

ANNEX 1 ► Site Descriptions (access A-U) and Management Recommendations

The following descriptions outline access and facilities at the Reserves beginning at the southern end of the Reserves, Access A (Tuahine Crescent) to the northern Access U (Makorori Headland). The access lettering is shown on the Beach Access Maps provided at the start of section 2.0 Locations Plans.

It should be noted that all carpark surfacing within the Reserves should be hard-wearing and porous, not tar-sealed. When existing tar-sealed surfaces require replacement as part of routine maintenance, they should be converted to a hard-wearing porous surface. It should also be noted that the dune-care programme should be extended along the entire foreshore of Wainui Beach and all access sites.

ACCESS A – U

A. Tuahine Crescent

The southern-most access to Wainui Beach is clearly visible from the road, with carparking leading onto a well-maintained path. The fence is white and needs replacing with organic materials (i.e. not painted white). The fence provides good push-chair access and a rubbish bin in good condition is in a suitable location. A sign advising dog owners of by-law regulations is also found at this site. A unified small sign is recommended at the site. While the vegetation is similarly well-maintained, it is predominantly plant pests such as Chilean rhubarb and agapanthus complemented with many garden escapes. The stairs onto the beach are the main development priority at this site as they currently rusted metal handrails as they reach the beach.



Figure 9: Access A (Tuahine Crescent) stairs.

B. Lloyd George Road

This beach access also features a white fence, a set of stairs in fairly condition and a rubbish bin. It also has a Weedbusters sign placed in the middle of the site, on the fence, which has a long low bench seat in fair condition on either side of the sign. The seats are on the beach-side of the fence. This site has a steep embankment infested in plant pests which should be replaced with stabilizing indigenous vegetation.

Below are the stair access and access frontage complete with bench seating and Weedbusters sign.



Stairs and fenced access to Wainui Beach from Access B

C. Southern Wainui Stream

This access is well-presented from the road, with a metal chip surface in good condition. A sign is present saying 'No motorbikes or horses allowed by Order of GDC'. The track is wide and light and offers a tranquil stream-side experience as users walk down the side of Hamanatua Stream. The riverbank is planted with a mix of indigenous and introduced species, which should be further planted with stabilizing indigenous riparian species. Neighbors' are encroaching onto the reserve land with their gardens. Despite this, there is a clear flat path to the beach with a narrow set of stairs leading onto the edge of the stream outflow area. This access should become a horse only access to enable safe passage for horses from the near-by residential area. Pedestrians can of course use the accessway, but it will mean they should be aware they may meet a horse and rider. The sign should be changed.



Figure 10: Suggested horse access to Wainui Beach.

D. Northern Wainui Stream and Pare Street Boat Ramp

The entrance to northern Wainui Stream is in a poor state with a large rotting turn-style at the entrance. The turn-style makes it difficult for anyone to access the path. The path is narrow and dark but comes out onto a flat grassy area bordering the north side of Hamanatua Stream. The track soon meets up with the boat ramp at the end of Pare Street. Several private structures appear to be located on the Reserve. Similar to the other side of the stream, the bank is mix of introduced and indigenous species. The area is untidy and plant pests should be removed and indigenous species such as flax should be used to stabilize the riverbank.

As the stream track meets the end of Pare Street, a sign is erected advising the public that: 'Vehicles are not permitted to drive along the beach except for boat access by Order GDC'. The sign is in good condition. The boat-ramp is not in such condition, particularly on the metal road surface. This surface needs upgrading²³. The boat ramp area looks generally untidy and it is recommended a proper turn-around area is developed. Plant pest removal and indigenous planting along the riverbank and primary dune area, leading into a dune-care programme, would enhance this location.



Figure 11: Pare Street road end and boat ramp.

E. Cooper Street

The entrance to Cooper Street should be updated and the rubbish bin should be upgraded. The carpark on the roadside should be demarcated to show parking for three cars. While the track and steps are in good condition, the fencing rails along the length of the track could be upgraded. The path forks to the left before it reaches the wooden steps and wooden ramp down the beach. Firstly, this ramp and the associated railings are in urgent need of upgrading. The ramp is rotten, the gradient is so steep it is difficult to walk up it, and it is very uncomfortable under-foot. See Figure 12 below:

²³ Council grades the boat ramp annually.



Figure 12: Steep ramp with broken railings showing rot at the top.

Due to the condition of the ramp, users are choosing to take a fork to the left of the track, just before the wooden ramp begins. The fork leads across a wooden footbridge (also rotten in places), to a flat grass area. At the flat grass area a single bench-seat is located that is too high to sit on. The bench-seat needs to be moved a metre back from the dune-front and the height adjusted to make it comfortable to sit on. The area around the seat should be demarcated so it is clear that people can sit and watch the surf here, but not walk out across the dunes. The main problem with users taking this fork in the path is that it is exacerbating erosion along the primary dune-face. Users have worn at least three tracks through the dunes and erosion is present. It is recommended the wooden ramp is replaced with a solid comfortable structure and the dune-care programme is extended along this dune-face, together with demarcating the seating area, to stop people using the dunes to access the beach.



Figure 13: Surfers using the dune face as beach access at Access E.

The single bench-seat can be seen above the surfer carrying the surfboard.

F. Oneroa Road (Stockroute)

The well-used access commonly known as Stockroute is overall in good condition. There is a rubbish bin, bollards and chain, and a public toilet and changing room facility at the entrance. There is plenty of off-street parking, the path is in good condition and the stairs have been recently upgraded²⁴. There is one picnic table located in a good position to view the surf. The access is light and open with vegetation on both the southern and northern boundary slopes. The vegetation is mainly garden escapes and plant pests such as wild ginger which require replacement with appropriate indigenous species such as flaxes, cabbage trees and other secondary dune species. Several mature Pohutakawa trees make this access a pleasant place to watch the surf or eat an ice-cream during the summer.

Staff recommend moving the existing table to the southern side of the path and creating a ponding area to collect stormwater. The ponding area should be planted in indigenous wetland plant species. Wide shallow steps should be developed to provide access to the beach, as well as to provide a gradual stormwater run off to the beach.



Figure 14: Stockroute from the carpark

G. Beach Access:

This site offers beach access, children's playground facilities (2 swings and a seesaw), a picnic table and rubbish bin. The sign needs upgrading, the stairs are not in good condition and the picnic table and rubbish bin need upgrading. Plant pests should be removed and any landscaping/planting should be done with indigenous plants. Overall, the area should be kept as an open space. Perimeter fencing along the road-front should be upgraded and constructed of organic materials consistent with materials used in other parts of the Reserve.



Figure 15: Access G

²⁴ Reserve management staff of Council advises the stairs are still temporary and the upgrade will be completed shortly.

H. Car and Beach Access (Schools):

The original proposal to seal and expand Access H (Schools) has been adapted to contain vehicles at the roadside and provide a formal carpark area (to contain 8-10 cars, 6m deep) with a pedestrian walkway over the northern section, down to the reserve and onto the beach. The softscaping changes, such as a ponding area and planting of indigenous wetland species, are shown on the landscape plans in Annex 5 and within the Management Plan's text. Wide shallow steps are proposed to provide access to the beach and to assist gradual stormwater run off to the beach.

One management issue noted by several parties is that people are using the bushes north and south of the beachfront car park as a toilet. A sign is needed which notes the nearest public toilets.



Figure 16: Access H (Schools)

I. Beach Access:

This site offers beach access via a staircase, is predominantly a flat grassy area with no beach views until on the fringe of the dunes, and has a picnic table and rubbish bin not near the view. A sign is needed which notes the nearest public toilets and permitted activities. The rubbish bin and picnic table should be moved to offer views of the beach. The stairs need upgrading, and the perimeter fencing along the road-front should be upgraded and constructed of organic materials consistent with materials used in other parts of the Reserve.



Figure 17: Access I stairs over foredune, through the dunecare programme and down to Wainui Beach

J. Car and Beach Access (Hamanatua Stream):

This access provides excellent carparking facilities with sweeping views of Wainui Beach, on the southern side of Hamanatua Stream. The road surface was recently upgraded (sealed). Despite the better delineated carpark area, cars continue to drive on the grass area. Perimeter fencing along the road and around the carpark is recommended. The fencing (bollards) should be constructed of organic materials consistent with materials used in other parts of the Reserve and where good views of the stream and coast can be gained, a hard wooden surface should be placed between bollards, to be used as seating.

Two picnic tables are located in this area. One to maximize the view, the other beneath a Pohutakawa tree.

There is a new rubbish bin placed near the table with ocean-views and on the edge of the carpark. Softscaping with indigenous wetland species, such as flax along the riparian margin, removing the 'rockery' landscape, and removing the plant pests around the perimeter of the site, will significantly improve this area. The 'rockery' could also be removed and replanted with a Pohutakawa tree.

A pedestrian footbridge and sand ladder is required to provide comfortable access to the beach.

Hamanatua Stream itself is a popular waterway for children to play in. The water quality of this stream has been subject to regular water quality monitoring by Council for the past five years and the results have been assessed against the New Zealand Recreation Water Quality Guidelines. Council test bacteria levels for contamination rigorously during summer months and reduce testing during winter. The quality of the water in the stream is consistently poor and bacteria levels exceed safe bathing guidelines in both summer and winter. Bacteria are believed to be coming upstream, from farms and livestock, as well as septic systems along the Stream (Lysnar Road). There is a permanent sign on the south side of the Stream stating the Stream is unsuitable for bathing. Another sign is recommended for the north side of the Stream.

It is recommended as a remedial measure, that flaxes are planted on both sides of the riverbank to act as a filtering mechanism and contribute to improving water quality.

K. Car and Beach Access (Wainui Surf Club):

There is good vehicle access via a sealed road, beach access through the dunes, delineated carparking, toilet facilities and a patrolled beach at this site. With it's easy beach access, safe swimming and toilet facilities, this area could be used more by the public if the area was tidied and there was better entrance demarcation and a sand ladder over the dunes. There is one rubbish bin near the dune track and one picnic table near the riverbank (not near each other). Both the bin and picnic table need replacing. Preferably there should be a second rubbish bin near the table and additional tables could be placed where the beach was clearly visible.

With improved, consistent railing around the perimeter of the carpark, constructed from organic materials (i.e. not painted), and appropriate planting, this area will be greatly enhanced.

A clear sign noting where the public toilets are located is recommended.

A permanent sign should be erected at this site stating Hamanatua Stream is unsuitable for bathing.



Figure 18: Table and plant pests along the Hamanatua Stream bank at Access J.

L. Car and Beach Access (Pines):

There is good vehicle access and car parking facilities at this site. There is an entrance sign denoting 'Lysnar Reserve/Pines'. The other signs at this site are: one saying no camping near the entrance; and two warning about swimming safety at the top of each set of stairs. Recommendations for signage include: one main sign located near the entrance to the toilet walkway, away from the view; with interpretive information on the history of the Reserve; denotes the toilet walkway; advises on swimming safety; permitted activities; and why residents should not dump green waste on dunes. All small signs in the area should be removed.

There is a walkway between Pines and the public toilets located at Wainui Surf Club Inc. This walkway is located very close to the cliff-edge and in recent times has become unstable and slumped. The path should be moved away from the dune edge to reduce the risk of the path being undercut and eroded by high storm wave action.

There are two rubbish bins and five picnic tables at this site. The rubbish bins and picnic tables are in good locations and could be upgraded. One picnic table is located on the grass 'island' which forms the centre of the circular road access. Cars are driving on this grass area.



Pines carpark and bank showing erosion and plant pests



Southern set of stairs at Pines

There are also two stairs for pedestrian access to the beach. The southern-most, and most-used stairs, are in poor condition and need replacing (stairs above). The northern-most set of stairs was replaced in 2006. There is a sign about weeds and pests at the top of these stairs, as well as another sign informing the public about weeds, by one of the rubbish bins. To the left of the stairs is a sign denoting the area as 'The Pines'. This sign could also be upgraded in organic materials (wood).

The northern set of stairs is in good condition and has a low wooden bench seat at the top. There is no rubbish bin at this set of stairs and it is recommended one is placed here. These stairs can be accessed along a well-demarcated pedestrian walkway from Moana Road. The condition of the walkway is fair and would benefit from being constructed of organic materials and being sign-posted at the road end noting beach access.

A short metal chip road joins Pines access L to Okitu Store Access M. To ensure the safety of children and families using the playground areas, as well as further reduce Council's maintenance costs, this road should be closed to vehicle access and turned into a pedestrian walkway. Along this road, and within short walking distance, are two children's playgrounds. The first children's playground consists of two swings and two seesaws. There is a picnic table at this site and no rubbish bin. A rubbish bin is recommended. The picnic table should be shifted for better coastal views, and complemented with planting for shade, as indicated in the landscape plans in Annex 2. The rubbish bin should be placed near it. This playground is in fair condition and not maintained to the standard of the second, and larger playground.



Figure 19: Current metal road joining Access L and M

The second playground has climbing and other apparatus. It has no seating and one rubbish bin. A picnic table is suggested at this site with the rubbish bin placed beside it.



Figure 20: The Children's Playground at Pines
(to be amalgamated with the larger Children's Playground further north)

Both playgrounds are painted in bright colours (blue, red and yellow). These facilities do not enhance natural coastal values of the Reserve. The playgrounds were assessed in 2006 and are scheduled for upgrading after the Management Plan is approved. New play equipment will be provided and the play ground area will shift away from the large pohutukawa trees towards the coast, and closer to Access M car park.

M. Car and Beach Access (opposite the Okitu Store):

The road from 'The Pines' travels parallel to the beach but with no beach view, and into Car Access M, another popular site for picnicking. Again, this road should be closed and become a pedestrian access.

Located at Car Access M are one picnic table in the middle of the site, a rubbish bin at the road entrance, a plethora of small signs and another picnic table and rubbish bin closer to the dune edge. Natural wood bollards fringe the northern perimeter, however, vehicles are driving/turning around on the extended flat grass areas. These bollards should be removed, and instead, the carpark and road surface should be upgraded with a hard-wearing porous surface and perimeter fencing placed around a defined carpark area.



Northern bollards, signs and damage to secondary dunes
Due to vehicles during the winter months at Access M

Beyond the carpark area, the grass slopes down and then gradually uphill at a 45 degree slope towards the cliff-face/dunes. There is a sand ladder beach access to the northern edge of this site. The dunes are fenced off and being actively managed as part of a dune-car programme. There is a set of stairs to the north which are in good condition, however, while the fencing and sign act to direct pedestrians to the northern set of stairs, people still climb over the fence, sit and stand on the dunes to check surf conditions, and children continue to slide down the dunes.

The site would benefit from a viewing platform with bench seating incorporated into its design, directly over the dunes, to discourage people from walking onto the dunes in order to view the ocean/beach/surf. Further, waist-high fencing should be placed around the dune-care programme at this location (only directly in front of the carpark) to dissuade people from attempting to cross the dunes. Together with the sign and proposed fencing, dune education programmes at schools and dune planting days are advised to teach children and the wider community the value of protecting the dune ecosystem.

As this access is a popular picnic spot due to its close proximity to Okitu Store another picnic table is recommended.

The public toilets and rubbish bin located north of this car access point, on State Highway 35, are in good condition and should continue to be maintained. During peak summer months they require a more intensive maintenance regime.



Figure 21: Public Toilets along State Highway 35

N. Car and Beach Access (White Fence):

This site provides access to a popular surfing location. The car park requires demarcation with perimeter fencing and a hard-wearing porous surface for the road. The white fences should then be removed. A picnic table and rubbish bin should be placed to maximise the view. The most significant management issue at this site is duneface erosion directly in front of the access from the road. After walking or driving down the access road, people are walking straight over the duneface. This action has caused significant slumping. The reason this is occurring appears to be due to the fact that the stairs at this location, while in good condition, are located further north of the first carpark area. With the state of the 'road' deteriorating, only 4 wheel drive vehicles would be able to drive over to the park closer to the stairs. It is strongly recommended that the road surface is improved and the carpark space is moved further north, closer to the steps. This will also serve to screen the carpark from the State Highway. A clear path/sand ladder should lead from the northern tip of the newly designated carpark, over to the stairs. A temporary fence could be placed across the area where slumping has occurred. If after monitoring the impact of the designated walkway it appears people are still walking over the duneface, it may be necessary to place stairs directly in front of the carpark.



Figure 22: Northern set of stairs at Access N, from the current carpark area.

O. Car Access

Recommendation: Close access point to vehicles.

The perimeter fencing along SH35 will be used to close off vehicle access. The metal road should be regenerated back to dune grasses. The northern bollards within the reserve should be removed. The table, bin and sign should be removed (without a vehicle access Council cannot collect rubbish at this site) and placed at Access N (White Fence).

P. Car and Beach Access (Chalet)

The large flat open area commonly know as ‘The Chalet’ is a great asset to W. D. Lysnar Reserve and receives a large number of visitors throughout the year. This site should be kept as an open space with horse and pedestrian access from the car park. The entrance has one sign at the southern road entrance. It should also have another sign located at the northern access for vehicles traveling into Gisborne from the East Cape. Other smaller signs at the site should be removed.

The middle access road should be removed (see Annex 2).



Figure 23: Chalet carpark from the northern entrance

The circular road has a large flat grass island with one of the two picnic tables at its northern end. The second picnic table is to the left of the circular road and offers good views of the beach. Given the volume of visitors to this site, there should be two more picnic tables located near current tables and with clear beach views. Two rubbish bins are located equidistant along the white fenced perimeter of the car park. These bins should be moved next to picnic tables and the number of bins increased to four – one located beside each picnic table.

At each end of the white fencing which protects the dunes, are stairs offering pedestrian access to the beach. One set of stairs (southern-most) should be built to enable members of the public with mobility issues, including mothers with prams, safe access. The fencing and stairs are all in need of replacement and should be constructed of organic (wood) materials (i.e. not painted a colour). This fence should be kept at its current height to ensure the public is not tempted to walk over the dunes.



Figure 24: Southern set of pedestrian access stairs at (Access P) Chalet

The public toilet located at Chalet is in a good location and in good condition. Better signage denoting that the structure is a public toilet is recommended and a pedestrian access track should be developed to link it to the road and carparking.



Figure 25: The public toilet from the entrance road.

There is no formal car parking demarcation at this site and vehicles are accessing the dunes at the southern end of the site. Cars are also driving and parking off the metal road and on flat grass areas which can get muddy during rainy months. Perimeter fencing is needed to prohibit vehicles from driving off the metal road. The metal road should also be upgraded to a hard-wearing porous surface.

Given that Chalet is one of the key surfing, beach access and picnicking sites at W.D. Lysnar Reserve, the standard of maintenance of facilities should reflect its status.

Plant pest removal, removal of exotics and trimming of trees is required between this site and Car Access N.

Q. Car and Beach Access:

Recommendation: Close access point to vehicles.

At this site it is possible to see the ocean from the roadside for a significant stretch. Therefore, it is recommended this access be closed to vehicles, who can park on the State Highway. The State Highway 35 bollard perimeter fencing should be continued across this entrance and used to close off vehicle access. The metal road should be developed into a pedestrian accessway with a sand ladder or stairs over the dunes to direct pedestrian traffic (mostly local residents and surfers) across the fragile dune environment. Mowing should cease at this site.



Figure 26: The sign should be removed or if still considered necessary once the area is closed off and grasses grow, then it should be replaced with a sign in keeping with other signage along the Reserves.

R. Car and Beach Access: (1-Pine)



Figure 27: Sign and road entrance to Access R

This access point has one Norfolk Pine with a picnic table and rubbish bin located on the edge of the dune. It has no entrance demarcation, no formal car parking demarcation, no sand ladder/stairs

over the dunes, and the road surface and adjacent grass area conditions are muddy and pot-holed during winter months. Vehicles are accessing the dunes and driving over flat grassy areas. People predominantly use this site to view the surf, picnic, park cars or access the beach. Visitors using this site with vehicles are driving up on to the dunes, and across grass areas, to view the surf or access the dunes. There are no bollards/fencing to keep vehicles off the dunes.

This site requires appropriate car park demarcation including a hard-wearing porous road surface, perimeter fencing, and a sand ladder over the dunes.

There is a sign noting prohibited activities such as: 'No Motorbikes, No Horses'. This small sign should be removed.

While the Norfolk Pine is an exotic species, it is located near to the dune edge. This lone Pine should be assessed by a professional arborist to ensure its removal will not exacerbate erosion.

S. Car and Beach Access:

This site offers views from the road across to the beach. It is a flat grassy roadside area, easily accessible and has no car parking demarcation. The road entrance is in need of maintenance and cars park directly on the flat grass area to view the surf. Consequently, vehicles dig up the grass which becomes muddy in winter months. There are no signs or other facilities provided at this site except for one dune track which is stabilized. Pedestrians have cut many informal dune tracks through the dunes.



Figure 28: Entrance to Access S

This access requires appropriate car park demarcation, perimeter fencing with a wooden surface between bollards to provide seating, dune-care planting, a sand ladder over the dunes, and a hard-wearing porous road surface. Any flat grass area left outside of the carpark could continue to be mowed to provide a space for picnicking. If this is done, a rubbish bin will be required at the site.

Whales Graves:

The Whale Graves site does not provide formal access to the beach. It does, however, commemorate a tragic historical event at Wainui Beach and is the final resting place of the stranded

whales. It is a site of interest for visitors to the area and sign-posted and the area fenced. Planting is a mix of exotics and indigenous plants. In the future, indigenous plants should be planted, such as karo, flax and cabbage trees, and exotics removed. The fence around the site should be upgraded. Car parking for the site will be encouraged at the northern most point of the beach which has good vehicle access and public toilets. A pedestrian track, with a small sign noting the Whales Grave, should be located at the carpark. The track will lead to a viewing area with a larger interpretive sign and sculpture. The viewing area should be located on the beach-side of the northern-most corner of the gravesite.



Figure 29: Whales Grave

Cars are accessing the dunes at the northern end of the graves site. The perimeter fencing running the length of the Reserve will mitigate this problem.

T. Car and Beach Access (Northern car park)

This site has a well-sealed car park with public toilets in good condition. Beach access for vehicles and horses, in the form of a roughly graded down-ward sloping section at 40 degrees, is one of the unique features of this site.

There are two rubbish bins and one set of stairs to the beach in good condition.



Figure 30: Rubbish Bin and vehicle access to be closed at Access T

This site links to Makorori Headland, via a mown path, from the car park to the Headland track entrance. This path helps to keep pedestrians off busy State Highway 35. The path should have a small sign directing pedestrians to the start of Makorori track via the mown walkway.

Safety issues for vehicles pulling off State Highway 35 have been brought to Council's attention, however, this lies outside of the scope of the Management Plan and will be directed to Transit New Zealand.

Some bollards have been placed on the southern side of the car park, along the road-side front of the public toilet. These should be used as the northernmost point of the perimeter fencing for Lysnar Reserve. Bollards should also close off the boat ramp to the beach as this site will no longer provide vehicle access to the beach.



Figure 31: Stairs over the dunes and down to the beach at Access T

U. Makorori Headland

A new track on Makorori Headland, starting opposite the Okitu Bush carpark and linking to the existing track, should be developed to increase the recreation flow between the two reserves and improve public safety. This track should not be developed until the necessary safety precautions can be made with Transit New Zealand to erect safety barriers and reduce the speed limit to 80 km/h.

In order to begin to address the issue of inconsistent facilities and vegetation between the two reserves, Council recently (April 2007) began upgrading access on the Headland. Tracks have been widened and extended and stairs upgraded. An additional vantage point with picnic seating has been provided half-way up the track. At the top of the Headland, the current picnic seating is in fairly good condition. The single bench-seat should be removed and another picnic table placed at this location (on a level surface). Further, the perimeter fencing around the cliff-top should be upgraded using materials that least impede the view. Upgraded signage at the bottom of the track showing routes, seating, and view vantage points is needed. The sign should also advise visitors to take rubbish with them. No rubbish bins should be placed on the Headland. No signs should be located on the top of the headland in order to retain the uninterrupted and sweeping views.



Figure 32: The start of the Makorori Headland walkway.

Photo taken from Access T (Northern Carpark)

The other main management issue for the Headland is that a private party, Makorori Forests Limited, owns the northern third of the Headland. Currently, the walkway track crosses the legal boundary, onto the private property. This should be removed by ending the walkway at the base of the northern ridgeline as shown in the landscape plans in Annex 2. The viewing area and seating at this location need upgrading. The area between this area and the previous track-end should no longer be maintained. Re-vegetation (including native trees) will be sufficient to deter users from trying to use the old walkway.

Makorori Forests Limited are amenable to allowing public access across the southern end of their property, to enable the walkway track to link to Makorori Beach. See Annex 2 for the proposed track site. Council will continue negotiations with Makorori Forests Limited to gain public access to Makorori Beach. The proposed track will provide a way for the public to access the beach, instead of trespassing through Makorori Forests Limited private property. The new track also complies with the intentions of the Walk/Cycle way linking Gisborne City to the beaches. It is recommended Council use some legal instrument (easement or access strip etc) to formalize access over the neighbouring property in order to secure beach access. No track should be developed until the easement (or other mechanism) is secured. Further, when the new beach access track is instituted, a sign is recommended to be placed at the upgraded viewing area, to advise users they will be crossing private land, (MFL will be contacted at approve wording) explaining the track is operational at low-tide only, as well as informing the public on the history and geology of Makorori Beach and the view across to Tatapouri Headland. The headland (reserve land) should be revegetated in native bush, consistent with the plantings at Okitu Bush.



Figure 33: The views from the new northern end of the walkway with bench-seat which requires upgrading.

Makorori Forests Limited have advised Council they will not be removing all non-indigenous vegetation on their property, however, they will control weeds and plant mainly indigenous plants. They are supportive of managing the Headland as a complete ecosystem and seeking advice from Council on suitable plants to stabilise the land and encourage bird-life.