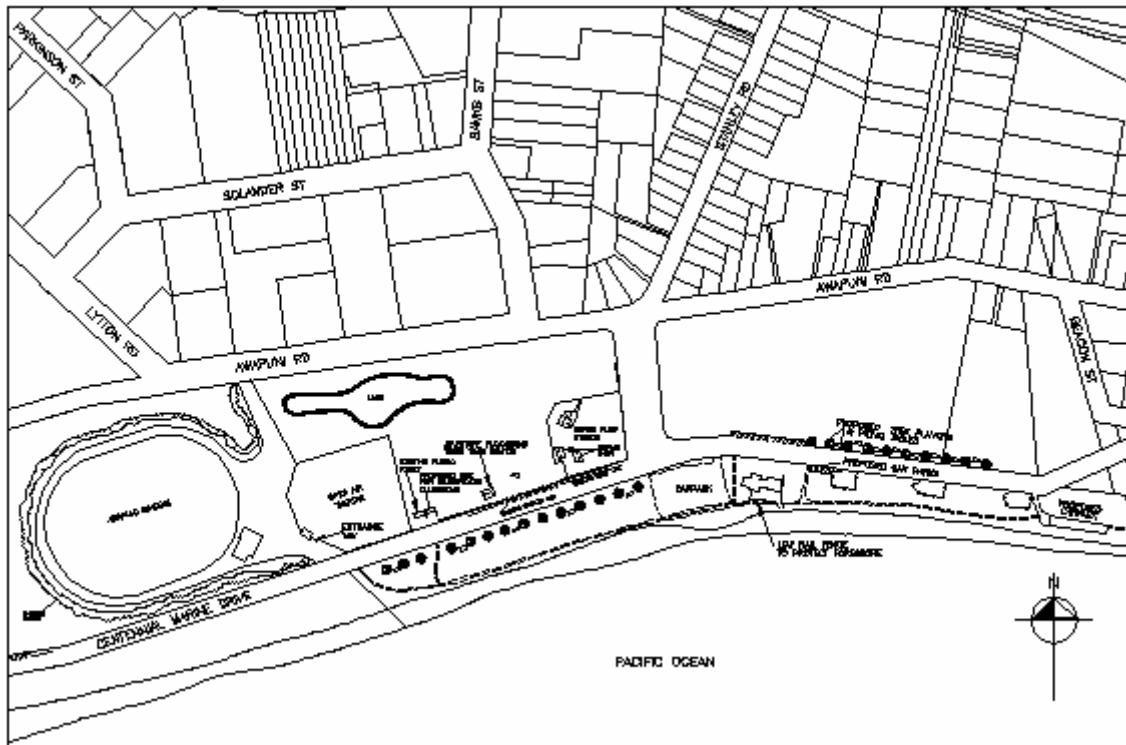


2.0a Midway Beach Reserve, Gisborne



2.1 Introduction

Midway Beach Reserve is situated adjacent to Centennial Marine Drive on the western foreshore area of Poverty Bay. The reserve is one of three major reserves which runs along city foreshore area. The first being Kaiti Beach which exists on the eastern side of Poverty Bay and secondly Waikanae Beach Reserve which exists on the western side of the Turanganui River from the Waikanae Cut area through to Grey Street.

There are a number of access points to the reserve. The first major access point is that of the road end at the southern end of Grey Street which allows access to beach frontage of Waikanae Beach and pedestrian access through to Midway. Ample road parking is provided in this area which is bordered by the Waikanae Surf Club on the eastern side of Grey Street. The western side of Grey Street is predominately a residential zone which runs through to the Salisbury Road/Beacon Street intersection. (See Site Map Appendix 1.0). A number of reserve access points are available along Salisbury Road. With the inclusion of the Roberts Road entrance three other pedestrian entrances are available for pedestrian access from Salisbury Road to the Midway Beach frontage. These particular entrances include Seaview Place, Number 10 (Salisbury Road) and Whispering Sands.

Vehicle access is controlled through out the reserve area by a series of bollard fencing and lockable gates. When required the major entrance points to the reserve can be locked by the erection of a chain gate.

The reserve is one of the most frequented reserves within Gisborne City and enjoys a status as the most popular beach reserve within the district. The reserve consists of a land area of approximately eight hectares much of which is grassed and utilised as a green belt area adjacent to the main beach frontage.

2.2 Status Area

The total area of Midway Beach Reserve is approximately 8 hectares. Its legal description consists of the following areas: Section 2, 7 & 8 Block VII, Section 38 Block VI, Part Lot 100 DP 1149, Lot 1 & 2 DP 5660X, Part Lot 74 DP 1149, Part Lot 81 DP 1149 & 1176 and Section 29 Block VI Turanganui Survey District.

The majority of this land is reserve land under the meaning of the Reserve Act 1977. A number of the sections which run through to the beach frontage from Salisbury Road have not been classified as reserve land but are owned and administered as Council property which is maintained and managed as reserve land. These particular areas include Part Lot 81 DP 1149 & 1176 and part lot 74 DP 1149.

Presently the Reserve is zoned under the proposed Gisborne District Regional Land and District Plan as Amenity Reserve. This zone includes reserves and open space areas that have been set aside primarily for public access. Also included in this zone are reserves which provide scenic and landscape values.

Such zoning allows for passive and out door recreation excluding the use of horses and vehicles except on driveways, access ways and car parks. Children's play grounds, picnic facilities, landscaping, public shelters, seating and routes for pedestrians, (including footpaths), cycle tracks, bridges, driveways and walkways are all permitted activities. The location of toilets, changing rooms, car parks and fences is listed as a restricted discretionary activity.

2.3 Classification

Under the Reserves Act 1977 the majority of land (*other than those land parcels identified in Section 2.2*) which is known as Midway Beach Reserve is classified as a **Recreational Reserve**. The purpose of Recreational Reserves under the Act is to provide areas for recreation and sporting activities and the physical welfare and enjoyment of the public. Special emphasis is placed on the retention of open spaces and outdoor recreational activities.

2.4 Relationships To Other Reserves In The Area

Midway Beach Reserve is one of a series of reserves in the Awapuni area. Other prominent reserves in the immediate vicinity include Waikanae Beach Reserve, The Adventure Playground, The Outdoor Theatre/Soundshell, The Awapuni Stadium, Watson Park, Churchill Park and the Olympic Pool Complex.

Both the Awapuni Stadium and Watson Park are used for active recreation while the Olympic Pool complex is utilised for public swimming and other water based recreational activities. The Out Door Theatre/Soundshell facility is managed by the Community Development Department of Council and like the Olympic Pool concession rates apply for usage of this facility. The Adventure Playground, one of the most popular children's playgrounds within Gisborne City is operated and managed by the Gisborne District Council in association with the Adventure Playground Trust who act as a trust board with regard to the development and joint management with the District Council of this particular public park.

The Midway Beach Reserve is unique in that it runs adjacent and opposite to each of the reserves outlined above. Gisborne City is fortunate given the fact that so many recreational areas exist and are readily available within one geographical location. The people of the Gisborne District can be thankful with respect to the fact that previous generations set aside such a large area for out door recreational which today offers a multitude of recreational opportunities and experiences for a diverse range of user groups.

2.5 Historical Analysis

The various land parcels that make up what is commonly known as Midway Beach Reserve were gifted to the Gisborne District Council over a number of decades. The largest area which runs from Grey Street through to Pacific Street in the west (*Section 2 Block VII Turanganui Survey District*) was classified as a Recreation Reserve in 1977. Prior to this date however the land was utilised as public domain within the then Gisborne City Council's ownership and administration.

2.0 Location / Access

Midway Beach and to a greater extent the Waikanae Beach frontage is historically significant not only within the Gisborne region but also within a New Zealand context. This area, now reserved as recreation ground is significant in that the site represents the first “meeting place” of two cultures, that of the Maori, the Tangata Whenua of the region and the Pakeha who first visited these shores in October 1769. The earliest records of civilisation from a Pakeha perspective comes from the diary of Captain James Cook who walked along the shorelines of Poverty Bay along the Waikanae and Midway Beach frontage.

From Captain Cook’s documentation we know that there were Maori Settlements on both the Kaiti Beach side of Poverty Bay and the Waikanae/ Midway Beach area on the north side of the Waikanae Stream. A Maori settlement was also noted at the southern end of the bay.

Recent history of the reserve area has seen the development and enhancement of open space and the utilisation of the beach frontage and foredune area for active and passive recreational use. Two important developments which now play a major role in the management of the reserve is that of the two active surf clubs which operate at both Midway and Waikane Beaches.

The Midway Surf Club was officially opened on October 24th 1965. Like that of the Waikanae Surf Club, since its inception the Midway Surf Life Saving Club has operated very successfully. As a sporting club the Midway Surf Lifesaving Club is considered one of the best competitors in the surf life saving field in New Zealand. The building which consists of the Midway Surf Lifesaving Club and Young Nicks Restaurant is owned by the District Council and leased to the Midway Surf Lifesaving Club.

Another major feature of the beach front area is that of the Waikanae Camping ground. Originally a tea kiosk and bathing pavilion with showers and conveniences for ladies only, the land was originally owned by New Zealand Railways and leased for a pepper corn rental to the Waikanae Beach Improvement Society. The society appointed a caretaker in 1920 as part of its redevelopment of the area which included the development of a promenade and 650 foot sea wall and cubicles for 100 people. Once completed the facility proved immensely popular with over a 1000 users being recorded during the summer months of the 1920’s. In 1953 the facilities were formally handed over to the Gisborne Borough Council for absorption into the Gisborne Domain Board. The popular pavilion area was demolished by the Gisborne City Council public in 1987.

Camping on the current camp ground officially commenced in 1927 at the request of the Auckland Automobile Association who were seeking an appropriate area for their members to visit . Since 1927 the camp ground has operated very successfully.

Now run as a business unit of the Gisborne District Council the camp ground is continually being up graded and is extremely popular as a visitor site with numerous areas available for both cabin, caravan, motor home and tent camping.

2.6 *Site Characteristics*

With the exception of the dune areas Midway Beach Reserve is predominately flat in topography. The soil profile consists largely of Opotama Sand. This soil type is also present on a number of the adjoining reserves including Watson Park, Churchill Park and the Olympic Pool Complex. The beach consists of a fine grey/black sand, the colour of which is heavily influenced by the large quantities of silt deposits which originate from the Waimata River and are carried out into Poverty Bay during times of Flood.

The reserve consists of a limited number of Tree Species including the predominant Norfolk Pine and a number of Macrocapa trees. Native species include Pohutakawa, Ngaio and Karo (*Pittosporum crassifolium*) A number of Palm trees are also present including *Butia Capitata* (Jelly Palm), *Livistonia chinensis* (Chinese Fan Palm) and *Phoenix canariensis*. Puka has also been planted in a number of areas of the reserve but unfortunately this particular native plant variety has not coped well in the wind swept coastal environment of the reserve.

During the winter months Midway Beach Reserve enjoys a good level of moisture retention. Like many of the reserves in the district this situation changes dramatically during the summer season when the grounds tend to dry out through lack of watering and the predominant forces of the coastal environment which has a major effect on the landscape and its form. These conditions impede dramatically on flora growth within the reserve. Realistically only hardy Coastal species can be developed in these areas. Other areas with in appropriate tree species will be thinned out and replaced with appropriate tree species as finance permits. Appropriate tree species include Pohutakawa, Rata (Northern) and *Pittosporum*, Karo Sp. Ngaio.

2.7 Development

A. Car Parking Development

As part of the 1998/99 Annual plan process Council formally adopted to carry out the construction of a 60 x 12 metre long car park at what is commonly known as the Beacon Street Reserve.

This reserve is part of the overall management plan for the Midway/Waikane Beach frontage and the car park it self is one of 4 carparks along the beach frontage from the Waikanae cut through to Pacific street in the west. The various car parks include:

1. **Waikanae Cut Car Parks:** Two main car parking areas are provided the first of these lies adjacent to SH 35 and the other on the seaward side adjacent to the public tennis courts. This car park was created as a result of the 1996 Waikanae Beach Management Plan.
2. **Grey Street Car Park Waikanae Beach:** Located at the end of Grey Street this car park is a popular parking spot for locals and visitors who enjoy the outlook that the car park offers and the safe swimming patrol areas of Waikanae Beach during the summer months. A small car park is also provided adjacent to the public toilets and changing shed area at Waikanae Beach.
3. **Beacon Street Car Park:** Completed in November 1998 this car park offers panoramic views of Poverty Bay and the Midway Beach area. The reserve is patrolled by paid life guards during the peak summer season. The site has been recently landscaped with an avenue of six Pohutakawa trees. In addition a mural is planned for the Gisborne Tri clubs Building (*formally the Women's Surf Club*) located on the reserve adjacent to the Blue Pacific Motels. New rubbish receptacles have also been placed in this area and new barbecue tables are also planned.
4. **Midway Beach Car Park:** The largest of all of the designated and surfaced car parking areas this car park was constructed in the late 1980's prior to the amalgamation of the Gisborne City Council with the Cook County Council. Two car parks are provided in this area, the first and by far the largest car park lies adjacent to the Midway Surf Club. The second car park designed more as a through road with a number of parking bays present lies adjacent to the larger car parking area and serves the Adventure Play Ground as well as Midway Beach.

2.0 Location / Access

Both these car parking areas require some resealing work which it is envisaged will be carried out early in the 1999 financial year. (**Note:** This work has now been completed.) (Note this work has now been completed.)

A smaller car park is also provided in front of the Midway Surf Club but this car park is restricted for emergency and service personnel vehicles.

B. Promenade Walkway

In 1996 Council formally adopted to carry out the development of a river side walkway along the Taraheru River as part of stage one of the Central Business District upgrade project. This development resulted in the construction of a promenade walkway from the river end of Bright Street through to the railway bridge which along with the Gladstone Road Bridge links the central city with the port at the closed off portion of Reads Quay. The river bank walkway is an extremely popular asset within Gisborne City. The walkway is utilised by a wide range of people participating in both active and passive recreation. Gisborne City and its people are fortunate in that this walkway and the location in which it exists is easily accessible for those who work within the Central Business District or within close proximity to the central city.

Open space areas, such as the river bank walkway area are important in assisting in the provision of areas for leisure and recreation within built up areas such as the central city.

One of the main aims of Council in enhancing its provision to its recreational assets is the extension of this walkway from Reads Quay through to and around the current Watties site, across the Waikanae stream (*through the provision of a laminated timber footbridge*) and along the Waikanae cut area past the replica statue of Young Nick and through to the Waikanae Beach Reserve car park. The promenade walkway would be further extended from its current end point at the Waikanae Tennis courts through to Midway Beach, eventually finishing at Pacific Street which is the unofficial but generally recognised boundary of the foreshore reserve area administered by the Gisborne District Council.

This development would include the provision of a paved walkway right along the foreshore reserve areas as indicated in the development plans contained in this draft management plan. (**Refer to appendix for development plans**)

2.0 Location / Access

One idea which has been suggested by those interested in the walkway extension concept is the development of and situating of carvings and interpretive displays along the riverbank and possible future beach front area. Carvings, not indigenous and foreign in nature, could be incorporated as features along the walkway - each carving having its own unique story with interpretive panels. Along with the possibility of a heritage trail this type of development would add another attraction and incentive for locals and visitors to utilise the walkway.

C. Board Walks

In 1990 Council undertook a number of foreshore improvement works along the Midway and Waikanae Foreshore areas. This work included extensive landscaping, fencing and boardwalk development. Unfortunately much of this work has not survived with much of the fencing works now completed covered under the sand dune areas. In some places the top wire of the fences is exposed above the sand dune areas. Council recognises that this particular structure does pose a health and safety risk for the public and remaining fence lines are gradually being removed when discovered through regular inspections of the sand dune areas. Shifting sand does make identification of such hazards difficult.

One of the main projects which has survived since its inception in 1990 is that of the various boardwalks which line the beach front along Midway Beach. Sand clearance of these areas is regularly carried out by the Periodic Detention unit of the Community Corrections Department as is the clearance of sand within the various reserve car parks. This ensures that access to the beach front is easily accessible and assists in protecting the sand dune areas which run through from Midway Beach to Grey Street. One further Boardwalk is planned in the first car parking bay of the secondary car park at Midway Beach (*opposite the Adventure Playground*).

This particular area is badly eroded largely due to unauthorised vehicle movement over the sand dune area. This practise has recently been restricted through the construction of a retainer wall and new bollarding work along Midway Beach.

Council intends to maintain these boardwalks to a high standard not only to ensure that public access in these areas is encouraged and maintained, but also to ensure that dune protection in the Midway Beach area is also managed effectively.

2.0 Location / Access

The constant problem with vehicles driving on to the dune areas is a major threat to dune care and management.

Constant driving on the dune areas while causing major compaction and loss of vegetation in some areas has also destroyed a buffer zone area between the designated car parking areas and the beach front. This has resulted in large quantities of sand being swept through into the car parking areas as well as the adjacent Olympic Pool complex.

Council's Engineering and Works Department are however keen to improve the viability of the sea frontage from the Midway Beach Carpark. This would involve major recontouring works on the dune area in front of the carpark area. In addition a planting scheme to stabilise the dune area would also need to be initiated following any sand removal and recontouring works. Resource consent approval would be required for this work to proceed.

D. Cape Daisy Eradication

A major problem experienced along turf areas of the beach frontage in the spring and early summer months is that of Cape Daisy weed. Cape Weed. Common name is Cape Weed or Cape Daisy. The Botanical name of cape weed is *Arctotheca Calendulaceum*. The plant it self originates from the Cape Colony, South Africa. Named Cape Daisy due to its flower shape the plant has a number of distinguishing characteristics including solitary flowerheads 25-35 mm diameter of black disc and yellow ray like miniature sunflowers. Cape Daisy weed can be a very invasive weed especially in dry conditions where it thrives. Council will take maintenance steps to limit the spread of this weed and will advocate elimination as finance permits.

E. Rubbish Receptacles

In 1997 Council replaced the majority of its litter bins along the beach front. Replacement Rubbish receptacles were also put in place at the Beacon Street Reserve and car park area in November 1998.

Currently Council has in place a total of 46 rubbish receptacles along the Midway and Waikanae Foreshore area (this includes the Waikanae Cut Reserve) Additional rubbish receptacles are planned for the Waikanae Cut area once future development proposals for this site are considered by Council.

F. Flat Volley Court / Beach Sprint Area

Presently there is a set of volley ball posts located at the Waikane Reserve adjacent to the changing and toilet block facilities at Waikanae Beach. These posts are currently under utilised and suggestions have been put forward to relocate the posts to a location which is more visibly focal and populated during the summer months. No firm location has been decided on this relocation proposal as yet but a suggestion has been made to relocate the beach volleyball posts adjacent or nearby one of the car parking areas within the vicinity of Midway Beach. Suggestions of a suitable site for these posts would be welcome.

G. Lighting

New lighting along the beach front is planned as part of this Management / Development Plan. Lighting should however only proceed if the development and construction of the promenade walkway commences.

H. Other Development/Enhancement Projects

There are a number of minor improvements which are envisaged as part of the overall development proposals for the reserve these include:

- a. Upgrading and replacement of the existing water fountain at Midway Beach Reserve (opposite the Midway Surf club).
- b. The removal of the inoperative public showers adjacent to the Midway Beach changing Sheds and the provision of one public shower adjacent to the Midway Surf Life Saving Club.
- c. The construction of a retainer wall on either side of the beach cleaning and access track at the Beacon Street Reserve.
- d. The construction of one additional boardwalk and access way over the existing retaining wall and sand dune area in the first car parking bay of the second car park at Midway Beach.
- e. Further Pohutakawa Planting in the flat turf areas of Midway Beach especially in the area commonly referred to as the Pipe.
- f. The replacement of dilapidated picnic tables areas as required in either concrete or wooden form as finance permits.

I. Beach Cleaning and Grooming Works

Currently the Gisborne District Council's Engineering and Works Department is responsible for beach grooming works along the Waikanae and Midway Beach frontage. Beach grooming works are geographically maintained from the eastern boundary of Waikanae Beach at the Waikanae Cut Reserve through to Pacific Street in the west. Beach grooming works take place from Labour weekend of each year through to Easter. A one-off beach clean is initiated prior to this period annually to remove all large drift wood logs and rubbish that has accumulated along the foreshore over the winter period. Due to the high financial cost associated with beach grooming this type of work is only carried out for a period of six months. The one-off beach cleaning operation which involves the removal and burning of large logs and excess rubbish (excluding plastics and rubber) is tendered for competitive quotes. This work is usually tendered in September of each year.

During the summer months and dependent on tidal conditions the vast majority of beach grooming works are carried out during the early morning prior to 10.00 am. The major reason for this is safety of beach users. Less people frequent the beach during the early morning periods which allows for accessible access along the tidal margins.

The foreshore area can be regarded as an extremely fragile environment which is constantly changing due to environmental influences of the sea, air and the interaction with the land. Both Council and the public need to recognise that the dune areas are extremely fragile. The recreational usage of the Midway Beach area especially in those areas adjacent to carparks has been severely affected by man's recreational use of the beach area.

Dune stability is a major management issue. Where possible public usage of the dune areas adjacent to carparks should be directed to formed boardwalks or sand ladders. This would assist greatly in limiting dune erosion and allowing the dune system to develop naturally.

J. Jet Ski Zone

No jet skiing is permitted within the patrolled swimming areas of Midway and Waikanae Beaches. A jet ski exclusive zone has been established at the beach end of Pacific Street. Access to this area is difficult especially for launching capability.

The establishment of a concrete ramp in this area has been suggested but keeping such a ramp clear of sand would be difficult and a financially expensive operation for Council. Launching is permitted at the Boat Harbour ramp and at Marina Park. There is a need for those jet skiers using these particular facilities to be soundly educated in safety practices and the need to remain a safe distance away from other recreational water users when making their way to the exclusive jet skiing zone at Pacific Street.

K. Surf Lifesaving Tower

In 1997 the Midway Surf Club applied to Council for a reserve grant as part of the annual reserve grants project submission grants for the construction of a surf lifesaving tower.

Owned by the Gisborne District Council and operated by the Midway Surf Club this tower is located during the winter months adjacent to the Midway Surf Lifesaving Club (opposite the Olympic Pool on Centennial Marine Drive) while during the summer months the tower is located adjacent to the beach accessway at the Beacon Reserve. This particular area is extremely susceptible to tidal rips and drownings have occurred in the past. Locating the tower in this area and providing paid lifeguards to man the tower during peak summer periods will assist in providing for the safety of swimmers in this area. Swimmers utilising the beach areas should however only swim in designated and patrolled areas and obey the golden rule of swimming between the flags.

L. Carparking

Carparking along the Midway and Waikanae Beachfronts is well provided for. In addition to the 60 space carpark adjacent to the Midway Surf Club and Olympic Pool Complex two additional concrete based carparks are situated at Beacon Reserve and the Waikanae Cut Reserve. The Waikanae Cut Reserve has a sealed carpark at its entrance which allows for approximately 8 vehicle spaces. The forwarded carpark at the end of the formed concrete road which meanders through the reserve allows for carparking for another 10 vehicles. The Beacon Reserve Carpark, like that of the Waikanae Beach carpark, has extensive views of Poverty Bay and the foreshore area which can be viewed from the comfort of the car. This has been an important design factor in the provision of these two carparks. While the carparks do provide access to the beach areas many of the carpark's users are elderly and simply like to be able to view the sea and the foreshore from the safety and comfort of their vehicle.

2.0 Location / Access

Some vehicular users are also disabled and such parks do provide scenic views for these reserve users. Ample road reserve parking is also provided along the beach front area. Both the Olympic Pool complex and the Adventure Playground have good sealed parking space outside their various locations. No future carparking development is envisaged as part of the Management Plan.

2.0 Location / Access



PHOTO 1 : Waikanae Beach Adjacent to the Waikanae Cut Looking Westward Towards Midway Beach



PHOTO 2 : Waikanae Cut Carpark and Picnic Area.

Note: It is envisaged that the Promenade Walkway will be extended through to Midway Beach

2.0 Location / Access



PHOTO 3 : Beacon Reserve Carpark and Picnic Area.
Photo taken from Churchill Park



PHOTO 4 : Midway Beach - Beach Grooming Works (October-April).
Assist in Maintaining this Portion of the Beach Frontage from Pacific Street
through to the Waikanae Cut

2.0 Location / Access



**PHOTO 5 : The Gisborne Tri Club Building.
This Building Occupies a Portion of the
Beacon Street Reserve Adjacent to the Blue Pacific Motels.**



**With the Completion of this Management Plan a Working Group will be Established
Specifically to Address Dune Care Issues.**