



WAIKANAE BEACH RESERVE MANAGEMENT PLAN

November 1996



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Forward

The attached Management Plan for the Waikanae Beach Reserve has been prepared in terms of the provisions of the Reserves Act 1977.

The Plan was opened for public scrutiny and comment. Submissions on the contents of the Plan and related matters on the future management and use of the reserve were received and were considered as part of the approval process by the Gisborne District Council.

The Plan was approved in accord with the provisions of Section 41(6) of the Reserves Act 1977 by Resolution of the Gisborne District Council, dated the 14th day of November 1996.

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MANAGEMENT PLAN
for
WAIKANAE BEACH RESERVE

October 1996

GISBORNE DISTRICT COUNCIL

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1.0 INTRODUCTION

The Waikanae Beach Recreation Reserve stretches from the mouth of the Waikanae Creek along the coast to Midway. The foreshore reserve continues on past Midway adjacent to the road reserve of the Centennial Marine Parade. This proposed management plan only covers that part of the reserve that runs from the Waikanae Creek to Grey Street. The area described as **the reserve** for the purposes of this proposed plan is enclosed by Awapuni Road, the coast and Grey Street.

This proposed management plan describes how the reserve is to be managed for the use and enjoyment of recreational users. It is concerned with the long-term aims of the reserve management. It is based upon the reserve's qualities and expected public use. The means of achieving the aims are set out in the form of objectives and policies for the day to day management of the reserve, which are derived from the provisions of the Reserve Act 1977.

Attached to the Plan is a development proposal which sets out the immediate priorities for providing facilities as a part of an ongoing works programme. This is a design solution which will require budget approval from Council for its implementation.

The contents of the Plan have emerged from the suggestions and ideas from individuals and organisations who have responded to the Council's invitation to participate in its preparation. The Plan will require updating as circumstances require to ensure its contents continue to meet local needs.

2.0 BACKGROUND DATA

The reserve is made up of three distinct parts. The largest part is taken up by the Waikanae Beach Holiday Park camping ground. The foreshore area from Grey Street to the area known as the Cut has been developed for the most part as a formal promenade area including grassed banks, a path, trees, surf club house, a grassed play area, play equipment and a tennis court. The remainder is the Cut which is grassed area with a heavy cover of trees lying adjacent to the Turanganui River mouth.

The camping ground is operated by the Council on a commercial basis. As such its future management will be determined by the procedures contained under the Local Government Act for Annual Plans for Council services. The continued operation of the camp has been assumed for the purposes of preparing this management plan.

From the point of view of the reserve, the camping ground is an appropriate, well established use of a beachfront area consistent with the provisions of Section 17 of the Reserves Act 1977. The activities associated with the camping ground have been assessed with a view to the impact upon the future use and development of the rest of the reserve.

While these activities are compatible with those of the beachfront, the continued successful operation of the camp is to a large degree dependant upon its location and continued ready access to the beach. The future management of the reserve will need to recognise this relationship.

This Reserve is primarily used, apart from the formal camping ground, as an area of informal active recreation in close association with the adjoining beach and river mouth.

Legal Access ▶ Entry to the Reserve is available from Grey Street and from Awapuni Road. Access is also available from the extensive length of foreshore and river margin bordering the reserve.

Status ▶ The legal description of the land is Section, Block VII Turanganui Survey District, DP 8507. The Reserve has an area of 4.6640 hectares. The Reserve was originally part of the Gisborne Domain and was classified and gazetted as a recreation reserve in terms of the Reserves Act 1977 in 1987. The Gisborne District Council advertised its intent to prepare a management plan and called for public submissions in January 1993. This management plan follows as a consequence of these actions.

Physical Access ▶ Pedestrian access is available from Grey Street by way of a concrete path which runs beside the foreshore or by informal entry along the adjoining grassed bank next to the beach. A formed and sealed vehicle accessway runs into the camping ground from Grey Street. This access is 6 metres wide.

It is the only formal entry to the camping ground although pedestrian access can be gained from the beach beside the Surf Club. The perimeter of the camping ground is otherwise fenced by a 3 metre high mesh fence.

Vehicle access to the reserve is also available from this accessway to the back of the Surf Club and a grassed carpark adjoining the clubhouse and Grey Street. No other vehicle access is currently available into the reserve from Grey Street.

Apart from the camping ground, pedestrian access to the reserve is readily available from the seashore, Grey Street [described above] and Awapuni Road. There is a low post and rail wooden fence along this boundary to control vehicle entry. The river boundary consists of a concrete retaining wall which could be scaled from a boat or, in parts, at low tide.

Beach Activity ▶ Waikanae is considered a relatively safe swimming beach. The adjoining facilities make it an ideal recreation attraction for both residents and visitors. On a normal warm sunny day there is a concentration of people on the beach in front of the Surf Club. Numbers would be upward of 150 people on the beach with a similar number on the foreshore. On either side of this area numbers dwindle away rapidly to a few.

Overall the area of the beach away from the front of the surf clubhouse attracts relatively little use. As a comparison, experience at other popular beachfronts around the country strongly suggest the beach will be well used where there is ready access for vehicles to part adjacent to the foreshore. Most of the water related activities are still within the eye of the Surf Patrol.

During the summer season cars normally will park in Grey Street down to the intersection with Salisbury Road. Few cars if any park beyond this point even though there are parking spaces available under the shade of trees.

In the area of the Cut cars park under trees on the grass and a similar number currently park on the riverbank. The pattern remains the same during the whole day.

The grassed areas east of the Surf Club attract relatively little use. The children's play equipment provides a diversion from beach activities in summer and attracts only limited use during the rest of the year, perhaps because of its out of the way location.

Out of season activities focus on passive recreation such as walking, jogging or just sitting admiring the view. This beach is one of the best vantage points to view Young Nick's Head. This association has been commemorated with the location of a statue of Young Nick on the eastern end of the beach. The importance of a visual link with the beach and shoreline is more pronounced in these months. Little parking occurs in areas away from the beachfront.

The reserve also provides an important link in a pedestrian walkway that stretches from the inner city riverbanks past the inner harbour along the coast to Midway Beach. However the necessary diversion onto Awapuni Road in order to bridge the Waikanae Stream disrupts the continuity of the walkway and considerably lessens its appeal. In effect the visual and physical links between the inner harbour and the reserve are broken.

The implications of the current development are that for a relatively safe swimming beach Waikanae is starved of people particularly in summer.

Vehicle Access ▶ A strong body of opinion would support the contention that the amount of use made of the beach is determined by the availability of vehicle access. Most people using the beach enjoy parking in view of the sea. In preference they will drive and park their vehicles where this view and ready access is available. **The current pattern of use of the Waikanae and Midway beachfronts would support this view. As carparks in immediate proximity to the beach fill, people drift west along the coastline looking for other unoccupied parking spots close to the beach.**

Waikanae Beach is recognised as a prime location for recreation. An increase in the amount of use being made of the reserve and beachfront would be seen as desirable. The ready availability of vehicle access may determine the level of future use of the reserve.

One of the primary considerations in improving vehicle access will be to maintain the continued safe and convenient movement of people through the reserve. Vehicle access will need careful design and control to preserve the recreational amenities of the reserve. Considerations for pedestrian safety will need to include the separation of pedestrians and vehicles where possible and the speed of the traffic. Speed humps, like those in Anzac Park, will keep speeds down to an acceptable level.

Experience elsewhere has also shown that vehicle access can attract an undesirable element and undesirable activities. These often result in damage to the facilities, and create a nuisance to other users. Such unwanted activities often diminish where the reserve is very visible and well used by the public and visitors to the reserve are kept under the public eye.

In other words if the reserve is attractive and well developed and maintained, the level of public use is high and undesirable activities are kept to a minimum.

Vehicle access to this reserve has until recently been restricted to a developed carpark off Awapuni Road by a wooden post and rail barrier. The barriers have been partially removed and vehicles can now gain access to most of the reserve from this entry. The exception is the camping ground. Some vehicles have been observed parked under the trees along the grass bank in front of the surf club.

While this activity is undesirable in this part of the reserve, it highlights a need to address the issue in the long term of improved vehicle access to the reserve.

The increased vehicle access to this reserve has seen a marked increase in the use of the reserve. Nearly all the cars park in sight of the sea and preferably in the shade. The increased public use of the Cut is a desirable outcome of the increased access. Some concerns have arisen with regard to rubbish, damage to the vegetation and the surface of ground, inappropriate mixing of cars and beach goers and the potential nuisance of noise to campers.

Heavy use has in places created deep ruts which in turn become mud holes in the wet. Most of this has occurred with through traffic and would be eliminated with a formed and sealed accessway along the lines of that found in Anzac Park. The design of the accessway should encourage traffic to move in a single direction around the reserve without the necessity of doubling back on itself.

Vehicles have been pushing through the undergrowth at random to form new parking spots in view of the sea. This movement will need restricting in order to stop damage to the vegetation.

Some control could be gained by the use of barriers along that side of the accessway. Planned parking spots and viewing spots should also be provided which can be sustained by natural features.

Damage to the trees is likely where vehicles can drive persistently across their surface roots. In places the roots have been exposed. These areas will need to be built up again by spreading topsoil over them to bring the soil back to its original level. The proposed accessway will need to be designed to avoid these areas as far as possible. The existing path that has been worn by vehicle movement entering and leaving the reserve will need appropriate formation and sealing to avoid this problem.

The vehicle entrance from Awapuni road turns in at a sharp angle and the sight lines along the road towards the port are narrow offering limited vision for vehicles leaving the reserve. An alternative exit is proposed for vehicles leaving the reserve.

The desirable extent of vehicle access is discussed further later in this proposed plan.

3.0 PHYSICAL RESOURCES

3.1 Soils and Topography

The original landform was an extension of the build up of sand dunes from the adjacent beach. This was considerably modified with earthworks during the construction of the port where a new channel was created for the river. The area of the reserve is located on a natural sand dune. The soils are sandy and free draining. They would dry out in summer.

The ground is flat with little fall, except towards the river and the beach. The surface is relatively even with few hollows and bumps. Most of the area of the Cut is shaded by large trees. Individual trees occur along the foreshore area.

A thick turf of grass could be difficult to maintain with heavy shading, persistent use and the drying effects of the hot dry summers. An example of this occurs on the grass bank of the foreshore along the side of the surf club. A large area of sandy soil is exposed.

3.2 Drainage

The land naturally drains although surface water tends to pond where soils have been compacted and ruts formed by vehicle traffic.

Vegetation ▶ There are a number of large Morton Bay Figs established in the Cut. A line of Norfolk pines and Radiata Pines generally run along the foreshore. They are accompanied by juvenile Pohutukawa Trees and various native shrubs. A thick screen of vegetation runs along the embankment adjoining the river in the Cut and along the fenced boundary of the camping ground. A hedge of Coprosma runs beside the path from Grey Street to the Surf Club which effectively screens the adjoining grassed area from the sea.

A short length of the camping ground fence next to the tennis court has no screening which allows a direct view of the sea from the adjacent campsites. These sites are popular with campers as are all the sites along this side of the camp because of the greater distance away from the noise generated by the traffic and the railway line on the other side of Awapuni Road. Otherwise the vegetation provides some privacy to the campsites but there is no evidence to suggest this screening is a pre-requisite of staying in the camp.

In places vehicle paths have pushed through the vegetation along the fringes of the Cut. These plants would be resilient to normal use, but cannot cope with this type of abuse. Planned and developed parking places and pedestrian access points along with barriers will effectively protect these plants. The planting in this area has been specifically designed to incorporate salt resistant species [see vegetation list]. Where these plants and trees have been relatively undisturbed they have flourished. In places seedlings abound. In other places pressure of use has effectively stunted the growth. Enhancement planting would be necessary for this vegetation cover to meet its full potential particularly along the river margins of the Cut.

Continuous foot traffic has worn a path on the grassed areas along the foreshore in places exposing the soil. Increased use of this area for pedestrian traffic would require a formed path or boardwalk. Regrassing of the exposed soil on the grass bank will be necessary.

In some places uncontrolled growth has occurred particularly along the eastern fenceline of the camping ground. Some of these trees and associated undergrowth should be removed or trimmed to encourage better use of the reserve.

A number of specimen trees are very old and will require removal at some stage before they fall and cause damage.

The demand for shade would see further planting of appropriate shade trees as necessary, particularly along the foreshore area towards the Surf Club.

One further area needs planting. The open stretch of grass between the Cut and the Waikanae Creek should be planted and protected consistent with the adjoining area. Pedestrian access should be retained to Awapuni Road and to the proposed footbridge across the Creek.

Climate ► The local climate is very similar to the rest of Gisborne, mild in winter often with hot dry summers. The closeness of the sea modifies the high temperatures but the ground still has a tendency to dry out in summer. There is natural shelter from the large number of established trees and the reserve is shaded from the heat of all day sun. The area adjoining the beach experiences the usual afternoon sea breezes and is exposed to the southerly wind. This can cause sand drift off the beach.

4.0 PROPOSED USE

4.1 Recreation

The Waikanae Beach Reserve was classified as a recreation reserve in 1987. Under the provisions of Section 17 of the Reserves Act 1977, the reserve is to be used to:

“provide areas for the recreation and sporting activities and the physical welfare and enjoyment of the public and for the protection of the natural environment and the beauty of the countryside, with an emphasis on the retention of open spaces and on outdoor recreation activities.....”

This reserve is part of an extensive length of beach and area of foreshore which incorporates Waikanae and Midway and extends from the mouth of the Turanganui in the east to the Waipaoa River in the west. Different people use the beach in different ways, not always compatibly. The whole beach cannot be used for one type of activity at the risk of isolating or at worst excluding other users. The obvious solution is to have a series of distinct parts with a specific character and user group in mind. Some of the unsatisfied demand could be taken up by other recreation facilities elsewhere on this shoreline or in the City e.g. Anzac Park.

The proposed use of this reserve is:

- ◆ To provide for the continued operation of the camping ground;
- ◆ **To provide a pedestrian link between a riverbank and coastal walkway;**
- ◆ To provide a developed foreshore area as a focus for facilities to encourage recreational activities associated with the river, the beach and the surf; *and*
- ◆ To provide an adjoining area of open space for informal outdoor recreation with the family in mind.

4.2 Pedestrian Linkages

The connections between the beachfront area and other destinations need to be strengthened in order to promote better use of the recreation resources of the district. The obvious solution is to use the pedestrian linkages being developed by Council along the banks of the rivers. A formal walkway gives definition to these linkages. Such a walkway has been proposed in the past and constructed in part mainly along the stretch of foreshore contained in this reserve in front of the Surf Club. To this end the continuation of a formal walkway or promenade is proposed for this reserve from Grey Street along the beachfront and river bank past Watties to town.

The physical barrier presented by the Waikanae Stream needs bridging. The current solution is to force people back onto the busy Awapuni Road. This deviation makes a physical and visual break in the pedestrian link and compromises the potential for encouraging greater use of the recreational assets of the City.

The existing path along the beachfront past the Surf Club needs extending to link with the existing path and the seawall which adjoins the Cut and the Turanganui River. An informal path has been worn on the grass bank along this route over time. This plan proposes to provide a formal walkway to join the existing formed pathways. The walkway should run between the two lines of existing trees along the foreshore and have the added advantage of creating a necessary barrier to cars parking on the beachfront.

4.3 Access to Beach

The position of the camp adjacent to the Surf Club wisely concentrates the beach activity of visitors on an area of the beach that is patrolled by the Club. Such convenience is not so readily available to the locals with parking being the problem.

Public submissions point out the difficulty of parking at the end of Grey Street or other places near the beach. Most people like to park where they can see the beach from the car and in many cases where they can see the car from the beach.

The Surf Club said in their submission that the pressure on the available parks means that people are going elsewhere on the beachfront where they can park. This means away from the Surf Clubs. The beach in front of the Club is then under-utilised and people's safety is put at risk. The Surf Club believes they should be the centre of beach activity. The Club House cannot move. So their answer is to bring the people back to the Club.

The beach has the capacity to cope with any increase in public recreation. The capacity of the beach is determined more by access and parking rather than the available area of beach. Current patterns of use support this contention that the level of use is determined by the availability of ready access. If parking becomes choked in Grey Street people move on to another area and the developed beach is under-utilised usually with accompanying demand for duplicate facilities elsewhere.

This raises the question of access to the beach and the availability of carparking. The congestion of traffic in Grey Street that occurs at periods of heavy demand has been well recognised in the past. The increasing problem has been one of providing for cars.

Previous reports have suggested the purchase and use of the section at Number 10 Salisbury Road, along with two other similar sections nearby, for access points to the beach off Salisbury Road. No. 10 was to form a loop road from Grey Street back around to Salisbury Road. This was to be used as a parking and drop off area. The proposal at No. 10 does raise the issue of protecting the interests of the adjoining landowners. Submissions have been received by Council from those opposed to any further parking on the available open grassed sections off Salisbury Road.

These proposals to reduce the parking problem fall outside of the provisions of this Plan. The use of the more distant sections would tend to focus public use of the beach away from the Waikanae Beach front.

If Waikanae is to continue as one of the main areas to focus beach activity a solution to the need for better access and improved parking will need to focus on this beachfront. Parking needs to be adjacent to this beach or as near as possible to it.

4.4 Options for Improving Access and Use

One option is to increase the use made of the area of the Cut and the other is to provide entry from Grey Street and make more use of the grassed areas to the east and west of the clubhouse for improved vehicle access and parking.

Moves were taken some time ago to effectively exclude cars from the area of the Cut mainly to encourage picnic type activities and to protect the existing trees from damage. Relatively little use was made of the area. In more recent times the barrier to access for vehicle has been partially removed.

The previous pattern of use has been re-established. Cars park amongst the trees with related activities being focused on the shoreline such as fishing, boating and other water related activities. Use of the area is increasing.

Accompanying this increased use, as described above, is wear and tear of the grassed surface and the inevitable damage to exposed tree roots. A number of attempts have been made to control vehicle movement in the past with variable success. There is an increasing level of demand to park in the shade and to gain ready access to the sea. The capacity of the Cut to accommodate this demand is considerable but not limitless. There are definite issues of protecting the vegetation and controlling the movement and use of the vehicles.

The first requirement is to provide a more formal structure to the vehicle pathways. This could be simply accomplished if a sealed driveway was developed similar to Anzac Park to channel the movement of the cars. This formed access should be sufficiently wide enough for two vehicles [4 metres]. In addition this formed access should be similarly developed to take in the grassed area west of the existing tennis courts to allow extended parking. It would also allow more concentrated use of the beach in support of the existing surf club facilities.

The bollards restricting entry to this grassed area have recently been removed after a recent storm in order to facilitate the removal of the debris from the beach. The subsequent periods of hot weather have seen more vehicles parking in this area and in the Cut than on Grey Street. People were looking to park in the shade close to the beachfront. This use has continued through the winter months with people parking their cars adjacent to the beach in sight of the sea.

4.5 The Need for Controls on Vehicle Movements

Now the barriers have been breached this area will become increasingly popular. However some problems will need resolving. Cars are being driven from the grassed area next to the tennis court along the grass bank to park under the trees in front of the surf club. Barriers will be needed along the line of the trees on the foreshore to stop this movement.

The existing entrance from Awapuni Road offers poor visibility for vehicles leaving the reserve. A large Norfolk Pine obscures oncoming traffic. An alternative exit is proposed adjacent to the existing entry. This will allow greater visibility of turning traffic.

The proposed vehicle accessway will be in the form of a loop which will reduce the possibility of any conflicting movement.

Another issue is to restrict cars from parking on top of the embankment bounding the Turanganui River. A considerable number of cars park under these trees. Fishing, water skiing and swimming are popular. The number of people using this area appears greater than when vehicle entry to the Cut was restricted.

The main impacts are the likely damage to the existing vegetation and the need to maintain the continued safe and convenient movement of pedestrians.

These two activities, parking and walking are not necessarily incompatible. The available space along the grass strip is rather confined. This strip of river margin is an integral part of the proposed pedestrian linkage of the beachfront with the river and harbour basin. Priority should be given to this linkage. Use of this strip for car access and parking will be in direct conflict with this priority use. Alternatively parking is proposed on the other side of the trees under controlled circumstances using vehicle barriers to keep the cars under or behind the trees.

4.6 Increasing Access from Grey Street

The other option is providing vehicle access from Grey Street to a newly formed parking area adjacent to the existing toilets and behind the surf club. Access would be by way of the existing entranceway to the camping ground.

This would allow further parking adjacent to the beachfront and would take some of the pressure off Grey Street. As the parking in Grey Street fills, rather than turn off to Salisbury Road, cars will be encouraged to turn down the entrance to the camp and park close to the beach.

There are a number of issues to be addressed so that this option can proceed, all involving the separation of pedestrian and vehicle traffic.

The existing camp entrance provides access for both pedestrian and vehicular traffic to the camping ground, the surf club and the grassed area adjacent to the clubhouse and Grey Street often used for carparking. The speed of the vehicular traffic can be a concern. Speed bumps should be placed on this entrance to slow the movement of the vehicles and increase the safety of both pedestrians and turning traffic.

Entry to the proposed carparking areas will be from the camping ground entranceway through the existing entrance to the back of the surf club. This existing entrance is wide enough to ensure visibility is not restricted and vehicle movements can be completed in safety. An area of carparking would be formed on the grassed area adjacent to the toilets and behind the surf club.

A low wooden barrier will be needed to restrict vehicle movement to the parking areas. Bollards are already in place to stop cars from driving in front of the clubhouse.

4.7 Vegetation

The existing vegetation particularly in the Cut is generally in a state of deterioration due mainly to the erosion and compaction of soils caused by vehicles. The grassed area between the concrete wall along the river and the plantings is also suffering the same fate. In places exposed and damaged roots from the adjacent trees are evident.

The proposed formed vehicle access, parking areas and pedestrian accessways will need to be clearly defined around and through the existing vegetation. A system of low timber post and rail fences and bollards is proposed. All vehicles are to be excluded from the embankment.

The existing areas of vegetation will need to be cleaned up with the removal of all dead wood, broken branches and other rubbish. New trees and shrub planting should be carried out with similar species to those already existing and mulch applied to assist with re-establishment.

Additional planting should be carried out alongside the camping ground fence facing into the Cut and in the open grass area adjacent to the Waikanae Creek.

The grassed area along the embankment between the river concrete wall and the existing plantings will need restoring. Soil and reseedling work will be required to fill low areas, cover exposed tree roots and return banked areas to their original contour. The row of Norfolk Island Pines should have their lower sets of branches removed, the Pohutukawas pruned around their basis and other seedling and self-sown vegetation removed.

The area beneath the Morton Bay Fig trees could be mulched with bark to cover the exposed roots and generally improve the overall appearance. Grass is unlikely to grow under this heavy tree cover.

There are a number of self-sown seedling trees such as plum trees and other less desirable species that should be removed.

4.8 Facilities

Toilets and changing rooms are provided next to the surf club along with seating shelter and children's play equipment. Gas barbecues are proposed in the grass area adjacent to the play equipment, next to the tennis court and on the grass strip adjacent to the concrete wall in the Cut area. These will need to be accompanied with tables and rubbish receptacles.

There is an existing set of children's play equipment next to the tennis court which should be retained. The tennis court would provide for both camping ground visitors and the general public. The public entrance should be on the side facing the Cut.

4.9 Undesirable Behaviour

Concern has been expressed particularly by the camping ground of the need to avoid attracting undesirable behaviour such as vandalism to the reserve and surrounding area. Evidence of such activities can be readily seen in some parts of all communities today and such concerns are difficult to address in a management plan.

Provision has been made in this plan to help prevent creating conditions conducive to such behaviour. Careful consideration will be given to aspects of design and layout of proposed facilities, to avoid creating spaces concealed from public view and in their design and construction to avoid materials prone to vandalism.

5.0 DESIRED OUTCOMES

The District Council is looking to the Waikanae Beach Reserve to provide a venue and focus for water related recreational activity with an emphasis on family groups. The reserve is to be developed to encourage greater use of the beach and related areas. The key to attracting greater use is improved access. Available parking close to the beach is a vital ingredient of ready access. Increased beach use should be complemented by pedestrian pathways, areas for informal recreational use, surf patrols, toilet and changing rooms, sealed and formed vehicle access and increased opportunities for parking.

The camping ground also complements this objective by providing a focus for the visitors to the district. Its future form and function will be determined by commercial imperatives.

Limited financial resources may constrain the development of the reserve. Development may be staged over a number of years. The Council will encourage community effort and joint support of sports clubs and community groups to help establish facilities for the use of the whole community. The best possible economy for developing resources will be sought with facilities designed to provide the greatest flexibility and multiple use.

6.0 OBJECTIVES

6.1 Function

- ♦ To manage the Waikanae Reserve as a recreation reserve for the physical welfare and enjoyment of the community and visitors to the district.

6.2 Use

- ♦ To develop the reserve as a focus for beach and water related recreational activities.
- ♦ To recognise and provide for the operation of the adjoining camping ground

6.3 Conservation

- ♦ To develop and maintain the natural amenities which contribute to the better use and enjoyment of the reserve.

7.0 POLICIES

7.1 Recreation

- ◆ To develop and encourage the provision of facilities necessary and desirable for the public use of the reserve consistent with its character and function.
- ◆ To provide for access and the parking of vehicles in designated areas.
- ◆ To retain and develop areas of open space and planted shelter for informal recreation.
- ◆ To provide for pedestrian access through the reserve and as a link with adjacent recreational resources.
- ◆ To maintain the public's freedom of access and use in balance with protecting the amenities of the reserve and the camping ground.
- ◆ To prohibit overnight camping in areas of the reserve outside of the existing camping ground.
- ◆ To prohibit fires in the reserve except in barbecue facilities set aside specifically for this purpose.

7.2 Buildings and Facilities

- ◆ To permit and encourage the provision of those buildings and facilities necessary and desirable for the use and enjoyment of the reserve.
- ◆ To encourage community support in the provision of any buildings and facilities.
- ◆ To support long-term use of any site, building or facility by way of a formal agreement under the Reserves Act where this is desirable for the best use and enjoyment of the reserve.
- ◆ The location and layout of any future buildings and facilities shall be consistent with the current development plan.
- ◆ The design and construction or renovation of buildings and facilities shall be in harmony with other buildings and structures and the use of the reserve minimise the opportunities for vandalism and have consideration for the safety and wellbeing of the public.

7.3 Vegetation

- ◆ To maintain the plant life in the reserve in good health through an annual maintenance programme.
- ◆ To remove existing growth that is not in accord with the character and function of the reserve consistent with the development plan.
- ◆ To develop and maintain a planting programme to provide open grassed areas, appropriate shelter and screening in accord with the development plan.
- ◆ To design all plantings to minimise the creation of spaces that may attract undesirable behaviour.

- ◆ To create a visual screen between the reserve and the camping ground by the use of plantings in a hedging effect.
- ◆ Established trees will be maintained in sound condition and may be trimmed and if need be removed for reasons of safety or good management as set out below (tree can also be read as bush or shrub):
 - the tree is dead, dying or diseased
 - the tree has become a danger to public safety
 - the tree interferes with essential public utilities
 - the tree is obstructing the waterflow in any drainage system
 - the tree has outgrown its location or site and is causing or could cause serious damage to buildings or property, publicly or privately owned
 - the tree is inhibiting the growth of a more desirable species
 - the tree is a poor specimen or unsuited to the site due to incompatible growing conditions or the height, age or bulk of the tree and needs to be removed in order that more suitable specimens can be planted.

7.4 Lighting and Night Time Use

- ◆ To permit lighting to facilitate access and nighttime use consistent with the character and function of the reserve and the amenities of the surrounding area.

7.5 Landscape

- ◆ To develop and maintain the form of the reserve to provide for informal recreational use and associated facilities as shown on the development plan.
- ◆ Further shaping, mounding, top soiling and mulching will be undertaken as funds become available to assist in the establishment and maintenance of new and existing plantings and other recreation facilities.
- ◆ The entrances to the reserve will be developed to increase its visibility and to give a sense of entry using planting and signs.

7.6 Vehicle Access and Parking

- ◆ To develop and maintain a formed and sealed accessway for vehicles from Awapuni Road to extend into the area of the reserve beside the tennis court as set out in the development plan.
- ◆ To develop a vehicle entrance at the rear of the surf club to allow access to adjacent parking areas.
- ◆ To develop and maintain parking areas adjacent to the foreshore as set out in the development plan.
- ◆ To provide adequate physical restraints to limit vehicles to the formed access and carpark and to provide physical speed constraints as necessary.

- ◆ Council vehicles and other vehicles authorised by Council shall have access to all parts of the reserve as is necessary for management purposes.
- ◆ Parking areas and ramps for people with disabilities will be provided where practicable.

7.7 Pedestrian Access

- ◆ The public will have pedestrian access to all parts of the reserve at all times except the area and facilities which are provided specifically for the surf club or camping ground.
- ◆ To provide pathways as shown on the development plan so as to encourage use of the reserve and pedestrians access through the reserve to link the reserve with other recreational resources in the locality.

7.8 Fences

- ◆ To ensure a secure fence in conjunction with screen planting is maintained along the common boundary with the camping ground.
- ◆ To provide low fences around developed plantings and specimen trees as a barrier to and protection from vehicle movements.
- ◆ Fences and barriers where provided shall be of a design and construction to harmonise with the management objectives and policies of the reserve.

7.9 Maintenance

- ◆ A regular maintenance programme will be provided for all trees, shrubs and grassed areas.
- ◆ A regular weed control programme will be maintained particularly along fencelines, pathways and on sealed areas such as carparks and tennis courts.

7.10 Utility Services

- ◆ To permit those utility services necessary for the operation of the reserve, its buildings and other facilities.
- ◆ All services are to be located under ground where practicable.

7.11 Dog Control

- ◆ Dogs will not be permitted on the reserve.

PART II ▶ WAIKANAЕ BEACH RESERVE DEVELOPMENT PLAN

Introduction

The Waikanae Beach Reserve is to be used primarily for passive recreation particularly for water related activities in association with the beach and the Turanganui River. This reserve is to provide a focus for these activities. It is to be developed as a venue for public use and enjoyment of the beach. **It is also intended to provide a pedestrian link between the riverbank walkway through the city and a coastal walkway to Midway Beach and beyond.** As such, access to the reserve is to be enhanced which would see the need to provide an extension of pedestrian paths and more readily available space for carparking. Sufficient area is available to provide for supporting facilities such as toilets, changing rooms, surf clubrooms, play equipment and tennis courts.

Concern has been expressed about the movement of vehicles and the design of any parking facilities, particularly in regard to the camping ground, the surf club, the toilets and changing rooms and the protection of the natural features in the area of the Cut and the foreshore.

Design Requirements

Space should be provided for carparking sufficient to cater for the expected visitors to a prominent beach venue such as this. The carparking has to be located with possible view of the beach. This design reflects public demand as shown in current patterns of use. Vehicle access is to be provided from Grey Street with ready access to parking to stem the flow away from this beach further west when parking at the beach end is full.

Improved entry, access and exiting are required to and from Awapuni Road. A formed and sealed vehicle accessway is required, designed to protect the greenery. Roadways, parking areas and pedestrian accessways should be clearly defined around and through the existing vegetation. A system of bollards and low timber fences is proposed. All vehicles are to be excluded from the grassed area adjacent to the foreshore and river.

New enhancement plantings are to be carried out with similar species to those already existing. These will need mulching to assist with re-establishment. All deadwood, broken branches and other rubbish will need removing from the existing vegetation.

Existing Norfolk Pines need their lower limbs trimmed, the Pohutukawas pruned around their bases and other seedlings and self-sown vegetation removed. The seedling plum tree and other less desirable species next to the camping ground are to be removed.



Part II ► Waikanae Beach Reserve Development Plan

Additional trees and shrubs are needed around the perimeter of the camping ground for both shelter and screening and in the open area next to the Waikanae Creek

The grass areas that have eroded and compacted with vehicle use or concentrated pedestrian use will be restored. Soil and reseeded work is necessary to fill low areas, cover exposed tree roots and to return the ground to its original contour.

Pedestrian access to the other side of the Waikanae Creek by way of a footbridge is proposed as a direct link from the beach to the river walkway into the centre of town and the harbour basin.

APPENDIX 1

Predominant Tree and Shrub Species

Pittosporum crassifolium	Karo
Corynocarpus	Karaka
Coprosma repens	Taupata
Metrosideros excelsa	Pohutukawa
Myoporum laetum	Ngaio
Macropiper excelsum	Kawakawa
Nerium species	Oleander
Pinus species	Pine
Eucalyptus species	Gum
Ficus macrophylla	Morton Bay Fig
Tamarix species	Tamarisk



