



**Management Plan for  
Chamberlains Ford Recreation Reserve**



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## 1.0 INTRODUCTION

The Council commissioned the preparation of a Reserve Management Plan for Chamberlains Ford Recreation Reserve located either side of the Selwyn River on the lower Canterbury Plains. Section 41 of the Reserves Act requires that every recreation reserve has an operative management plan. The purpose of this is described in Section 41(3), which stipulates that:

*“The management plan shall provide for and ensure the use, enjoyment, maintenance, protection and preservation, as the case may require, and, the development, as appropriate, of the reserve for the purposes for which it is classified.”*

Via a Public Workshop in December 2006, site analysis, research and further consultation, an understanding was built of the existing Chamberlains Ford Reserve environment, including its physical attributes and management issues. Existing problems within the reserve are numerous, including issues related to vehicle usage and spatial layout, and are addressed in detail with recommended management solutions.

The future of Chamberlains Ford Recreation Reserve must also be considered in the wider context of reserve networks in the lower plains, particularly in association with Coes Ford Recreation Reserve, downstream on the Selwyn River, which has some similar character and management issues.

The reserve is however assessed to have significant potential with the Selwyn River a major drawcard, and a basic framework of spaces that lend themselves well to refinement.

## 2.0 CLASSIFICATION

Chamberlains Ford is a Crown owned recreation reserve with management and administration vested in the Selwyn District Council.

### LEGAL DESCRIPTION

M36121 GAZ 70-2168 Reserve 5262, BLK XI Leest ON SD For Recreational Purposes (GAZ 1969 Page 2168)

The Reserves Act 1977 states the following for Recreation Reserves:

#### 17. Recreation Reserves

- (1) *It is hereby declared that the appropriate provisions of this act shall have effect, in relation to reserves classified as recreation reserves, for the purpose of providing 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 beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities, including recreational tracks in the countryside.*
- (2) *It is hereby further declared that, having regard to the general purposes specified in subsection (1) of this section, every recreation reserve shall be so administered under the appropriate provisions of this act that –*
  - (a) *The public shall have freedom of entry and access to the reserve, subject to the specific powers conferred on the administering body by sections 53 and 54 of this act, to any bylaws under this act applying to the reserve, and to such conditions and restrictions as the administering body considers to be necessary for the protection and general well being of the reserve and for the protection and control of the public using it:*
  - (b) *Where scenic, historic, archaeological, biological, geological or other scientific features or indigenous flora or fauna or wildlife are present on the reserve, those features or that flora or fauna or wildlife shall be managed and protected to the extent compatible with the principal or primary purpose of the reserve. Provided that nothing in this subsection shall authorize the doing of anything with respect to fauna that would contravene any provision of the Wildlife Act 1953 or any regulations or proclamation or notification under that act, or the doing of anything with respect to archaeological features in any reserve that would contravene any provision of the Historic Places Act 1954:*
  - (c) *Those qualities of the reserve that contribute to the pleasantness, harmony and cohesion of the natural environment and to the better use and enjoyment of the reserve shall be conserved:*
  - (d) *To the extent compatible with the principal or primary purpose of the reserve, its value as a soil, water, and forest conservation area shall be maintained.*

## 3.0 LANDSCAPE CONTEXT

### 3.1 LOCATION

Chamberlains Ford Reserve is an 8.22 hectare Recreation Reserve, situated adjacent the Selwyn River, 32 km south of Christchurch and 13km north of Leeston on Leeston Road. It is approximately 15km upstream from Lake Ellesmere and 6 km upstream of Coes Ford Recreation Reserve.

The reserve is separated into two distinct areas bisected by the Selwyn River/Waikirikiri and the Ellesmere Bridge, resulting in an upstream reserve area (upstream Chamberlains Ford) and a downstream reserve area (downstream Chamberlains Ford). Upstream Chamberlains Ford contains the main body of the reserve, on the true right bank of the river, while downstream Chamberlains Ford is smaller and situated on the true left bank of the river.

The main area of Chamberlains Ford is accessed from Old Bridge Road, off Leeston Road, while downstream Chamberlains Ford accessed from the junction of Bethels Road and Leeston Road.



AREA 1 – The Selwyn River/Waikirikiri at Chamberlains Ford – view upstream



AREA 1 – The Selwyn River/Waikirikiri at Chamberlains Ford – view downstream

### 3.2 RESERVE BOUNDARIES

Both the upstream and downstream reserve areas share boundaries to public land. The river bed flowing alongside the upstream reserve is UCL land (Unallocated Crown Land), while the river bed alongside the downstream reserve is in private ownership.

A Council Gravel Reserve borders both downstream Chamberlains Ford, and the river bed alongside upstream Chamberlains Ford, resulting in a large parcel of land in collective public ownership.

### 3.3 GEOLOGY AND LANDFORMS

Chamberlains Ford Reserve falls within the L4 Plains – Recent Floodplains and Low Terraces Land Type, a mix of: *active braided floodplains*, *recently abandoned floodplains*, *low terraces*, and *backswamps*.

The active braided floodplains and low terraces are well represented at Chamberlains Ford Reserve and are still evident despite modification, including the creation of stopbanks built in the 1950's to contain floodwaters.

The short tussock grassland, kowhai, kanuka, matagouri scrub, bracken and cabbage tree plant communities that once characterized these floodplains and low terraces largely given way to managed pasture for grazing stock and willow plantings for flood control. Chamberlains Ford Reserve itself is characterized by linear and open grassed spaces, with willows extensive along the southern boundaries of the reserve and lining the banks of the Selwyn River.

Soils in the Reserve are predominantly classified as [61b] Selwyn loamy sand downstream of the Ellesmere Bridge and [30] Paparua sandy loam upstream of the Ellesmere Bridge. As such they are all well to excessively drained, with naturally high groundwater levels subject to variation depending on irrigation usage in the surrounding plains, and rainfall patterns in the upstream catchment.

### 3.4 WATERS

The Selwyn River/Waikirikiri is a focal feature of the Reserve environment, both in terms of its cultural and ecological significance, and as a major draw card for visitors to Chamberlains Ford Reserve. As such the future health and vitality of waters cannot be considered in isolation from the use and potential of the reserve environment. The Selwyn River/Waikirikiri is the largest river within the Rakaia Selwyn groundwater allocation zone and is described by Environment Canterbury as having:

*‘very high cultural values, especially mahinga kai (important for eel-weirs and gathering of birds and plants)’. It has a high mauri value (ranking 7 out of 10) by Ngai Tahu on flow allocation’ (Hayward 2006).*

The Selwyn River/Waikirikiri represents a Wahi Taonga Management Area in accordance with the Selwyn District Council proposed Plan.

A small section of the river flows within the reserve boundary due to historic changes in the river pathway. The River is fed via two sources, from rain in the Canterbury Foothills, and small springs rising in the lower plains. It descends from the foothills above Whitecliffs and winds its way south-east across a patchwork of farmland before entering Te Waihora/Lake Ellesmere at the Lower Selwyn Huts. Its flow is very seasonal and while springs typically keep the lower reaches flowing throughout summer, the middle and upper-reaches are often very low or bone dry when summer drought conditions prevail. The river is prone to severe flooding in winter and early spring, and has flood banks flanking the lower reaches to mitigate adverse effects on surrounding properties during flood events.

The waters at Chamberlains Ford Reserve are consistently of a higher quality than those at Coes Ford Reserve. The end of the 2005/2006 season (starting on the 15<sup>th</sup> of November and finishing in the end of February) indicated an overall GOOD SFR reading (suitability for recreation grade), indicating a water quality where it is: *‘satisfactory for swimming most of the time. Exceptions may include following rainfall...Such sites receive run-off from one or more of the following sources and may contain animal or human faecal material:*

- *river discharges impacted by tertiary treated wastewater, combined sewer overflows, intensive agriculture/rural catchments, feral bird/animal populations*
- *river discharges impacted by; runoff from low-intensity agricultural/urban/rural catchment*
- *stormwater not contaminated by sewerage’ (Environment Canterbury 2005/06)*

Furthermore, this GOOD status has been consistently maintained since the summer of 2003/2004. The Protocol for freshwater contact recreational water monitoring in Selwyn

District is based on discussions between Food and Health Standards 2006 Ltd (FHS2006), Community and Public Health (C&PH) and Environment Canterbury. Environment Canterbury is responsible for water quality testing and completes freshwater site gradings at the beginning of each season, for consideration and signoff by October each year. The gradings are then released to the public and media by early November with permanent signs erected at freshwater contact recreation sites where the SFR grade is POOR or VERY POOR. Chamberlains Ford does have a water quality sign erected at the upstream entrance to the reserve, however on repeated visits to the reserve in late 2006 and early 2007 there was no visible data on the sign indicating water quality results, probably due to the fact the SFR rating is satisfactory for swimming.

### 3.5 HISTORY

*"..a new domain at Chamberlains Ford (Ellesmere Bridge) should be available to the public by summer. The domain will occupy about 20 acres and will extend along the Selwyn River on either side of the bridge. Land transfers are out for signature, and on completion of these transfers the domain will be formally constituted under Ellesmere County Council as the Domain Board. The Council has authorized the clearing of some trees, leveling of the grounds, and building of conveniences in the domain"....(Hilton Press, Sept. 1968)*

The proximity to Christchurch City, historically consistent water flows in summer, toilet facilities, fishing in the river, free camping, and water quality consistently suitable for swimming, are all factors that have resulted in Chamberlains Ford being a popular swimming, camping and picnicking spot over the summer months for many years. At the recent Public Workshop it was identified the reserve has attracted repeated visits by the same individual for summer camping for up to 70 years.



*AREA 2 - reading by the river adjacent*

Recent history at Chamberlains Ford involves a growing problem with trail bikes in the river bed and to a lesser extent vehicle usage in the open spaces. The bikes present a considerable nuisance factor to campers and day trippers, and are a potential disturbance to river ecology, while fast moving cars in the open spaces threaten visitor safety.

## 4.0 WORKSHOP

To begin the task of management planning for Chamberlains and Coes Ford Reserves, a public workshop held on 6 December 2006 at the Irwell Rugby Club was attended by some 50 people including various reserve users, local farmers, residents, and representatives from Selwyn District Council, Environment Canterbury, Te Waihora Trust, the Silverstream Landcare Group, and the NZ Motor Caravan Association. Further input was received from the NZ Police, the NZ Army, adjoining landowners, the Department of Conservation, Fish and Game, Ngai Tahu, and the Taumutu Runanga.

The input of these stakeholders and the landscape analysis to date has led to the identification of issues and potential solutions for the reserve, and has played a large part in establishing a vision for the reserve environment.

## 5.0 LANDSCAPE ANALYSIS

### 5.1 CHARACTER

The lands of Chamberlains Ford Reserve encompass 8.22 hectares of predominantly flat land, stop banks, and bridge embankments. Informal gravel and dirt access tracks run through or circumnavigate the interior of each reserve area.

The dominant visual elements of the reserve include its expansive open space; the Selwyn River with its meandering margins and graveled banks; a linear canopy of mature willows planted for flood control, shelter and shade; the Ellesmere Bridge with its concrete structure; and, a treed area downstream of the Ellesmere Bridge.

Proximity to Christchurch, natural swimming opportunities with consistently GOOD SFR ratings and free camping has resulted in a locally iconic reserve historically popular with campers and day trippers. Increasing vehicular activity particularly with trail bike activity in the river bed has, however, provided a significant deterrent to campers and other users of the reserve, by disturbing amenity and natural character values.

A summary of the values identified in the Public Workshop are:

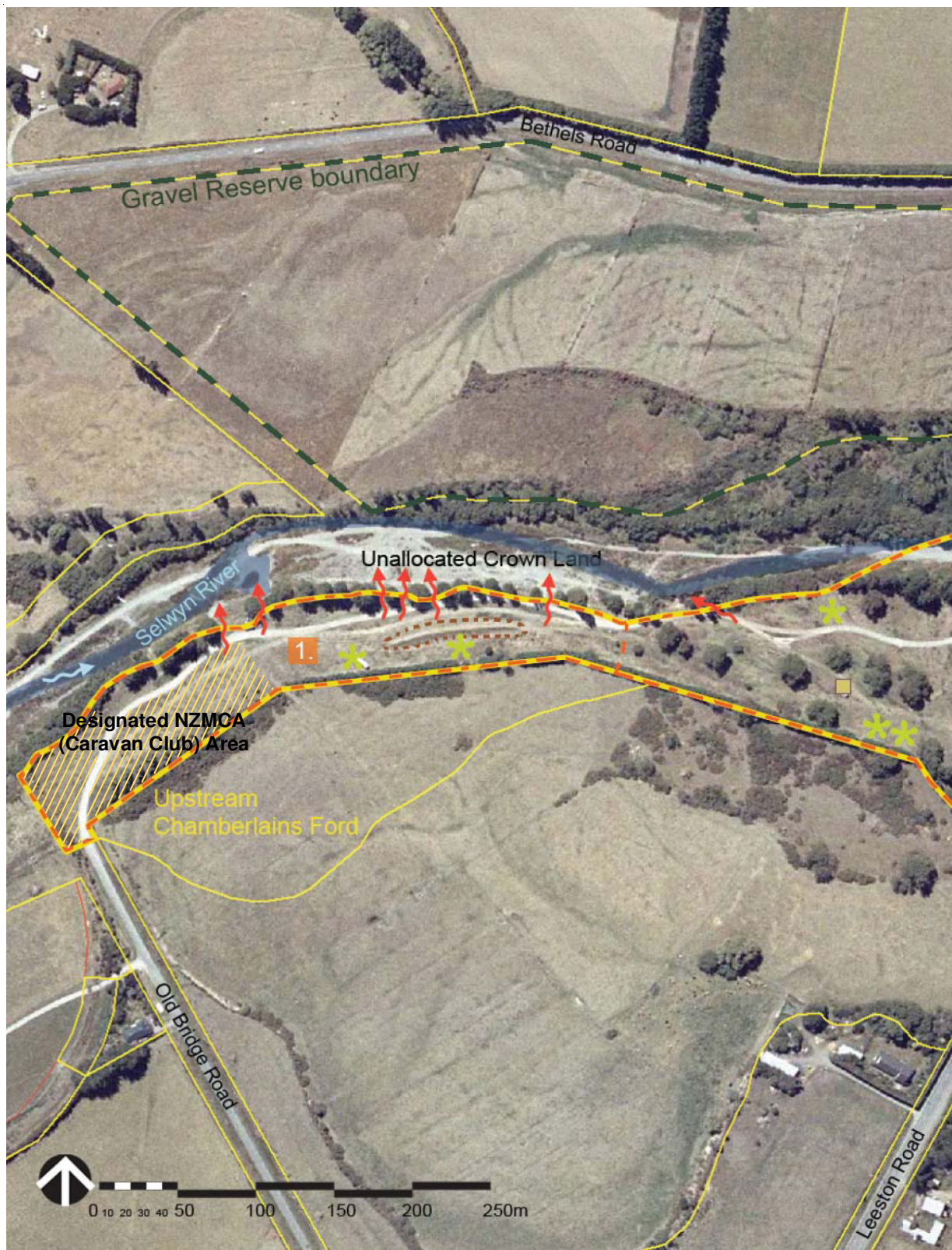
- *'Lung' green space in increasing urban community*
- *Outdoor experience for children*
- *Tradition in swimming and camping, family history*
- *Good safe place to swim*
- *Safe desirable camping and picnicking*
- *Free and has basic toilet facilities*
- *Not commercial*
- *Wildlife, fishing and native habitat*
- *Close to town but in country*

### 5.2 SPACES

*AREAS 1 to 6 (refer to the Existing Situation Plan)*

A series of spaces in the reserve are listed as AREAS 1 through 4. AREAS 1 and 2 are upstream of the Ellesmere Bridge, AREAS 3 and 4 are downstream of the bridge. Their physical attributes are described, together with workshop participants' views on issues and potential solutions for each area (for Public Workshop results see Appendix 1).







## AREA 1

A major use area for mobile homes and for access to the river bed, AREA 1 is the first space traveled through on entering the reserve from Old Bridge Road. It is a linear tree-lined space between the Selwyn River and southern stopbank. A well-used single lane gravel/dirt track

provides access through this area and into the reserve. There are several well-formed routes down into the river bed from this track, with all accessible by vehicles and pedestrians. A linear mound running east-west towards the eastern edge of AREA 1 provides some privacy and refuge for the sighting of tents.

*SILENT FILE AREA*

The adjoining land to the west of Area 1 is a silent file area C98, recognised in the Selwyn District Council District Plan. Whilst this Management Plan does not cover this silent file area we recognise its importance to Te Runanga o Ngai Tahu.

Workshop Issues and Solutions AREA 1

<i>Motorcycles/trail bikes in the reserve and accessing river bed/noisy/incompatible with campers and picnickers</i>	<i>Find an alternative site for boy racers and trail bikes/planting to help manage vehicle use/designate separate areas fro camping and trail bikes</i>
<i>No drinking tap available</i>	<i>Bore for drinking water</i>
<i>Limited privacy for campers</i>	<i>Plant more trees to create privacy</i>
<i>Not enough rubbish bins</i>	<i>More rubbish bins</i>



AREA 1 - on entering upstream Chamberlains Ford



AREA 1 - mound, providing a degree of privacy for Campers



AREA 1 - vehicle access to river bed

## AREA 2

A major use area for camping and picnicking, and for accessing the Selwyn River/Waikirikiri, AREA 2 is the largest expanse of grassed open space in the reserve. It is broad and open, and is bordered by the Ellesmere Bridge at its eastern end and the Selwyn River/Waikirikiri to the north. The Ellesmere Bridge is well elevated and there are good views into AREA 2 from traveling vehicles on the bridge, with some associated noise. An ablution block with basic non-flush toilets is situated near the centre of AREA 2, with camping/caravan sites popular at the edges, away from the Ellesmere Bridge. The ablution block does not have drinking water or showering facilities.

Dirt roads circumnavigate this space and a very well formed vehicle track extends under the Ellesmere Bridge through to private land bordering the reserve. This track appears well-used and could easily be mistaken as part of the reserve network, despite extending into private land.

The river is easily accessible to vehicles near the Ellesmere Bridge where willow trees atop the steep river bank subside, and the reserve boundary ends. A swimming hole, partly inside and partly outside the reserves northeast boundary is occasionally dug out by the Council for users of the reserve. It is accessible over gravel by off-road and 4WD vehicles, and trail bikes.



*AREA 2 - view towards the Ellesmere Bridge*



*AREA 2 - adjacent the Ellesmere Bridge*



## Orion Proposal

There is a current proposal from Orion to place a new 66kV electricity line along the west side of the Ellesmere Bridge over the Selwyn River/Waikiriki. The route plan indicates the poles would be installed in reserve land either side of the Selwyn River with heights ranging from 13.7m to 18.3m (largest pole near the center of the bridge).

From open space in AREA 2 looking to the west the view is dominated by the Ellesmere Bridge with its imposing concrete structure and associated noise from traveling vehicles this eastern edge of AREA 2 is largely avoided by reserve users unless in vehicles. The installation of large power lines will further contribute to an imposing structure and detract from the informal character of the reserve. Measures to lessen their visual impact should be considered.

## Workshop Issues and Solutions AREA 2

<i>Motorcycles/trail bikes in the reserve and accessing river bed/noisy/incompatible with campers and picnickers</i>	<i>Find an alternative site for boy racers and trail bikes/planting to help manage vehicle use/designate separate areas for camping and trail bikes</i>
<i>Limited walking opportunities</i>	<i>Purchase Hastings property to add to reserve/walkway between Coes Ford and Chamberlains link up with Selwyn Huts</i>
<i>Space too open for camping sites</i>	<i>Planting to provide better camping sites</i>
<i>No drinking water</i>	<i>Install drinking water taps</i>
<i>Not enough rubbish bins</i>	<i>Provide more rubbish bins</i>
<i>No kids play area</i>	<i>Establish kids play area (safe away from vehicle access areas) playground/swing/slides</i>
<i>Uncontrolled fires dangerous to campers and surrounding properties</i>	<i>Designated barbeque areas/enforce open fire ban and keep existing ban</i>
<i>Poor signage indicating rules and activities</i>	<i>Improve signage to advise of plantings, regulation and management of reserve/no point on having signs if rules aren't monitored</i>
<i>Toilets poor quality</i>	<i>New toilets with improved quality and discharge</i>
<i>Alcohol consumption</i>	<i>Why not ban it?</i>
<i>Environment damage of river bed/safety issues with motorized vehicles in river bed/noisy/crowding</i>	<i>Limiting/excluding vehicles and policing</i>
<i>Two reserve areas are separated</i>	<i>Create linkages</i>
<i>No longer family friendly/noise, safety issues</i>	<i>Make family friendly once again</i>

### AREA 3

Downstream of the Ellesmere Bridge, AREA 3 is a major use area for camping and picnicking. Located within the reserves downstream area, this space is small yet open. It is also exposed to vehicles traveling on the Ellesmere Bridge though to a lesser extent than AREA 2, with traveling vehicles providing some passive surveillance. There is a single lane gravel/dirt road extending from the entrance into AREA 3, which continues to form a circular track around the entire downstream section of the reserve.

There is an ablution block and popular camping site nestled on the boundary of the treed AREA 4, and in close vicinity to an access track into the Selwyn River/Waikirikiri. This downstream section of the reserve borders farmland with cattle visible through the boundary fences.

#### Workshop Issues and Solutions AREA 3

<i>No fresh water</i>	<i>Install fresh water</i>
<i>Area separated from other part of reserve</i>	<i>Create linkages</i>
<i>Vandalism of toilet block</i>	



AREA 3 – open space, ablution block bridge



AREA 3 - camping near trees



AREA 3 - river access

### AREA 4

A treed area that is largely inaccessible to pedestrians and vehicles, AREA 4 is also part of the downstream section of the reserve. Trees are predominantly willows with exotic weed species

prolific underneath. There is a circular 'grotto' type space amongst trees where fireplace remnants can be found. Additional opportunities exist for creating grassed spaces amongst trees, providing low lying topography is avoided (may become damp in winter). The vast majority of this area is currently inaccessible to pedestrians due to the density of vegetation. AREA 4 is a suitable area for restoring local natural vegetation.

#### Workshop Issues and Solutions AREA 4

<i>Weedy Area</i>	<i>Plant more natives</i>
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**ALL AREAS** Some issues are prevalent through all areas in the reserve.

#### Workshop Issues and Solutions ALL AREAS

<i>Two reserve areas separated</i>	<i>Create linkages or purchase adjoining property</i>
<i>No walkway linkages to Coes Ford</i>	<i>Create walkways linking to Coes Ford and the Selwyn Huts</i>
<i>Vehicles a nuisance/dangerous</i>	<i>Control vehicle use and enforce bylaws</i>
<i>Vandalism and uncontrolled fires</i>	<i>Create controlled barbeque areas/enforce bans on fires</i>
<i>No drinking water for campers</i>	<i>Install drinking water taps</i>
<i>Not enough rubbish bins</i>	<i>More rubbish bins and regular removal</i>



AREA 4 - 'grassed grotto'



*AREA 4 – trees*



*AREA 4 - enhance for picnicking/camping*

## **6.0 VISION**

Following consultation, research and site analysis the vision is for a reserve which retains the natural character of informal open space, while dividing large grassed areas to help calm and limit traffic and improve camping and picnic sites. There is a general consensus for the free camping status to be retained, trail bikes to be excluded, and a desire to have Chamberlains Ford Reserve a family friendly reserve, where people can walk, run, camp, swim, play or cycle without threat from vehicles or a polluted Selwyn river/Waikirikiri.

A long term land-based linkage between Chamberlains Ford and Coes Ford Reserves is desired, with walking and cycling routes extending to the popular existing walkway between Coes Ford and the Selwyn Huts.

There is a recognition that the character of, and investment in, any development within the reserve needs to be resilient to flooding events by the Selwyn River.

## 7.0 OBJECTIVES AND POLICIES

**Objectives** and **Policies** have been developed for Chamberlains Ford Reserve with associated **Actions**. A Proposed Landuse Plan has been developed that locates proposed barrier fences and identifies the future use of reserve spaces.

### 7.1 LANDSCAPE CHARACTER

#### 7.1.1 Waters

The river waters are a dominant feature of the reserve environment and as such are a major draw-card. Although they are predominantly outside of the reserve boundaries, they are UCL land (Unallocated Crown Land) with public access rights, with the exception of the waters downstream of the Ellesmere Bridge, which flow within private land.

The waters provide recreational opportunities for swimming, walking, picnicking, and fishing, as well as vehicle recreation, and are readily accessible from reserve AREAS 1, 2 and 3. As such policy is required to manage access to the river for different user groups from all areas of the reserve, to aid enjoyment while protecting amenity and ecological values.

#### **Objectives**

1. ***To preserve and allow for the existing recreational activities in the river where they do not compromise safety, create nuisance, or threaten ecological values.***

#### **Policies:**

1. Limit Vehicle access to the river from the reserve.

#### **Actions:**

1. Introduce vehicle barriers to limit and discourage vehicle access to the river.
2. Regularly dig a swimming hole for public use at the start of the summer camping season

#### 7.1.2 Vegetation

Vegetation is currently dominated by perimeter planting and colonization by exotic trees (predominantly willows) which have matured to enhance the scenic qualities of the reserve, provide flood protection measures, shade, shelter and spatial definition to the areas identified in the Existing Situation Plan.

The community recognizes the importance of this vegetation and wishes to preserve it wherever practical. The Green Footprint group has identified AREA 4 as a site for native restoration plantings. This activity should be supported and encouraged.

The proposed installation of 66kV power lines adjacent the Ellesmere Bridge with poles in the reserve will impact the visual character of the reserve, and requires consideration as to mitigation measures. The vertical structures and horizontal lines in combination with the existing Ellesmere bridge, may further detract users of the reserve from the eastern end of AREA 2.

#### **Objectives:**

1. ***To preserve, manage and retain the existing exotic tree plantings wherever possible except where removal is necessary for ecological enhancement, safety,***

***river flow management, or to instigate changes in line with any future reserve development plans.***

- 2. To expand plantings for enhancing the ecological values, scenic qualities and spatial definition of the reserve.***

***Policies:***

- Areas for native restoration and general enhancement plantings to be planned and identified, implemented, maintained and protected.

***Actions:***

- Work with Green Footprint group to enhance AREA 4 and identify other areas for restoration/enhancement plantings.
- Take measures to mitigate the adverse visual effects of planned 66kV power lines by Orion west of the Ellesmere Bridge.
- Introduce planting and structures to divide expansive open spaces and provide shade, shelter, and privacy for campers and picnickers.

### ***7.1.3 Linkages***

The upstream and downstream reserve areas are separated physically by the Selwyn River and the elevated Ellesmere Bridge. Pedestrians can perhaps move between the two reserves through public land when the waters are low by crossing the river near the downstream edge of AREA 2. This requires avoiding vegetation and climbing a fence on entering the downstream reserve area, erected to limit access for trail bikes. This linkage could perhaps be improved for pedestrians.

A Council-owned Gravel Reserve forms part of a large parcel of publicly owned land that includes the upstream and downstream reserve areas. There exists an opportunity to reassess the status of the Council owned Gravel Reserve if desired, with the intention of developing all, or part of, together with Chamberlains Ford Reserve, to improve recreational opportunities and the cohesiveness of the existing reserve.

***Objectives:***

- 1. To improve landscape connections between the upstream and downstream reserve areas.***

***Policies:***

- Reassess the status of the Council owned Gravel Reserve (RES 5263) with the intention of developing it in whole or in part with Chamberlains Ford Reserve.
- Improve existing pedestrian linkages between the upstream and downstream reserve areas.

***Actions***

- Investigate the removal of the existing wire fence preventing access to the river for trail bikes at the SW corner of AREA 3 and replace with a robust wire cable fence as stated in 7.2.2 *Water Access*:
- Clear a path through existing vegetation for improving the pedestrian connection between the NE corner of AREA 2 and the SW corner of AREA 3 (as indicated in the Proposed Landuse Plan).

### 7.1.4 Land Exchange

A section of land south side of Area 3, across the river, is currently used by reserve users and campers. This section of land is owned by the neighbouring farmer, who appears to have no problem with reserve users using this section of land over the summer months. This section of land has a natural boundary between the farmer's property and Area's 2 and 3. There is potential for Council to investigate a land exchange with the local farmer for a section of Council owned land, north side of Area 2 that contains Council gravel reserve and not currently used by reserve users.

#### **Objectives:**

1. ***To provide an opportunity to enhance an area of land already used by reserve, users, and create a linkage from Area 2 through to Area 3.***

#### **Actions:**

1. Investigate the possibility of a land exchange with neighbouring property, for his section of land with a natural boundary, south of Area 3, for a section of land north of river, not currently used by reserve users.

## 7.2 VEHICLES IN THE RESERVE

### 7.2.1 Land Access

#### **Existing Situation**

Chamberlains Ford Recreation Reserve is accessed off Leeston Road. Widespread access by vehicles is possible to most reserve areas year round with internal gravel/dirt vehicle tracks negotiating the different areas.

Conflicts exist in the reserve between recreational vehicle drivers and most other users (campers, picnickers, swimmers, anglers and local residents). Nuisance factors include noise and ecological disturbance, with the area of most concern being enjoyment for reserve users. The future success of the reserve environment and the health, safety, and enjoyment of its users is largely dependant on the Council adopting measures to control and limit vehicle nuisance, by enforcing existing bylaws or altering the physical environment, or a combination of the two. Measures should be taken to remove vehicle access to the river bed and parts of AREA 2 by establishing barriers.

Trail bikes are prohibited in Chamberlains Ford reserve via a sign erected at the entrance. This is a rule not a bylaw, applied at the discretion of the Council under the Reserves Act 1977. Despite this there is still a problem with trail bikes entering the reserve, exceeding speed limits, and driving into and through the river bed from the reserve, as the control is not enforced.

There is a problem at times with vehicles exhibiting 'boy racer' behavior resulting in a nuisance factor and safety issues (though this is less of a problem than at Coes Ford Reserve).

The majority of the reserve area at Chamberlains Ford due to its accessibility to vehicles is classified as a Legal Road under the Land Transport Act and as such is subject to laws, including prohibiting children under 15 years of age driving motorized bikes without a license, including bikes under 50cc. In addition Council bylaws regarding vehicles in Chamberlains Ford Recreation Reserve state the following:

*No person may drive any vehicle in any reserve at a speed in excess of 20 km/h or at a speed contrary to the intent of clause 7.1 of the Parks and Reserves Bylaw or such other speed limit as the Council from time to time*

*indicates by sign or signs. This limit does not apply to cycles and wheeled recreation devices.*

This is a mechanism already available to better manage vehicles within the reserve.

**Objectives:**

- 1. To limit the impact of vehicles in the reserve on people, facilities, and amenity values.**
- 2. To manage passive vehicle access and to avoid conflict with low-impact informal recreation.**
- 3. To investigate providing an alternative site to Chamberlains Ford Reserve for off-road vehicle activity in excess of 20 kilometers per hour.**

**Policies:**

1. Enforce bylaws prohibiting vehicle speeds in excess of 20kph and provide clear signage informing of this bylaw.
2. Monitor both reserve areas and install barriers as necessary to exclude vehicle activity that is unsafe or a nuisance in the reserve.
3. Inform that driver's licenses are required within the reserve as for a public road.
4. Enforce Council policy to exclude and physically limit trail bike activity in the reserve.
5. Prohibit entry to both reserve areas for children's motorcycles under 50cc and exhibit signs to indicate.

**Actions:**

1. Build a robust wire cable fence prohibiting vehicle access to the eastern end of AREA 5, as shown in the Proposed Landuse Plan (this is an approximate location). Create access points through the fence for pedestrians.
2. Determine the precise location of new wire cable fences after completion of the proposed Landscape Development Plan.
3. Implement new plantings and redesign major open spaces to limit opportunities for vehicle activity and enhance camping sites.
4. Install signage to provide information on vehicle use in the reserve.

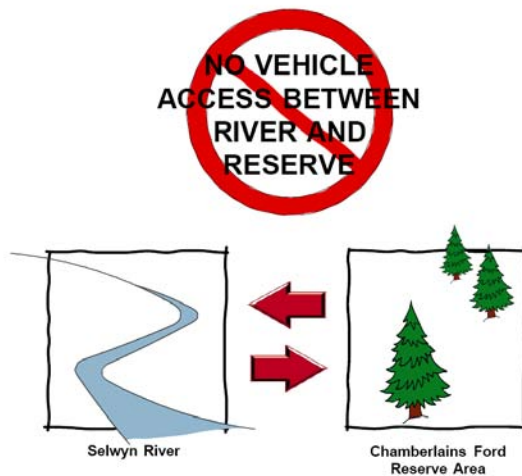
### 7.2.2 Water Access

**Existing Situation**

Numerous points of entry exist for vehicles from AREAS 1, 2 and 3 into the river bed. Trail bikes are the most prevalent users of the river bed for recreational driving and gain entry to the river from Chamberlains Ford Reserve. This occurs despite a sign at the entrance to the downstream section of the reserve prohibiting trail bikes. The bikes create significant nuisance, are a potential threat to the safety of reserve users, and disturbance the natural character of the river.



AREA 2 - the river adjacent, showing vehicle tracks in gravel



**Objectives:**

1. *To manage and limit the impact of vehicles in the river on people, ecology, character, and amenity values.*

**Policies:**

1. To manage vehicle access to water bodies in accordance with the Parks and Reserves Bylaw.

**Actions:**

1. Investigate the need for robust fencing prohibiting vehicle access from Areas 1, 2 and 3. Create access points through the fence for pedestrians.
2. Provide for education and enforcement of Council Parks and Reserves Bylaw 2009, and specifically section 7, Vehicle Controls within Reserves, 7.7 “*No person may cause a vehicle to enter or exit a natural water body or its associated waters.*”
3. Investigate providing an off-road vehicle recreational area upstream of Chamberlains Ford where the river bed is dry for the majority of the year.

### 7.3 ROADS AND PATHWAYS

**Existing Situation**

Existing roads circumnavigating the reserve are single lane informal gravel or dirt vehicle tracks. Vehicles are free to drive from these tracks into grassed areas, and the tracks are informal with relatively low maintenance requirements.

Pedestrian pathways are informal and tend to double as vehicle tracks, including access points to the river. Considerable areas of the reserve are accessible by walking over grass which maintains an informal character. Large expanses of open space in AREA 2 can create problems for pedestrians as there are few places to take refuge from fast moving vehicles. The treed AREA 4 is overgrown with weedy undergrowth and is inaccessible in the main to vehicles and pedestrians.

**Objectives:**

1. ***To maintain the current informal character of internal roadways and pedestrian routes.***

**Policies:**

1. Investigate pedestrian linkages between the upstream and downstream reserve areas.
2. Investigate long term walkway linkages between Chamberlains Ford and Coes Ford.

**Actions:**

1. Investigate the need for opening up AREA 4 to pedestrians.

## 7.4 CAMPING

**Existing Situation**

Camping is currently permitted anywhere in the reserve and is free of charge with duration of stay limits as prescribed by the Reserves Act (1977).

Selwyn District Council Policy R301 states:-

1. *Camping is allowed only in areas designated for that purpose on recreation reserves.*
2. *During the period of 1 November to 31 March in the following year, the maximum length of stay for camping is four weeks. Any stay beyond four weeks requires the consent of the Minister of Conservation.*
3. *During 1 April to 31 October in the same year the maximum length of stay is four weeks and camping beyond that duration will not be permitted.*

Camping can be observed in many places in the reserve as indicated in the Landscape Analysis Plan, with general usage patterns indicating open spaces and areas near the Ellesmere Bridge are avoided, while areas at the boundaries near trees and close to facilities are preferred. Camping still occurs within the reserve but traditional usage patterns are threatened by increased vehicle activity. The need or desire for vehicle access to campsites is however recognized. An opportunity exists to reposition the reserve as a family friendly campsite.

Campers will need to be aware that, especially during the winter months, the Selwyn River is prone to flooding. Under these circumstances Campers will be given very short notice to vacate the area and must abide by any instruction from Council.

**Objectives:**

1. ***To continue to encourage camping in the reserve with particular emphasis on a low-key non-regimented style.***

**2. To minimize the threat of injury to campers from vehicles or people in the reserve.**

**Policies:**

1. Continue to allow free camping within the reserve.
2. Provide camping and picnicking spaces with some degree of privacy.

**Actions:**

1. Upgrade camping facilities to allow for a clean safe drinking water tap.
2. Retain AREAS 1, 2, and 3 as the main camping areas and introduce vehicle barriers, planting, grassing, structures, and pathway networks to enhance these areas.
3. Provide a signboard map indicating the main camping areas and referring to Policy R301.
4. Area 1 to the left and right on entry to the reserve, is an ideal space for NZMCA (New Zealand Motor Caravan Association) for self contained motor homes, who are registered with the NZMCA, certifying their vans under then NZS 546:2001, (New Zealand standards for the Self Containment of Motor Caravans).

## 7.5 FIRES

**Existing Situation**

Fire is a potential threat to the reserve environment, neighboring properties and campers. Making and observing fire, enjoying its warmth and ambience, and cooking food are also activities with their roots firmly embedded in primal nature, and can be social binders. The current rule on fires within the reserve bans fires at all times and there is clear signage to indicate. This is a rule for the reserve set up at the discretion of the Council under the Reserves Act 1977. Due to the prevalence of small fires and the difficulty in enforcing bans there is a case for allowing strictly controlled fire or/and barbeque sites within the reserve.

The Council also instructs Sicon, their maintenance contractors to disperse ash and rocks on an ongoing basis, to deter the establishment of temporary fire sites and make their evidence less obvious.



AREA 3 - fireplace remnant

**Objectives:**

1. **To take steps to minimize fire risk and the damage resulting from any fire.**

**Policies:**

1. Establish controlled barbeque and/or fire sites throughout the reserve in designated locations in accordance with Council bylaws for rural areas.
2. Check that fire appliances have ready access to all areas of the reserve.

**Actions:**

1. Manage grass growth in such a way to reduce fire danger
2. Install concrete pads for the use of BBQ's.

## 7.6 TOILETS

**Existing Situation**

There are two ablution blocks in the reserve, one in the upstream AREA 2 and one in the downstream AREA 3. They contain simple non-flush toilets with holding tanks for pumping out effluent, and are managed by Council under the same management regime as the rubbish bins (checked daily in summer and weekly other times of the year). There are no additional facilities such as showers or drinking water taps at either ablution block.

The toilet blocks are subject to acts of vandalism such as the recent knocking down of a concrete block wall at the downstream ablution block by a vehicle.

As part of the improvement programme for this reserve Council plans to replace the existing facilities with new toilets. It is planned to implement work in the 2009/10 financial year.



AREA 2 - ablution block

**Objectives:**

1. ***Hygienic, accessible, well-maintained, well-lit, and conveniently located toilet facilities shall be available to park users.***

***Policies:***

1. Provide toilet facilities commensurate with the Grade 3 standard as defined in Policy P202 and the Community Services AMP.
2. Develop measures to improve security and safe use of toilet facilities.
3. Foster youth participation in the reserve environment such as through mural painting of the ablution blocks or involvement in enhancement plantings.

***Actions***

1. Introduce robust native planting and barriers to restrict vehicles from driving into ablution blocks.
2. Install drinking water taps at both the upstream and downstream ablution blocks.
3. Renew the ablution blocks to the required standard and to meet the capacity for expected future patronage.

## 7.7 SIGNAGE

***Existing Situation***

Signage is located at the entrances to the upstream and downstream reserve areas. On entering the downstream reserve area there are signs indicating speed limits (20kph), camping bylaws, fire bans, no trail bikes, and a water quality sign. The water quality sign has space for displaying the SFR reading, however after repeated visits to the reserve it did not have any data visible. This is likely due to the fact that the SFR reading is consistently suitable for swimming at Chamberlains Ford Reserve, and according to protocol is not required to be displayed, however the message is unclear. Signs at this upstream entrance are faded, with the exception of the no trail bikes, speed limit (20kph), and water quality signs.

At the entrance to the downstream area signage is repeated, with the exception of the water quality sign. They are also very faded with the exception of the no trail bikes, and speed limit sign.

There is an absence of signs warning campers they are in a flood prone area and, at short notice, may be asked to vacate the area.



sign at the entrance to Upstream Chamberlains Ford

### **Objectives:**

1. **To provide adequate information for users to locate and enjoy the reserve safely, and to limit inappropriate activities.**
2. **To interpret features with significant historical, Ngai Tahu/tangata whenua, cultural and ecological significance.**

### **Policies:**

1. Sign hierarchy throughout the reserve will be in keeping with the Selwyn District Council sign standards and styles/and or be in accordance with the *Standards for Recreational Signs and Outdoor Recreation Symbols ZS 8603:2005*.

### **Action:**

1. Erect a comprehensive signboard map to enhance the safe public use and enjoyment of the reserve, and identify the main camping areas.
2. Undertake a study and upgrade of the existing sign network in the upstream and downstream reserve areas.

## 7.8 RUBBISH

### **Existing Situation**

Rubbish in the reserve is currently managed by Council contractors, who supply and empty bins. They are checked daily during the summer months (1 November to 28 February), weekly at other times, and emptied as required.

During periods of high usage there is a problem with capacity, a point emphasized in recent workshops. While a skip has been used previously in Coes Ford Reserve to accommodate additional rubbish during the main camping season, this may not be appropriate in Chamberlains Ford Reserve due to its smaller size, and difficulty finding a location where it would be hidden from vehicles traveling on the Ellesmere Bridge. A general movement towards waste reduction in line with sustainable management should form part of any policy associated with waste in the reserve.

### **Objectives:**

1. **To preserve the reserves recreational and environmental values by the appropriate collection, management, and disposal of waste.**

2. ***To move towards a sustainable system of collection, recycling, and disposal of waste.***
3. ***To encourage a 'carry in, carry out' waste policy for day trippers in the short term.***

***Policies:***

1. The Council shall continue to provide and regularly empty rubbish bins, and increase capacity to meet demand.
2. The Council shall investigate methods to encourage a 'carry in, carry out' waste policy for day trippers and encourage the recycling of cans and bottles.

## 7.9 DOGS

***Existing situation***

There is no current signage within the reserve relating to dogs. Dogs can be observed from time to time within the reserve, and Chamberlains Ford Reserve may not be of a sufficient size to support a dog exercise area together with family friendly camping.

***Objectives:***

1. ***To manage and control dogs at Chamberlains Ford to ensure they do not create a danger or nuisance to visitors.***
2. ***Review dog control approach at Chamberlains Ford to ensure it reflects the needs of reserve users.***

***Policies:***

1. Dogs on the reserve are to be kept under control in accordance with Councils Dog Control Bylaw.
2. Review dog control approach at Chamberlains Ford to ensure it reflects the needs of reserve users.

***Actions:***

1. Investigate the need for a dog exercise area for day users within the reserve, away from family camping and group activity areas if there is sufficient public demand.
2. Investigate future control of dogs at Chamberlains Ford as part of the review of the Dog Control Bylaw in early 2011.

## 7.10 COMMUNITY PARTNERSHIP

***Existing Situation***

There is no reserve committee for Chamberlains Ford and while the future development and sustainability of the reserve sits with the Council, it is also linked to the local community, whose support and participation could be a vital factor in the reserves long-term enjoyment.

***Objectives:***

1. ***To foster community and stakeholder involvement in development and management of the reserve.***

**Policies:**

1. Council will provide encouragement and the means whereby the community can take an active role in the development and management of the reserve.

**Actions:**

1. Form a Chamberlains Ford Reserve Committee.
2. Chamberlains Ford Reserve Committee shall review the Reserve Management Plan at intervals and in consultation with Council amend policy and actions as necessary to continue repositioning the reserve as a family friendly environment.

## 7.11 CONCESSIONS/LEASES

**Current situation:**

Following a tender process in 1991 Tony Chimes has held and paid for an exclusive concession for the right to sell Ice Creams mainly over the summer months. No formal agreement for this concession can be found on record apart from minutes to a Council meeting dated 8<sup>th</sup> October 1997. Part of the Reserve is leased out from May through to October each year to the neighbouring farmer for grazing.

**Objectives:**

1. ***Provide for opportunities that enhance the experience of visitors to Chamberlains Ford without compromising the informal use of the reserve or amenity values.***

**Policy:**

1. Any concession agreement relating to Chamberlains Ford is to be regulated by formal agreements and subject to an open tender process.
2. Granting of any licences/leases for the reserve will only be considered where they provide benefits for management/maintenance purposes as not to conflict with public enjoyment of the reserve.

**Action:**

1. To re tender for the concession of selling ice creams over the summer months following the expiry of the current concession in 2010.
2. Obtain a formal concession agreement between Council and Tony Chimes.
3. Review grazing lease arrangements on a periodic basis to ensure it is consistent with the management objective of the reserve.

## 7.12 RESERVE MANAGEMENT AND CONTROL

**Current Situation:**

With free camping available over the summer months there is an increase in the use of the reserve. Currently there is no ranger/person of authority with a regular presence in the area who is able to educate the public and enforce any of the bylaws for the reserve.

**Objectives:**

**1. To ensure activities at Chamberlains Ford are managed and controlled in accordance with Bylaws and Council Policies.**

**2. To educate visitors on the use and values at Chamberlains Ford.**

**Policies:**

1. Provide the necessary surveillance of the usage to effectively manage and control activities.

**Actions:**

1. To investigate the need for a Park Ranger for the Chamberlains Ford with the potential to combine with, Coes and Lakeside Reserves over the summer periods.

## 7.13 TANGATA WHENUA

**Objectives:**

- 1. To recognise, enhance and protect Ngai Tahu values of the area.**

**Actions:**

1. To provide for the restoration of mahinga kai through the plantings of native mahinga kai species and species that provide a habitat for native wildlife.
2. To consult with Te Taumutu Runanga and Te Runanga o Ngai Tahu (Te Waihora Management Board) in the management of the reserve area.
3. To acknowledge and provide for interpretation that reflects tangata whenua cultural and historical significance to the area.
4. To identify and provide for the management of Waikirir/Selwyn river as a Wahi Taonga Management Area as stated in the proposed Selwyn District Plan.







## 8.0 ACTION PLAN

Task	Completed by
Notify Draft Management Plan, consult, and in response, amend draft	April-July 2007
Sign off Reserve Management Plan	September 2009
Form a Chamberlains Ford Reserve Committee	November 2009
Build Barriers to prevent vehicle access to large open space in AREA 2	
Build barriers to prevent vehicle access to the river from AREA 1	
Implement Landscape Development Plan in the following stages:  1. Signage upgrade  2. Planting and construction upgrade AREAS 1 and 2  3. Planting and construction upgrade AREAS 3 and 4	

## 9.0 REFERENCES

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Environment Canterbury, 2006/07 Report, Protocol for Freshwater Contact Recreational Water Monitoring in Selwyn District Councils Bathing Season

Fish and Game NZ, January 2007, Reel Life Magazine, regional news, North Canterbury, issue 20

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Hayward, Shirley Anne (Environment Canterbury), 2006, Evidence: In The Matter of applications for water permits to take and use groundwater in the Rakaia Selwyn groundwater allocation zone

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NZ Department of Scientific and Industrial Research, 1968, General survey of the soils of South Island New Zealand

Selwyn District Council, 2006, Policy Manual 2006

Selwyn District Council, 2007, Council Website ([www.selwyn.govt.nz](http://www.selwyn.govt.nz))

Te Maire Tau, Anake Goodall, David Palmer and Rakiihia Tau, November 1990, Te Whakatau Kaupapa, Ngai Tahu Regional Management Strategy for the Canterbury Region



# what do you think should happen at Coes Ford & at Chamberlains Ford Reserves?

Why do you like to go there?

What are the issues?

What do you think should be done at either of these places?

Chamberlains Ford is located around the Leeston Road crossing of the Selwyn River, and Coes Ford around where Lake Road crosses the Selwyn.

Management Plans are now being prepared for these popular reserves.

To prepare the plans, we would like your input to identify the values, issues and management opportunities in these reserves.

## Public Workshop:

**Irwell Rugby Pavilion**

Leeston Rd (entrance off Selwyn Lake Rd)

**Wednesday 6 December at 7pm.**

Please come along as we need your input,

*Lucas Associates* 

(03 3650 789, [theteam@lucas-associates.co.nz](mailto:theteam@lucas-associates.co.nz))

for Selwyn District Council

Values – what is important	Issues	Opportunities/Solutions
<p><b>Group 1</b></p> <ul style="list-style-type: none"> <li>- Vehicle issues</li> <li>- More police presence has helped</li> </ul>	<ul style="list-style-type: none"> <li>- Gravel is free to take. Needs promotion</li> <li>- Legality of open fires? Needs checking</li> <li>- Issue with milk tankers and traffic on Chamberlains crossing – Safety of children crossing</li> <li>- Chamberlains and Coes - need to clarify boundaries Public vs private</li> <li>- Bigger problems with motor bikes</li> <li>- Stop banks need to be protected</li> <li>- Fence and plant end of reserve to break up Vehicle access</li> <li>- Water quality needs to be improved</li> <li>- Swimming hole could be dug each summer</li> <li>- Childrens playground (outside flood area)</li> <li>- Chamberlains and Coes – upgrade signage. Entrance upgrade with natives (appropriate)</li> <li>- Planting opportunities</li> <li>- Needs investment, but wise spending</li> <li>- Needs better rubbish facilities</li> <li>- To more vehicles needs intensive “blitz” along with Alternative sites</li> </ul>	<ul style="list-style-type: none"> <li>- Built fire BBQ areas</li> <li>- Intensive “blitz” on vehicle use (including motor bikes) Bylaw? (immediately)</li> <li>- Upgrade signs and entrance</li> <li>- Break up large open areas with planting/fences?, natural banners, rocks and logs. To help control vehicle use.</li> <li>- Juddar Bars?</li> <li>- Work towards swimming – quality water to bring use back</li> <li>- Signs/public awareness of need to maintain stopbanks</li> <li>- Public walkway – Chamberlains and Selwyn huts and Lake (Long-term)</li> <li>- Selwyn is short on walking opportunities of Christchurch groynes/Spencer Park/McLeans</li> <li>- Ensure cell phone sites and telecom towers are kept out the reserve</li> </ul>
<p><b>Group 2</b></p> <ul style="list-style-type: none"> <li>- Good place to swim</li> <li>- Free camping</li> <li>- Social dimension</li> <li>- Cool place for kids</li> <li>- Nice big area</li> <li>- Good environment</li> <li>- Good proximity to Christchurch</li> <li>- Has toilets</li> <li>- Historical value/Sentimental attachment</li> </ul>	<ul style="list-style-type: none"> <li>- 4WD vehicles/trail bikes/boy racers</li> <li>- Shingle trucks</li> <li>- People staying long term</li> <li>- Army using river – massive and noisy</li> <li>- Abandoned vehicles</li> <li>- Lack of native plants/biodiversity</li> <li>- Vandalism to neighbouring property</li> <li>- Better water quality for swimming and biodiversity</li> <li>- Noise/drinking/rubbish</li> <li>- Silverstream water quality contaminating Selwyn</li> </ul>	<ul style="list-style-type: none"> <li>- Ban vehicles from riverbed access</li> <li>- Free access to past for camping and closed off/restricted access in other past for day use – picnicking</li> <li>- Designated area for trail bikes</li> <li>- Better water quality</li> <li>- Clean up Silverstream</li> <li>- In long term aim to join with Coes Ford</li> <li>- do revegetation in stages so as not to make big mess and to maintain wind protection and shelter /privacy values</li> <li>- Restricted access to reduce vandalism</li> <li>- Reserve Ranger to police</li> <li>- Ask police to check on reserve regularly</li> <li>- Put maximum limit on staying and enforce e.g. 1 month and set period before return</li> <li>- better rubbish collection + car retrieval</li> <li>- Community restoration projects</li> <li>- Set up river care/reserve care groups</li> <li>- Document its historical values and public use e.g. signs/photos</li> <li>- Get Lincoln Uni students involved in restoration projects</li> </ul>
<p><b>Group 3</b></p> <ul style="list-style-type: none"> <li>- Vehicular access and control/ Designation</li> <li>- Cars/4WD/ Trails bikes etc</li> <li>- Fire control/designation</li> <li>- Campers/fishes/recreation, safety</li> <li>- Maintaining open – plan space</li> <li>- Rubbish/litter control</li> <li>- Social – Family, history recreation</li> </ul>	<ul style="list-style-type: none"> <li>- Similar to that noted for Coes Ford – vise Versa</li> </ul>	<ul style="list-style-type: none"> <li>- Kids playgrounds</li> <li>- More rubbish bins (skips)</li> <li>- Establish more trees (protection of is an issue)</li> <li>- Establish local contact – Donation Box – at Ford also, at SDC – (signed, advertised) – first aid kit</li> <li>- Controls using ballasts and heavy wire rope</li> </ul>

	Values – what is important?	Issues	Opportunities/Solutions
Group 4	<ul style="list-style-type: none"> <li>- Families</li> <li>- Camping</li> <li>- Picnics</li> <li>- Walking</li> <li>- Group activities</li> <li>- Swimming</li> <li>- Natural resources</li> <li>- Not commercial</li> <li>- Close to home</li> <li>- Fee free</li> <li>- Safety</li> <li>- Fires</li> </ul>	<ul style="list-style-type: none"> <li>- Facilities - adequate</li> <li>- Water quality – drinking</li> <li>- Noise from vehicles</li> <li>- Need to cater for both vehicles 4WD/Trail bikes and Walkers</li> <li>- Vandalism – broken glass</li> <li>- Fires – danger to neighbouring farms</li> <li>- Camping areas – permanent campers – good surveillance</li> <li>- Safety on bridge</li> <li>- Hump – dangerous? – 30km</li> <li>- Native planting</li> </ul>	
Group 5	<ul style="list-style-type: none"> <li>- Camping/Campervans/Caravans</li> <li>- Swimming</li> <li>- Picnics</li> <li>- Family access important</li> <li>- Public facilities</li> <li>- River</li> <li>- Recreation</li> <li>- Kiwi way of life</li> <li>- Wildlife (native)</li> <li>- Fishing</li> <li>- Habitat nature</li> <li>- Openess/Trees mix</li> <li>- Playground</li> <li>- Larger size than Chamberlains</li> <li>- Native plantings – public + private land</li> <li>- Motivated and active community</li> </ul>	<ul style="list-style-type: none"> <li>- Vehicle stuck – need help</li> <li>- Open fires stopped</li> <li>- Motor bikes</li> <li>- poor public perception</li> <li>- Willows problem maintenance and speed</li> <li>- Boy racers – army exercise</li> <li>- Lack of public observation</li> <li>- Glass/Rubbish</li> <li>- More bins needed</li> <li>- Toilets</li> <li>- Water quality</li> <li>- Running water</li> <li>- Vehicles in river</li> <li>- Burnt out cars</li> <li>- Lack of native habitat and wildlife</li> <li>- Lack of infrastructure</li> <li>- Vandals</li> <li>- Signage</li> <li>- Enforcement of rules</li> <li>- Contractors site/sometimes use</li> <li>- Openess of big areas</li> <li>- Link to two reserves</li> <li>- Weed in river</li> </ul>	<ul style="list-style-type: none"> <li>- Ban vehicles from river – fine if get stuck X10</li> <li>- Community group form</li> <li>- Ban open fires</li> <li>- Centralised playground/family zone/camping area</li> <li>- Manage + maintain + remove all weed species in river also</li> <li>- More nature plantings</li> <li>- More rubbish bins</li> <li>- Replace toilets</li> <li>- Improve water quality to swimming standards</li> <li>- Provide running fresh water</li> <li>- Close/reduce access and vehicles to some areas – better</li> <li>- Design of physical + landscape to reduce damage + vehicle Access</li> <li>- Improve signage - waterproof</li> <li>- Improved enforcement – maybe local people</li> <li>- Remove access for contractors/road gangs</li> <li>- Walkway linking two reserves</li> </ul>
Group 6	<ul style="list-style-type: none"> <li>- Well kept natural environment</li> <li>- Childrens swing etc – play area</li> <li>- Improved quality and quantity of water</li> <li>- Council develop swimming holes for summer months</li> <li>- Toilet improvement?</li> <li>- More planting</li> </ul>	<ul style="list-style-type: none"> <li>- Gated areas</li> <li>- Police monitoring</li> </ul>	<ul style="list-style-type: none"> <li>- Trail bikes and hoons! – Lock them out, gates locked at given hour</li> <li>- More planting – restrict vehicle behaviour</li> <li>- Water monitored</li> <li>- Natural playground area – rope, wooden structures</li> <li>- Increase number of toilets</li> <li>- Create swimming holes in the summer months</li> </ul>

	Values – what is important?	Issues	Opportunities/Solutions
Group 7		<ul style="list-style-type: none"> <li>- Same as Coes Ford</li> <li>- More isolated and away from public eye</li> <li>- Shingle being removed – polluting river</li> <li>- Far more pollution – water quality and silting/muck on river Bed not as bad as Coes Ford</li> <li>- Reduced water flows compounding pollution problem</li> <li>- Traffic/pedestrian conflict poor sight lines and traffic Speeding</li> <li>- Dangerous for families</li> </ul>	<ul style="list-style-type: none"> <li>- Council by-laws to control hoons</li> <li>- More signage</li> <li>- Policing to enforce by-laws</li> <li>- No more shingle extraction</li> </ul>
Group 8	<ul style="list-style-type: none"> <li>- Open space, greenery</li> <li>- Good access to water</li> <li>- Fishing</li> <li>- Large area allows a range of activities</li> <li>- Close to town</li> </ul>		<ul style="list-style-type: none"> <li>- Split up more – fencing trees</li> <li>- More toilets</li> <li>- Better rubbish collection</li> </ul>

Nr.	Name	Interest
1	Judy Camberts	Walking, picnic, dog exercise
2	Paul Johnson	Fishing, etc.
3	Trevor Curdall	Live near by
4	David Aires	-----
5	Lyn Beazer	-----
6	Debra Hasson	Counc. Silver stream Landcare Group
7	Bruce and Glenys Amyes	-----
8	Annette Forster	Councillor
9	Lindsay Philps	Councillor
10	Julia Forsyth	SDC
11	Anthony Hutcheon	-----
12	Mike Lays	-----
13	David Hadfield	Farm next to Coes Ford
14	Natasha Sitarz	-----
15	D McCormick	-----
16	Tricia Newby	NZMCA
17	Noleen and Bill Jones	Camping
18	Chris Macann	Picnics
19	Lorraine Camean	Picnics
20	Sean Fergus	Water quality
21	Prain West	Security
22	Kelvin Coe	Local
23	Steve Taylor	Camping
24	Shayne Chilton	Camping
25	Neil Brailsford	Fishing
26	Jason Arnold	Resident
27	Zanada McLean	Camp there (Mator home)
28	Bob Newby	New Zealand Motor Caravan Ass.
29	Kath Dibnah	
30	Terry Dibnah	c/van camp
31	Paddy and Sue Dillon	Resident
32	Gerry Ouenden	Resident
33	Wayne Hutcheon	Farmer
34	Ben and Kerry and Helen Cameron	Neighbour

## Vehicle use activities in the bed – who's responsible for what?

### Regional Council role and provisions

The Regional Council does not have a clearly defined role in relation to activities such as vehicle use within the beds of rivers and lakes.

#### Resource Management Act 1991 (RMA)

In summary, Section 13(2) RMA places restriction on certain uses of beds of lakes and rivers such that no person may enter or pass across the bed of any river or lake; or damage any plant or the habitats of any such plants or of animals in a manner that contravenes a rule in a regional plan or proposed regional plan unless that activity is allowed by a resource consent or allowed by section [20A] (certain existing lawful uses allowed).

However regional council functions under section 30(1)(g) RMA primarily refer to control of planting and do not refer to vehicle use. A legal opinion sought by Environment Canterbury in 1992 in relation to trail bikes in riverbeds states that "*An analysis of the wording of sections 30 and 31 [RMA] favours the view that responsibility rests with the District Councils. In my opinion responsibility does not rest with the Regional Council.*"

#### Proposed Natural Resources Regional Plan (NRRP)

Legal advice to ECan is that a Regional Plan cannot contain rules to restrict s.13(2) activities, such as persons or vehicles entering or crossing the bed.

This indicates that Chapter 6, which addresses activities within the beds of river and lakes, cannot contain rules. However, it does contain a non-regulatory method of providing information to educate users. It defers to District Plans as being the appropriate legal vehicle for rules to control vehicles in the bed, where their effects do not relate to water quality, water quantity, soil conservation, or hazards etc.

#### What does this mean for control of vehicles in beds

There are no Regional Plan rules to address vehicle use within the bed.

It is unlikely that a Regional Plan could contain rules to address vehicle use within the bed, given the legal opinions obtained by ECan. However Regional Plans can include non-regulatory methods to address vehicle use within the bed.

District Councils may be able to include rules in a District Plan to address vehicle use on land, including land which is within the bed of a river or lake.

A non-regulatory strategy could include methods to address vehicle use issues within the bed, but it would most likely need to be backed up by regulatory rules in a District Plan to be effective.

The District Council could develop a bylaw to address vehicle use, where the activity is within the scope of their powers to make bylaws in relation to nuisance, public health and safety or offensive behaviour in public places.

**NEW ZEALAND ARMY**  
Headquarters 3<sup>rd</sup> Land Force Group  
Burnham Military Camp

4500/1/1

Mar 07

Selwyn District Council  
Private Bag 1  
Leeston

**NZ ARMY SUBMISSION TO SELWYN DISTRICT MANAGEMENT PLAN:  
USE OF SELWYN DISTRICT RESERVES BY 3<sup>rd</sup> LANDFORCE GROUP  
UNITS AND SUBUNITS**

**References:**

1. Selwyn District Council has sought input from NZ Army regarding usage made by local units of various reserve areas controlled by Selwyn District and sought submissions for incorporation into the reserves section of the district plan.
2. Units of the NZ Army's 3<sup>rd</sup> Land Force Group, based at Burnham Military Camp, make extensive use of some reserve areas controlled by the Selwyn district. Three of the major units based in Burnham Camp conduct significant amounts of training in some of these reserves, and the activity is generally of three distinct types:
  - a. off road driving/recovery of light medium and heavy vehicles such as the Pinzgauer light operational vehicle, the Unimog truck, light civilian type 4WD vehicles, and the NZLAV light armoured vehicle, which despite the latter's designation, is a heavy vehicle.
  - b. general military skill training by small groups (up to 10 pers) of dismounted soldiers, such navigation, watermanship and concealment.
  - c. tactical training and movement exercises which may involve blank firing and the use of pyrotechnics such as smoke grenades and illumination flares, subject to any fire restrictions which may be in place in the district. These usually involve the NZLAV vehicles in groups of up to four, though on occasions counter-ambush drills may be conducted as part of light vehicle driver training.

Locations

3. Concerns have been expressed regarding possible army use of the Coes Ford reserve area. 3 Land Force group units rarely make use of the Coes Ford area-most of the training activities conducted within the Selwyn district are carried out on the Selwyn river bed area E and W of SH1, with the

majority of the activity carried out W of SH1, using the river bed area and existing 4WD track system, up as far as the Hororata bridge.

#### Duration and frequency of use

4. Typical usage ranges from ½-2 days duration, at a frequency of 1-3 times per month. Taken collectively, this would total to an approximate maximum average usage by army of 60 days per year, and a median usage of 2 days per month for 10 months of the year. In some cases simultaneous training activities may be occurring, which may or may not be connected. Units may be exercising separately, or jointly. At least some of this training will involve activities conducted during the hours of darkness, and may include blank firing.

5. If blank field firing is to occur as part of the training, such activities will always be notified in advance through normal local media outlets (radio and newspaper adverts) and the use of pyrotechnics (smoke, thunderflash, flares) subject to any local body and rural fire district restrictions which may be in place at the scheduled time.

#### Impact of usage

6. Most training conducted involves the use of vehicles in an off road situation, for which the Selwyn river bed and associated tracks provide an ideal training area within easy access of Burnham camp. As the Selwyn river is a typical Canterbury braided river with extensive gravel flats, most driving activity is conducted on gravel, or on 4WD tracks, with minimal impact generally, and no damage to stop banks or bunding. If vehicles break down or become stuck, recovery is through NZ army recovery resources, and in any case is practised as part of training.

7. 3<sup>rd</sup> Land Force Group is unaware of any complaints or damage arising from unit training activities, and the user feedback from units using the area is their activities would cause less impact than regular weekend civilian 4WD activities.

#### NZ Army user requirement

8. The NZ army user requirement for incorporation in the Selwyn district plan would be under the temporary military training activity (TMTA) category of permitted activity, for at least 60 days annually, for the types of activity detailed in para 2.

### 5.1.1 Chamberlains Ford Recreation Reserve

#### *Key Details*

<b>Location:</b>	Rural
<b>Ward:</b>	Ellesmere
<b>Land Area:</b>	8.7284 hectares
<b>Reserve Status:</b>	Recreation Reserve
<b>Land Valuation:</b>	\$441,000
<b>Management:</b>	Council, no management committee
<b>Key Activities:</b>	Camping, fishing, picnics, other passive, Conservation

#### *Levels of Service*

The key stakeholders and customers of the Chamberlain Ford Recreation Reserve are:

- Selwyn District and Christchurch City residents
- Environment Canterbury
- Te Waihora Trust
- Local Iwi/Ngai Tahu
- Campers, visitors and tourists

The Chamberlains Ford Recreation Reserve is currently used for free camping, picnics, swimming, fishing and other passive recreation activities.

A draft management plan was prepared for the reserve in March 2007. The plan identifies a growing problem with trail bikes in the river bed and to a lesser extent vehicle usage in the open spaces. The bikes present a considerable nuisance factor to campers and day trippers, and are a potential disturbance to river ecology, while fast moving cars in the open spaces threaten visitor safety.

The quality of the facilities and environment provided has been an issue identified in consultation on the Reserve Management Plan and there is a desire to undertake some improvement works.

#### *Growth and Demand*

The vision is for a reserve which retains the natural character of informal open space, while dividing large grassed areas to help limit traffic and improve camping and picnic sites. There is a general consensus for the free camping status to be retained, trail bikes to be excluded, and a desire to have Chamberlains Ford Reserve a family friendly

reserve, where people can walk, run, camp, swim, play or cycle without threat from vehicles.

A long term land-based linkage between Chamberlains Ford and Coes Ford Reserves is desired, with walking and cycling routes extending to planned walkways between Coes Ford and the Selwyn Huts.

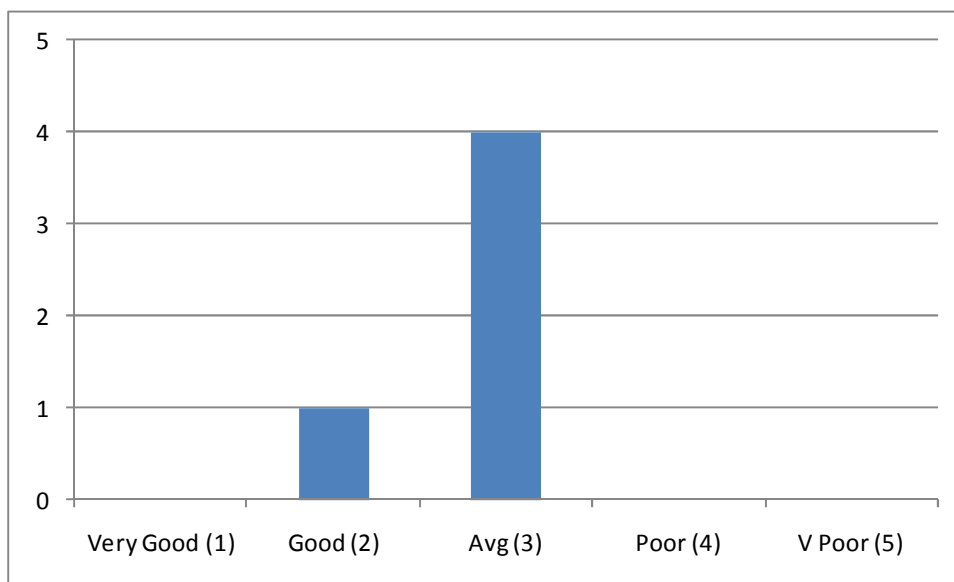
There is a recognition that the character of, and investment in, any development within the reserve needs to be resilient to flooding events by the Selwyn River.

### ***Asset Description***

Chamberlains Ford Recreation Reserve is situated adjacent the Selwyn River, it is approximately 15km upstream from Lake Ellesmere and 6 km upstream of Coes Ford Recreation Reserve. It was vested as a recreation reserve in the mid 1960s.

The reserve has large open grassed areas with around 4.5ha mowed as required. The grassed areas are broken up by woodlands which total around 1.3ha. There is some internal roading (approx. 4,100m<sup>2</sup>), as well as other assets including fences, gates and signs. There are basic toilet facilities (one on each side of the river) with no drinking water supply or showering facilities.

Figure-1 shows that the Reserve assets are in good to average condition. It should be noted that the condition of the toilets are not included in the condition assessment and are covered under the Public Toilets Section of this plan.



**Figure-1: Asset Condition – Chamberlains Ford**

### ***Operations & Maintenance***

Operations and maintenance on the Reserve is the responsibility of the Council as there is no management committee. Maintenance is carried out under the reserve maintenance contract (Contract # 909) with SICON Ltd. There is a basic maintenance regime for the reserve with mowing, rubbish removal and periodic tree maintenance with only infrequent maintenance over winter months when use is low.

Maintenance identified in the 10 year period relates to upgrading signage and carrying out a re-vegetation programme. Many of the assets currently recorded as “average” including gravel car parks will be upgraded through the annual maintenance programmes.

## Asset Renewal

The only renewal works identified in the programme relate to fencing in 2013 (\$3,900).

## Capital Development

Capital development identified in the management plan relates to redevelopment of different park zones and the installation of barriers to restrict traffic movement and create vehicle free areas

Chamberlains Ford Recreation Reserve	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Routine Operations &amp; Maintenance</b>										
Routine O & M	8,950	10,950	9,950	9,950	8,950	9,950	10,950	10,950	10,950	10,950
<b>Total Routine O &amp; M</b>	<b>8,950</b>	<b>10,950</b>	<b>9,950</b>	<b>9,950</b>	<b>8,950</b>	<b>9,950</b>	<b>10,950</b>	<b>10,950</b>	<b>10,950</b>	<b>10,950</b>
<b>Scheduled Maintenance</b>										
Upgrade Signage	2,000	2,000	0	0	0	0	0	0	0	0
Revegetation Planting	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
<b>Total Scheduled Maintenance</b>	<b>4,000</b>	<b>4,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>
<b>Renewals</b>										
Fencing Renewal	0	0	0	0	3,900	0	0	0	0	0
<b>Total Renewals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>New Capital – To Service Growth</b>										
<b>Total New Capital Growth</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>New Capital - Improved LOS</b>										
Install Barrier	7,500	7,500	0	0	0	0	0	0	0	0
Develop Camping & Reserve Areas	0	0	8,000	8,000	0	12,000	0	0	0	15,000
<b>Total New Capital LOS Improvement</b>	<b>7,500</b>	<b>7,500</b>	<b>8,000</b>	<b>8,000</b>	<b>0</b>	<b>12,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,000</b>
<b>Total New Capital</b>	<b>7,500</b>	<b>7,500</b>	<b>8,000</b>	<b>8,000</b>	<b>0</b>	<b>12,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,000</b>

**Table 1: Chamberlains Ford Recreation Reserve Cost Summary**

**7. VEHICLE CONTROLS WITHIN RESERVES**

- 7.1 No person may drive or ride any vehicle within any reserve in a manner which, having regard to all the circumstances is or might be dangerous to any person.
- 7.2 No person may drive or ride any vehicle within any reserve in a manner which, having regard to all the circumstances causes or might cause damage to structures, facilities, flora or fauna.
- 7.3 No person may drive any vehicle in any reserve at a speed in excess of 20 km/h or at a speed contrary to the intent of clause 7.1 or such other speed limit as the Council from time to time indicates by a sign or signs. This limit does not apply to cycles and wheeled recreational devices.
- 7.4 No person may stop or park any vehicle within any reserve in such a manner that it causes or is likely to cause an obstruction to any entrance, thoroughfare, path or walkway.
- 7.5 Where, in the opinion of any authorised officer of the Council, a vehicle (whether complete or not) has been abandoned in any reserve, the officer may take possession of the vehicle and dispose of it in the same manner as provided by Section 356 of the Local Government Act 1974.
- 7.6 No person may operate a vehicle in a natural water body or on its banks and margins and its associated waters.
- 7.7 No person may cause a vehicle to enter or exit a natural water body or its associated waters.