Taranaki and the immediate environment and have been made for the purpose of regulating navigation and safety in this high-use area.

As Port Taranaki is the single largest facility on the Taranaki coast, which raises navigation safety issues, it is important that appropriate speed



Yachts leave Port Taranaki on the Solo Trans-Tasman Yacht Race to Mooloolaba.

regulations and access are provided for both recreation and commercial users alike. The current volume of shipping and mix of commercial and recreational uses in the Port therefore justify the need for this level of regulation and control. Future port development will also lead to an increase in shipping volumes as a result of dairy, forestry and container shipping in the next 10 years.

(E) WALKING ACCESS COMMISSION

Central Government is investigating options for establishing a New Zealand Walking Access Commission to lead and co-ordinate the provision of public access to the outdoors, especially around the coast, lakes, and along rivers. The Commission's responsibilities would include the provision of information about the location of existing public access, the provision of a code of responsible conduct for the guidance of the public and landholders in respect of recreational access to the outdoors, and the facilitation and funding of negotiations for new public access across private land. The implications of these activities for the Taranaki region will be assessed in due course once the Commission commences operations.



Sunrise over Sugar Loaf Islands.

62 New Plymouth District Council, 2006. *New Plymouth Coastal Strategy 2006*.

(F) SUMMARY OF PROGRESS

Progress implementing regional objectives and policies on public access to the coast is summarised in Table 5.14.

Table 5.14: Summary of progress: Implementing regional objectives and policies on the maintenance and enhancement of public access.

Issue	What do we want to achieve?	What are we doing about it?	Where are we at?
Maintenance and enhancement of public access	<ul style="list-style-type: none"> • Increased formal public access to and along the coastal marine area. • Maintenance and enhancement of public access along the coastal marine area, where this is practicable. 	<ul style="list-style-type: none"> • Esplanade strips and reserves established in the coastal environment as part of the subdivision process. • Review navigation bylaws for Port Taranaki and its approaches. • Providing information and advice when appropriate and necessary on access points to the coastal marine area. 	<ul style="list-style-type: none"> • <i>Regional Coastal Plan for Taranaki</i> made operative in 1997. The plan contains policies and rules to maintain and enhance public access within the coastal marine area. • District plans in place which recognise public access to the coast as an important matter to be considered. • Navigation bylaws in place to regulate navigation and safety within Port Taranaki.

5.4.3 HOW DO WE COMPARE?

Most regions have coastal policies and plans, as well as district plans, that seek to protect public access to the coast from inappropriate subdivision, use and development. The Taranaki region has fewer development pressures on its coastline than other regions such as Northland, Auckland, Waikato, Bay of Plenty, Marlborough and Canterbury. Coastal development and subdivision pressures have increased in Taranaki, as they have elsewhere, and may continue to do so into the future. The issue of public access to the coast is one that will require ongoing monitoring.