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1.0 INTRODUCTION

The Council commissioned the preparation of a Reserve Management Plan for Coes Ford Recreation Reserve located 7km upstream from Lake Ellesmere 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 reserve environment, including its physical attributes and management issues. Existing problems within the reserve should not be underestimated; the reserve faces considerable problems related to vehicle usage and antisocial behaviour, accentuated by the current spatial layout, and a lack of evident management and consistent supervision. The reserve faces related problems regarding general safety, reflected in changing use patterns and a decline in a formerly family friendly environment.

The future of Coes Ford Reserve must also be considered in the wider context of reserve networks and water usage in the lower plains, particularly in association with Chamberlains Ford Reserve, just 7km upstream, which has associated proximity, character and management issues.

Despite the problems Coes Ford Reserve has significant recreational potential with a long history of enjoyment, the Selwyn River a major draw card, and a basic framework of established spaces that lend themselves well to restructuring and improved management.

Opportunities for free camping within informal and rural areas close to Christchurch city are becoming more scarce, so a move towards consolidating a camping and nature experience will likely attract visitors and families back to the reserve in the long term.

2.0 CLASSIFICATION

Coes Ford Reserve is a Crown owned Recreation Reserve with management and administration vested in the Selwyn District Council.

Known as the Coes Ford Domain since establishment in 1931, the reserve was gazetted on 14 February 1985 as a Recreation Reserve, pursuant to the Reserves Act 1977.

LEGAL DESCRIPTION: 3368818 RES 5261 ISO 11004 2.5545/Rec Purposes 1979, 1397 NZGZ

The Reserves Act 1977 requires 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 <u>pleasantness</u>, <u>harmony</u> and <u>cohesion</u> of the natural environment and to the <u>better use and enjoyment of the</u> 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.

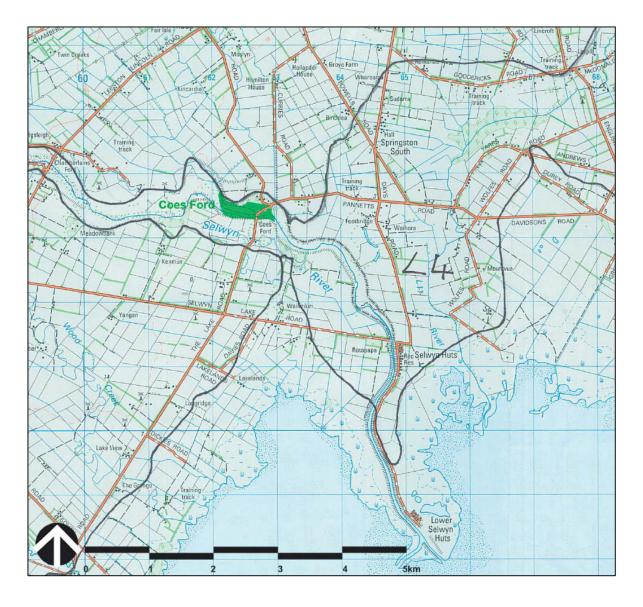
3.0 LANDSCAPE CONTEXT

3.1 GEOLOGY AND LANDFORMS

Coes Ford Reserve is a 19.8 hectare reserve located 7km upstream from Lake Ellesmere on the lower Canterbury Plains. The Selwyn River/Waikirikiri forms a large part of the reserve area, bisecting the reserve on its journey from the Canterbury foothills south-east through a patchwork of farmland until its emergence into Lake Ellesmere/Te Waihora at the Lower Selwyn Huts.

The reserve falls within the Plains — Recent Floodplains and Low Terraces Land Type (L4), including:- active braided floodplains

- recently abandoned floodplains
- low terraces
- backswamps (Lynn 1993)



Coes Ford Reserve located within the L4 Land-Type (Lynn 1993)

The active braided floodplains and low terraces are well represented at Coes Ford Reserve and are still evident despite considerable modification including the creation of stopbanks to contain floodwaters in the lower reaches of the river.

The short tussock grassland, kowhai, kanuka, matagouri scrub, bracken and cabbage tree communities that once characterized these floodplains and low terraces have largely given way to managed pasture for grazing stock and willow plantings for flood control. Coes Ford Reserve is no exception with a series of large open rough mown spaces, being previous pasture for running stock, flanking the Selwyn River, with willows extensive on the edges and lining the banks of the river.

Soils in the Reserve are predominantly classified as [61S] Selwyn shallow loamy sand and moderately deep sandy loam on sand, [61 b] Selwyn loamy sand and [61 d] Selwyn stony sandy loam. As such they are all well to excessively drained, with naturally high groundwater levels subject to variation depending on irrigation usage in the surrounding lower plains, and rainfall patterns in the upstream catchment.

3.2 WATERS

The Selwyn River/Waikirikiri is a critical feature of the Reserve environment, both in terms of its cultural and ecological significance, and the water as an aesthetic and recreational asset and major draw card for visitors to Coes Ford. As such the future health and vitality of waters cannot be considered in isolation from the future enjoyment 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 kal (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 report goes on to say... 'the Selwyn river at Coes Ford is also one of the most popular swimming / camping / picnicking sites in the lower catchment, and this value is based on maintaining adequate base flows'

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

The River is fed via two sources, from rain in the Canterbury Foothills, and from small springs rising in the lower plains. It descends from the foothills above Whitecliffs and winds its way south-east through 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 significant stretches of flood banks along the lower reaches to mitigate adverse effects on surrounding properties during flood events.





3.2.1 Water Quality and Quantity

The River at Coes Ford has seen a general deterioration in quality and reduced flow in recent years as indicated by water quality results taken by Environment Canterbury over the last 5-10 years. The end of the 2005/2006 season (from 15 November to the end of February) indicated an overall POOR SFR reading (suitability for recreation grade), indicating a water quality where: 'swimming should be avoided particularly by the very young, the very old and those with compromised immunity... These sites receive runoff from one or more of the following sources and may contain animal or human faecal material:

- tertiary treated wastewater
- urban storm water marinas or moorings, intensive agriculture
- river discharges containing untreated I primary / secondary treated wastewater or on site waste treatment systems
- river discharges impacted by tertiary treated wastewater combined sewer overflows, intensive agriculture I rural catchments, feral bird / animal populations'

(Environment Canterbury, 2005/06, Freshwater contact recreational monitoring programme Annual Summary Report).

Furthermore, this POOR status has been consistently maintained since the summer of 2003/2004, even after rainfall affected data had been removed (bacterial concentrations increase dramatically for a short duration following moderately intense rainfall events). Other factors that may impact test results include the relative flow of the river, as dry summers with low stable flows may result in higher recorded levels of pathogens or nutrients.

Flow rates and ammonia nitrogen concentrations at Coes Ford also indicate a general deterioration towards reduced flows and increased total nitrogen levels in the river over the last 10 years expressed in the Environment Canterbury report (2005/06).

Water quality testing at Coes Ford is currently performed under a management regime of High Sanitary Inspection Category. This is recommended by the surface water quality 2005/06 Environment Canterbury report due to observations that a stock crossing below Chamberlains Ford was still being used to drive dairy cows to and from the milking shed, and part of the river was being made accessible to the cows for drinking water, posing a reasonable risk that intermittently faecal material will move down the river to Coes Ford.

A meeting held in 2006 sought a solution to the problem: 'Negotiations between Environment Canterbury, Selwyn District Councillors, Te Waihora Trust and the land owner responsible for the stock crossing on July 23, 2006 resulted in the land owner agreeing to apply for resource consent to erect a crossing bridge over the Selwyn River' (Fish and Game NZ, 2007).

An additional source of contamination to the waters at Coes Ford Reserve is the Silverstream tributary, which enters the Selwyn River at the reserve's eastern boundary.

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 takes responsibility 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. However currently no permanent warning signs can be found or are evident at Coes Ford Reserve despite consistent POOR status ratings. FSHNZ (Food Standards and Health New Zealand) is responsible for the appropriate consents, installation sites, making of signs and their installation according to the Protocol (see Environment Canterbury 2006/07).

3.3 HISTORY

'Coes Ford takes its name from John Coe a pioneer settler in the Ellesmere area who was cofounder of an early farming property known as Brucecoe Lodge. The history of the ford itself goes back to a time when local authorities were at variance over securing a permanent crossing over the Selwyn at that point' (Holiday Star, 1977)

The proximity to Christchurch City, historically consistent water flows in summer, toilet facilities, fishing in the river, free camping, its size and spatial layout, are all factors that have resulted in Coes Ford Reserve being a popular swimming, camping and picnicking spot over the summer months for many decades. As such it is an iconic reserve held in high regard by locals and city dwellers alike.



Edith Bedford with Patricia Ellena at Coes Ford Ca. 1928

Rumour has it the rail bridge at Prebbleton was ordered built after a former Prime Minister, frequenting Coes Ford to fish while on a trip to Christchurch, waited at the rail crossing on his way to the reserve. Whether the overbridge construction was due to his haste to get to Coes Ford and the Selwyn River (then a world renowned trout fishery), or due to the prevalence of building bridges at the time for safety reasons, is hard to say.

25 to 30 years ago, the Lions Club constructed a children's playground in the Coes Ford

Reserve to the value of \$50,000 (according to local information). This facility however fell into disrepair, due at least in part to a lack of regular maintenance.

Coes Ford is a valuable site for the monitoring of Selwyn River water quality by Environment Canterbury, local schools and the university. A teacher at Lincoln High School, Jill Crossland and her students have been working with Kelvin Nicholl of Lincoln University by taking river water quality samples and invertebrate counts at Coes Ford for at least the last 10 years.

Recent history at Coes Ford involves a growing problem with vehicle usage in the open spaces, river bed and treed areas, in terms of danger to campers and day trippers, ecological disturbance, and a significant nuisance factor. Use of cars, motorbikes, 4WD vehicles and Army unimog vehicles in the river bed, are all perceived as problems.

One positive element involves the Green Footprint project, where there is a community effort to restore an area of the reserve in native vegetation.

4.0 WORKSHOP

To begin the task of management planning for both Coes and Chamberlains 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, Fish and Game, the Department of Conservation, Ngai Tahu, and the Taumatu Runanga.

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

A summary of the values identified in the public workshop are identified below:

- Good place to swim when you can (often bad water quality)
- Free camping
- Nice big area
- Good proximity to Christchurch
- Social dimension
- Upgrading of the toilets is great!
- Picnics
- Not commercial
- Larger size than Chamberlains
- Fishing
- Family access important
- Openness / trees mix
- Kiwi wav of life
- Good access to water

5.0 LANDSCAPE ANALYSIS

5.1 CHARACTER

The lands of Coes Ford Reserve are bisected by the lower reaches of the Selwyn River. The river forms part of the reserve area. The Reserve consists of a collection of spaces defined physically by the Selwyn River, The Lake Road, and mature willow trees, which

have enhanced the scenic values of the reserve. Informal gravel and dirt access tracks run through or circumnavigate the interior of each space.

The dominant visual elements of the reserve include:

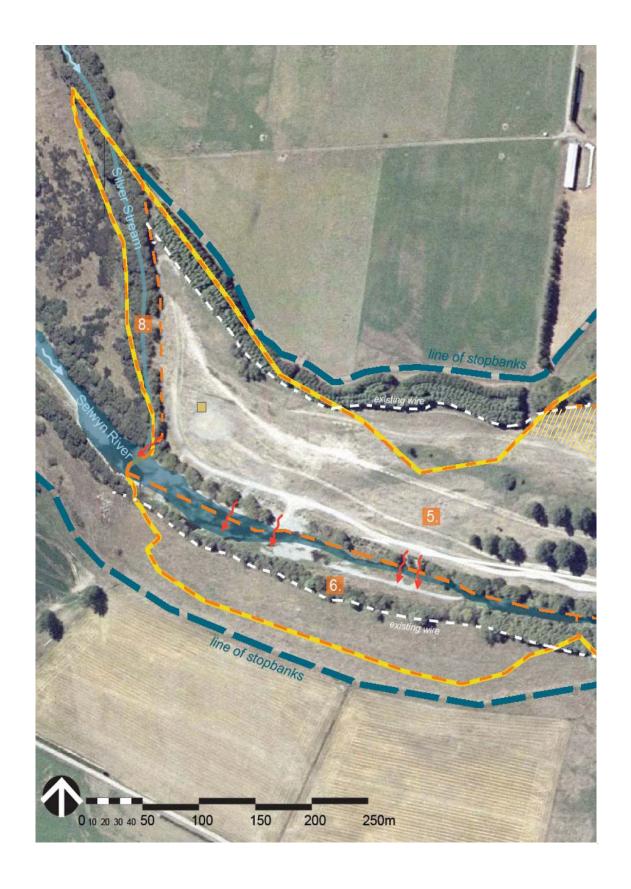
- its expansive open spaces;
- the Selwyn River with its meandering margins and braided pebble banks;
- a substantial canopy of mature willows planted for flood control, shelter and shade;
- borrowed scenery to the Port Hills at the eastern end; and,
- more secluded space amongst treed areas beyond the permanent ablution block, and in the northern fringes of the reserve.

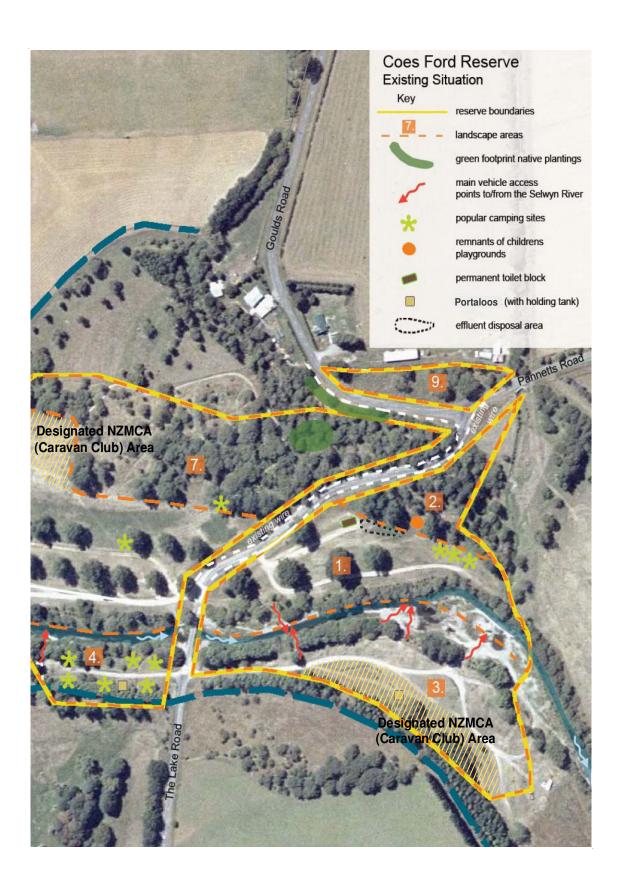
Proximity to Christchurch, natural swimming opportunities and free camping has resulted in a locally and regionally iconic reserve historically popular with campers and day trippers alike, and a low-cost holiday option for families. Recent years however has seen a decreasing water quality and reduced flows, which together with increased vehicular activity and antisocial behaviour has resulted in shifting use patterns, and a general reduction in the number of family groups visiting the reserve.

5.2 SPACES

AREAS I to 9 (refer to the Existing Situation Plan)

The well defined spaces in the reserve are listed below, as AREAS I to 9. AREAS I to 3 are downstream from The Lake Road, AREAS 4 to 8 are upstream of The Lake Road. Their physical attributes are described, together with the issues as identified by workshop participants, along with potential solutions for each area (for a full list of the public workshop results see Appendix 1).





AREA 1:

A major use area for camping, picnicking and toilet facilities, AREA 1 is a grassed open space with gravel / dirt road circumnavigating the interior. Access to AREAS 1 and 2 is via an opening in the fence east of The Lake Road. AREA 1 contains the only ablution block in the reserve, subject to a very recent upgrade with the installation of a Biolytix wastewater treatment system and effluent disposal zone. Camping is most common where privacy and shade can be found, close to and east of the ablution block under trees, where there are also the remnants of several small campfires. There is one major access point to the river which often sees cars driving down to the river's edge to park and picnic. Rubbish bins are provided year round with capacity stretched in the summer months.

Workshop Issues and Solutions AREA 1

Issue	Suggested Solutions
No drinking tap available near ablution block	Provide clean water for drinking
Open fires	Provide designated barbeque area
Cars driving to river's edge	Planting or barriers to prevent vehicle access to river. Enforcement of the Vehicle Speed Restrictions and Controls By-Law 2008(to be incorporated into the Parks and Reserves By-Law 2009)
Vandalism of permanent ablution block	Install CCTV cameras



AREA 1, permanent toilet block



AREA 1, a casual fireplace and camping

AREA 2:

Woodland area adjacent AREA 1 with meandering pathways throughout and a more intimate character. This area includes the remnants of a children's playground and much discarded rubbish (judging from the number of discarded beer cans this makes a popular drinking

location). Access from this area to the northern edge of the reserve is partially blocked by large felled willow trees. Similarly, the location of the new effluent disposal zone borders AREA 2 and has restricted access to it for both vehicles and pedestrians. AREA 2 is well suited to picnicking during hot weather.

Workshop Issues and Solutions AREA 2

Issues	Suggested Solutions
Children's playground long since gone to ruin	Build a new playground, maintain it, and open it up to Area 1, use natural materials, swings and slides, signs to say it is there, placed outside flood area. Combine it with a family camping area.
Broken glass and rubbish discarded	Provide more bins and have more regular rubbish removal



AREA 2, well treed with playground remnants

AREA 3:

A major use area for camping and picnicking, AREA 4 is a large and open grassed space with mature trees around the periphery. Access in is by way of a gravel road down a single lane, tree lined, linear space. There are no shade trees to break up the large open space and as such it is inhospitable during hot weather. Private property bordering the far eastern end of Area 3 contains a permanently parked house truck and caravan with good visibility into the reserve. This passive surveillance is understood to have reduced the incidence of vehicular activity in AREA 3. There are several access points down into the river bed for vehicles and pedestrians, with a walking track across the river to AREA 1. At this eastern end of the reserve the river bed is characteristically gravelled and reasonably dry in summer. A permanent single toilet with holding tank (Portaloo) is located on the southern boundary, at the midway point of AREA 3 over the summer months. This area would be improved by the planting of additional shade trees.

Workshop Issues and Solutions AREA 3

Issues	Suggested Solutions
Space too open / some hoon activity	Break up large open areas with planting / fences, natural barriers, rocks and logs to help control vehicle use
Passive surveillance good for security	Do not block with planting
4WD vehicles in riverbed	Ban vehicles from riverbed access. Enforcement of the Vehicle Speed Restrictions and Controls By-Law 2008(to be incorporated into the Parks and Reserves By-Law 2009)



AREA 3, entry to open space



AREA 3, eastern end showing vehicle access to river bed and adjoining land beyond

AREA 4:

A major use area for camping upstream of the Lake Road, AREA 4 is a small linear space with dirt road access leading to a large remnant fire at the far end. The far end of this space is fenced to private land, where a wide vehicle track heads toward the river bed. This is a popular camping site with well used tent sites on both sides of the access road.

The river flow increases significantly in velocity where it narrows either side of The Lake Road Bridge and children can be seen playing in the faster flowing waters. There is poor visibility between vehicles approaching the reserve from south of the southern stop bank and pedestrians near The Lake Road Bridge.

Workshop Issues and Solutions AREA 4

Issues	Suggested Solutions
Large fires a hazard	Ban fires and designate barbeque areas
Poor visibility around bridge /ford is dangerous for pedestrians / children	Improve visibility
Speed restrictions are not observed	Enforcement of speed restrictions / slow vehicles
Vehicles entering river	Ban vehicles from entering river/physical barriers to stop them from entering
Vehicle collisions on ford bridge (one lane)	Improve visibility / slow vehicles



AREA 4, looking in from The Lake Road



AREA 4, western end with large remnant fire



AREA 4, vehicle access to river from western end

AREA 5:

A minor use area for camping and a major use area for picnicking by the river, AREA 5 is the largest space in the reserve and the most open of all. There is considerable vehicular activity near the western end of Area 5 where tyre tracks and burnout marks are prevalent in the open ground. Access points for vehicles and pedestrians from the southern edges of AREA 5 to the river are frequent, with tyre tracks observed down and into the river bed. During busy periods locals have witnessed queues where 4WD vehicles back up to each other to exit the river bed.

There are many small fire remnants throughout this area, particularly at the western end where cars and other items (e.g. couches) are sometimes burnt and left. Hence the main camping locations are located away from the western end towards the east, where large willow trees provide shade, break up the expansive space and reduce the opportunities for excessive vehicle activity. Scope exists in AREA 5 for the allocation of a space to be used for organised events, such as youth camps, family picnics, or controlled concerts.

Workshop Issues and Solutions AREA 5

Issues	Suggested Solutions
Vehicle activity / hoons in cars / noise nuisance factor / dangerous to campers and pedestrians.	Break up large open areas with planting / fences, natural barriers, rocks and logs to help control vehicle use / Judder bars? Intensive 'blitz' on vehicle use. Lock gates at night to prevent access after 'hours' Designated area. Controls using ballast and heavy wire rope.
Fires a hazard	Designated areas/enforce ban
4WD access to Selwyn river	Ban them or physical barriers to prevent getting to riverbed



AREA 5, panorama looking west.



AREA 5, vehicle parked atop river bank.



AREA 5, looking south from western end over large open space, and showing vehicle tracks.

AREA 6:

This area is separated from the rest of the reserve and is something of an anomaly at Coes Ford Reserve. It lies between the Selwyn River and the southern stop bank, and is inaccessible to vehicles. Pedestrians can only gain access by walking through the river to enter this area. It is fenced to private land on the southern side of the stopbank. Despite this it is a substantial

space, linear, open, and covered in pasture grasses with views to bordering arable farming south of the stopbank, from atop the stopbank. There is potential for future linkages to this area and development as part of the existing network of spaces.



AREA 6, looking west from atop the stopbank

AREA 7:

A major use area for trail bikes and restoration plantings, AREA 7 is treed and contains established tracks with recreational value that are currently used by trail bikes. The trail bikes create a significant nuisance factor in the form of noise pollution, and are potentially a danger to users of the reserve. AREA 7 is similar in character to AREA 2 with a more intimate nature. Wire fencing has prevented access for trail bikes to a section of AREA 7 where Green Footprint plantings have taken place, though the wire has been cut or broken in the recent past. The Green Footprint plantings are an encouraging aspect, with a diversity of native plants at close intervals. They demonstrate community participation in the reserve environment. The eastern end of AREA 7 is something of an eyesore with piles of broken trees and branches from felled willows on the ground. This does not present a sympathetic face to the reserve when approaching from the west, though may have some benefit in preventing trail bike access to this section of AREA 7.

Workshop Issues and Solutions AREA 7

Issues	Suggested Solutions
Motorcycles/trail bikes a bigger problem	Move them on to another site/enforce speed restrictions, have a blitz/ban them I slowly fence them out/physical barriers/locked gate at night
Fences to re vegetation area being cut	Design alternative fences
Re vegetation area untidy	Do re vegetation in stages so as to not make a mess or lose too much shelter and privacy at once
Burning of cars and other objects	Restrict access to these areas



AREA 7, woodland with established trail bike tracks.



AREA 7, Green Footprint Restoration Zone, recently planted.

AREA 8:

A minor use area for picnicking and camping, this small linear tree-lined space borders Silverstream, a narrow tributary to the Selwyn. In part it is a small scale wetland environment dominated by willow trees. Several small intimate 'grotto' type spaces can be observed with remnant fireplaces. There is potential for riparian restoration in this area and enhancement plantings.



AREA 8, Willow adjacent Silverstream

AREA 9:

A small area bordered by Pannets and Goulds Roads, Area 9 is inaccessible due to a fence lining the road edge, and borders private land. It is characterized by pasture grasses and is grazed by the adjoining landowner. It holds little value in terms of integration with the wider network of spaces in terms of public access, and may be best managed by continued grazing or by planting up.

ALL AREAS:

Some issues are prevalent through all areas in the reserve.

Workshop Issues and Solutions ALL AREAS

Issues	Suggested Solutions
River and stream water quality needs improvement	Remove stock from accessing waterways upstream Create swimming holes in the summer time
Poor signage	Upgrade signage
Campers staying too long (beyond 3 week	Enforce bylaws however many participants also think campers are

maximum)	desirable for passive surveillance.
Lack of native plants / biodiversity	Establish more trees (protection is an issue) /more native plantings and enhance entranceways to the reserve
No historical information	Document and display in signage
No walkway linking Coes Ford and Chamberlains Ford	Long term look at pedestrian and bicycle linkages between reserves
Lack of enforcement of bylaws	More resources to enforce bylaws / set up reserve. care group for greater surveillance
Conflict of user groups: vehicles vs. campers /picnickers / families	Separate areas or remove speeding vehicles from the reserve
Problems with rubbish and burnt out cars or other fires	More rubbish bins and more frequent removal / also of burnt out cars /restrict access

6.0 VISION

Following consultation and site analysis the vision is for a reserve which retains the natural character of informal open space, preserves and enhances recreational opportunities, including for family groups, and, introduces planting and other design elements to reduce the opportunities for vehicles to adversely affect the reserve. There is a desire to have Coes Ford Reserve a family friendly place once again, where people can walk, run, swim, picnic, camp, play or cycle without threat from vehicles or a polluted Selwyn river.

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 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 for Coes Ford Reserve have been developed with associated Actions. A Proposed Landuse Plan has been developed that locates proposed vehicle 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. They provide recreational opportunities for swimming, walking, picnicking fishing, and ecological surveys.

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.

Action:

Advertise and enforce Bylaw.

7.1.2. Vegetation

Vegetation is currently dominated by extensive plantings of, and colonization by, exotic trees (predominantly willows) which have matured to enhance the scenic qualities of the reserve, provide flood protection, shade, shelter, and spatial definition to the various areas as identified in the Landscape Analysis.

The community recognizes the importance of these plantings and wishes to preserve them wherever practical. The Green Footprint working group has also instigated the phased removal of willow trees and the replacement planting of natives to encourage biodiversity, and attract native bird life. This activity should be supported and encouraged.

Significant areas of extra planting may be required as part of the reserve redevelopment, without impeding floodwaters. Steps should be taken to plant up areas near The Lake Road bridge to restrict pedestrian access to river waters adjacent the bridge. This will deter pedestrians and children playing in an area where there is poor visibility from, and to, approaching vehicles. An alternative area of faster flowing water could be created upstream.

Objectives:

- To preserve, manage and retain the existing exotic tree plantings wherever possible except where removal is due to ecological enhancement measures, safety issues, riverfiow management, or to instigate changes in line with any future 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.

Actions:

- 1. Re vegetate and line the northern edges of the reserve bordering Pannetts and Goulds Roads to accentuate the entrance to the reserve.
- Plant areas adjacent the Ford Bridge to deter pedestrian access to swifter flowing waters without affecting visibility for approaching vehicles. Create an alternative swift flowing area upstream.

7.1.3 Events

There is scope for events based activities in Coes Ford Reserve. AREA 5 is of sufficient size to accommodate group events. This would bring a positive energy to an area that has witnessed a considerable degree of anti-social behaviour in recent years. Examples of events are organised youth groups, family picnics, or controlled concerts. The NZ Army also uses Selwyn District reserves for military exercises, with use of land and waters within Coes Ford Reserve occurring several times a year (see Appendix 3).

Objectives:

 To create opportunities for group events in Coes Ford Reserve, where events do not compromise the safety of reserve users, amenity values, or reserve infrastructure.

Policies:

1. Develop bylaws regarding organized events, and associated noise and alcohol consumption in the reserve.

Actions:

- 1. Develop the western section of AREA 5 as a space for group events.
- 2. Investigate the discontinuation usage of the Army access to Coes Ford for vehicle training in consultation with army personnel.

7.2 VEHICLES IN THE RESERVE

7.2.1 Land Access

Existing Situation:

Widespread access by vehicles to most reserve areas is possible in Coes Ford Reserve, leading in part to a growing problem with vehicle activity. It is essential that measures are taken to restrict access to reserve areas in order to control vehicle activity. This should occur in phases, beginning with the most problematic AREA 5.

Access into Coes Ford Reserve is via Pannetts Road from the east, Goulds Road from the west or The Lake Road from the south. The reserve is accessible to the public year round except during flood events when it can become inundated with water.

Internal gravel dirt vehicle tracks negotiate the different areas and are informal in nature. There are numerous points of entry from these roads down into the river bed, of which the major ones are located on the Existing Situation Plan.

Visibility near The Lake Road Bridge (single lane) is poor, particularly approaching the reserve from south of the southern stopbank. This is a safety issue for vehicle drivers and park users, particularly for children playing in river waters near The Lake Road bridge.

Conflicts exist in the reserve between recreational vehicle drivers and most other users (campers, picnickers, swimmers, anglers and local residents). Nuisance factors include

noise, however the area of most concern is safety, with a number of near misses reported between campers and cars in the recent past.



Lake Road, approaching the reserve from The south



Lake Road bridge, approaching the reserve from the north

The future success of the reserve environment and the health and safety of its users is largely dependent on the Council adopting measures to control vehicle nuisance, by enforcing existing bylaws or by altering the physical environment, or a combination of the two. Measures should be taken to remove vehicle nuisance from AREA 5 by establishing a barrier prohibiting vehicle access to the western section of this area.

The majority of the reserve area at Coes 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 motorised bikes without a license, including bikes under 50cc. In addition Council bylaws regarding vehicles in Coes 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 Councils Parks and Reserves Bylaw, 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.

Objectives:

- 1. To manage 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 provide access and parking to a level commensurate with normal use.

Policies:

- 1. Enforce Bylaws prohibiting vehicles speeds in excess of 20kph and provide clear signage informing of this bylaw. See appendix 5.
- 2. Monitor all reserve areas and install barriers as necessary to exclude vehicle activity that is unsafe or a nuisance in the reserve or that contravenes the Bylaw.
- 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. Implement new plantings and redesign major open spaces to limit opportunities for vehicle activity and enhance camping sites.
- 3. To investigate alternative site to Coes Ford Reserve for off road vehicle activity in excess of 20 kilometres per hour.

7.2.2 Water Access

Existing Situation

Numerous points of entry exist for vehicles from AREAS 1, 3, 4 and 5 into the river bed. 4WD recreational vehicles drive into the river bed and through the river, disturbing river ecology and users of the river waters. Army vehicles use the river bed for driver training on several occasions a year.

There are currently no Regional Plan rules that specifically address vehicle use in the river bed and it is unlikely that a Regional Plan could contain rules to address vehicle use within the bed, given the legal opinions obtained by Environment Canterbury in 1992 (see appendix 3).

Environment Canterbury do however have rules that must be met when extracting gravel from the bed, currently a discretionary activity, thus consent must be sought which are in part designed to limit the amount of disturbance to potential bird nesting sites, vegetation and river ecology (see Environment Canterbury Regional Gravel Management Report, Chapter 3, 5.3).



Objectives:

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

Policies:

 To discourage vehicle access to water bodies in the reserve by physical barriers and/or enforcement of Bylaws to reduce conflict, protect natural values and improved user safety.

Actions:

- 1. Shut off the western section of AREA 5 to vehicles to help prevent access to the river bed. Create access points through the fence for pedestrians.
- Provide for education and enforcement of Councils 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". See appendix 5.
- 3. Investigate the need for robust fencing prohibiting access from Areas 5 and 7. Create access points through the fence for pedestrians.
- 4. Investigate the discontinuation usage of Army access to Coes Ford for vehicle training in consultation with army personnel.

7.3 ROADS AND PATHWAYS

Existing Situation

Existing roads circumnavigating the reserve areas are informal gravel or dirt vehicle tracks, and are in most instances single lanes. Vehicles are free to drive from these tracks over and into grass areas. These tracks are informal and have 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 however create problems for pedestrians, as there are few places to take refuge from fast moving vehicles. Woodland areas are reasonably hidden, and pathways within are potentially unsafe for pedestrians due to trail bike activity.

Objectives:

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

Policies:

- 1. Prioritise access for pedestrians within the woodland areas.
- 2. Provide walking linkages to areas of restoration plantings and install interpretive signage explaining their significance.
- 3. Provide walking linkages between campsites.

Actions:

 Investigate long term walkway linkages between Chamberlains Ford and Coes Ford Reserves.

7.4 CAMPING

Existing Situation

Camping is currently permitted throughout the reserve and is free of charge with duration of stay limits as prescribed by the Reserves Act (1977). Selwyn District Council Policy R302 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 the 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 Existing Situation Plan, with general usage patterns indicating large open spaces are avoided and areas near trees and facilities preferred. Camping is still popular within the reserve but usage patterns have changed in recent years, with families far less frequent and instances of people staying longer than permitted. 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 instructions from Council.

Objectives:

- 1. To encourage camping in the reserve with particular emphasis on a low-key non-regimented style.
- 2. To minimise the threat of injury to campers from vehicles or people in the reserve.

Policies:

- 1. Continue to allow free camping within the reserve.
- Provide camping and picnicking spaces with some degree of privacy.
- 3. Provide improved camping facilities without compromising the informal character of the camping usage on the reserve.

Actions:

- 1. Retain AREAS 1, 3 and 5 as the main camping areas and introduce vehicle barriers, planting, grassing, structures, and pathway networks to enhance these areas.
- Upgrade camping facilities to allow for clean safe drinking tap water at specific locations.
- 3. Provide a signboard map indicating the main camping areas and referring to Policy R301.
- 4. Area 3 and Area 5 along fence boundary, are ideal spaces for the NZMCA (New Zealand Motor Caravan Association) for self contained Motor Homes, who are registered with the NZMCA, certifying their vans under the NZS 546:2001, (New Zealand standard for the Self Containment of Motor Caravans).

7.5 FIRES

Existing Situation

Fire is a potential threat to the reserve environment, neighbouring 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 powerful social binders. The current rule on fires within the reserve is a ban on 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.

The Council 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.

Due to the prevalence of existing fires and the difficulty in enforcing the fire ban there is a case for allowing strictly controlled fire and/or barbeque areas within the reserve.

Objectives:

1. To take steps to minimise 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 as to reduce the fire danger.
- 2. Install concrete pads for the use of BBQ's

7.6 TOILETS

Existing Situation

The permanent ablution block has recently had an upgrade, with flush toilets and a Biolytix wastewater treatment system installed. The treatment system has an effluent disposal area adjacent which requires permanent protection to prevent potential damage from vehicle and pedestrian access, and appropriate planting.

The toilet block is subject to repeated acts of vandalism and the recent upgrade already has seen crushed urinals (from jumping up and down), blocked toilets (from shoving objects into the bowl) and damaged electrics. This is an ongoing problem.

There are long drop toilets with holding tanks for effluent located in AREAS 3, 4, and 6. They are managed by Council, checked regularly on the same management regime as the rubbish bins, (daily in summer, weekly at other times) and emptied as required.

Inspections have revealed some structural failure of the toilet building that will require remedial work.



Permanent toilet block

Objectives:

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

Policies:

- 1. Provide toilet facilities commensurate with the Grade 3 standard as define in Policy P202 of the Community Services AMP.
- 2. Develop measures to improve security and safe use of toilet facilities.

Actions:

- Investigate the installation of a CCTV security camera pointed directly at the ablution block to deter vandals and record acts of vandalism.
- 2. Foster youth participation in the reserve environment such as through mural painting of the ablution blocks or involvement in enhancement plantings.
- 3. Install drinking water taps near the permanent toilet block.
- 4. Investigate the need for fencing and robust native planting to define and restrict access to the effluent disposal area, along with warning the public of this area.
- 5. Renovate the toilet facility to address structural issues, improve quality and reduce potential for vandalism.

7.7 SIGNAGE

Existing Situation

Signage is currently located within the reserve at the entrances, at the junction of Pannetts Road/The Lake Road, and approaching The Lake Road from the south. At the Pannetts Road/The Lake Road entrance there is signage indicating a ban on dogs except when on a leash and except for a 'Light No Fire' sign (easy to read and in good condition) there are no other signs at this northern entrance.

There is small but clear signage at the entrances to AREAS 1, 3, 4 and 5, indicating camping restrictions. Additional 'Light no fires' signs can be found approaching the entrance to AREA I and approaching the reserve from The Lake Road south of the stop-bank.

Water quality signs informing the public of the suitability of water for swimming at Coes Ford are at the entrance under the camping notice to AREA 1.

There are two new signs at the entrance to AREA 1, 3 and 5 informing the public of the speed limit, and the banning of off road vehicles in accordance with Councils Reserves Bylaw 2008, which has now been superseded with Councils Parks and Reserves Bylaw 2009.

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

In addition to existing signs, Coes Ford has historical, ecological and cultural or social values that could be interpreted to the public through signage, including the reserves establishment, the ecological, cultural, and historical significance of the Selwyn River, and current Green Footprint projects to restore areas in native plants. A plethora of signs however would detract from the visual amenity of the reserve, could become a target for vandals, and should be avoided. A simple comprehensive signboard would be more appropriate, with easily replaced text following vandalism.



Sign indicating camping restrictions and water quality



Speed limit sign



Light no fires sign



Sign prohibiting off road vehicles

Objectives:

- 1. To provide adequate in formation 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.

Actions:

- 1. Undertake a study and upgrade of the existing sign network.
- 2. Erect a signboard to interpret the history of the reserve, cultural information and ecological features.
- 3. Erect directional and informational signs to enhance the safe public use and enjoyment of the reserve.

 Update control signs to reflect the provisions of Councils Parks and Reserves Bylaw 2009.

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 skip has been used previously to accommodate additional rubbish during the main camping season. This proved successful however the risk of skips attracting rubbish from outside the reserve environment is a constant threat. A general movement towards waste reduction in line with sustainable development should form part of any future 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 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 is to continue to provide and regularly empty rubbish bins as required to meet current usage patterns.

Actions:

- Council to investigate different options available for rubbish removal and recycling options.
- 2. The Council shall investigate methods to encourage 'carry in, carry out' waste policy for day trippers.

7.9 DOGS

Existing situation

Existing signage at the entrance to the reserve indicates that dogs are allowed in the reserve as long as on a leash. This is consistent with rule D1, 2(b) in the Selwyn District Policy Manual (July 2007). Currently dogs can be observed from time to time within the reserve, and Coes Ford is of a sufficient size to warrant the inclusion of a defined dog exercise area, separate from main camping and group activity areas

Objective:

1. To manage and control dogs at Coes Ford to ensure they do not create a danger or nuisance to visitors.

Policy:

1. Dogs on the reserve are to be kept under control in accordance with Councils Dog Control Bylaw.

Review dog control approach at Coes Ford to ensure it reflects the needs of the 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 Coes Ford as part of the review of the Dog Control Bylaw in early 2011.

7.10 COMMUNITY PARTNERSHIP

Existing Situation

There is no current reserve committee for Coes Ford and due to the remote nature of the reserve constant monitoring and policing of bylaws by council staff is somewhat problematic. There is however a local residents association which may support the creation of a reserve committee. While the future development and sustainability of the reserve rests largely 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/stakeholders can take an active role in the development and management of the reserve.

Actions:

- 1. Form Coes Ford Reserve Committee.
- 2. Coes Ford Reserve Committee shall review the Reserve Management Plan at intervals and in conjunction with Council amended 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 8th October 1997. The Reserve is currently leased by the local farmer for grazing for a period of 6 months of the year in accordance with the Reserves Act 1977.

Objectives:

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

Policies:

1. Any concession agreement relating to Coes Ford is to be regulated by formal agreements and subject to an open tender process.

Granting of any lease/licence for the reserve will only be considered where they provide benefits for management/maintenance purposes and not conflict with public enjoyment of the reserve.

Actions:

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

7.12 PLAY

Current situation:

In Area 2 there are remnants of playground equipment although now all overgrown and not useable. Most play on the reserve tends to be informal and associated with natural features such as the water.

Objectives:

1. To provide for a range of play opportunities that are based around the natural features if the reserve.

Policies:

1. Any play features should be built of natural materials and designed to blend with the character of the environment.

Actions:

- 1. Remove remnants of existing play structure.
- 2. To investigate the need for play features suitable for natural play in the reserve environment.

7.13 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 Coes Ford are managed and controlled in accordance with Bylaws and Council Policies.
- 2. To educate visitors on the use and values of Coes Ford.

Policies:

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

Actions:

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

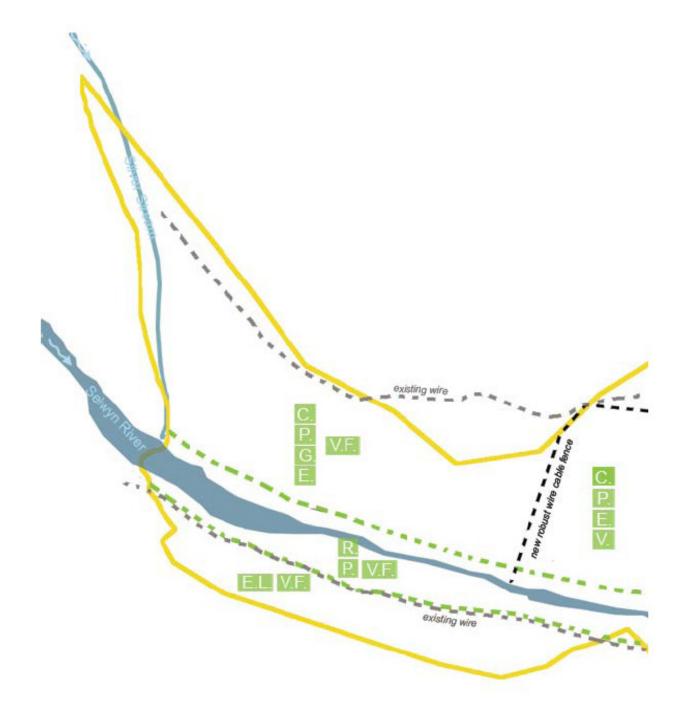
7.14 TANGATA WHENUA

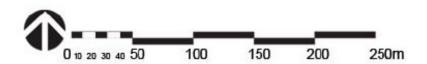
Objectives:

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 Rununga 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.







8.0 ACTION PLAN

Task	Complete by
Notify Draft Management Plan, consult, and in response, amend draft	April - June 2007
Sign off Reserve Management Plan	September 2009
Obtain formal lease agreement between Tony Chimes and Council	September 2009
Form a Coes Ford Reserve Committee	November 2009
Build barriers to prevent vehicle access to large open space in area 5	
Plant out around Ford Bridge	
Implement Development Plan in the following stages:	
1. Signage upgrade	
2. Planting and construction upgrade Areas 5 and 7 and 3	
3. Planting and construction upgrade Areas I and 2	
4. Planting and construction upgrade Area 4	
5. Planting and construction upgrade Area 8	

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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)

for Selwyn District Council

Values – what is important	Issues	Opportunities/Solutions
- As for Chamberlains, although more Vehicle issues - New toilets – good improvement - More police presence has helped	- Gravel is free to take. Needs promotion - Legality of open fires? Needs checking - Issue with milk tankers and traffic on Coes Ford crossing — Safety of children crossing - Coes and Chamberlains - need to clarify boundaries Public vs private - Bigger problems with motor bikes - Stop banks need to be protected - Fence and plant end of reserve to break up Vehicle access - Water quality needs to be improved - Swimming hole could be dug each summer - Childrens playground (outside flood area) - Coes and Chamberlains - upgrade signage Entrance upgrade with natives (appropriate) - Planting opportunities - Needs better rubbish facilities - To more vehicles needs intensive "blitz" along with - Alternative sites	- Built fire BBQ areas - Intensive "blitz" on vehicle use (including motor bikes) Bylaw? (immediately) - Upgrade signs and entrance - Break up large open areas with planting/fences?, natural banners, rocks and logs. To help control vehicle use. Juddar Bars? - Undar Bars? - Work towards wimming — quality water to bring use back - Signs/public awareness of need to maintain stopbanks - Public walkway — Chamberlains and Selwyn huts and Lake (Long-term) - Selwyn is short on walking opportunities of Christchurch groynes/Spencer Park/McLeans - Ensure cell phone sites and telecom towers are kept out the reserve
- Good place to swim (when you can, Often bad water quality) - Free camping - Social dimension - Cool place for kids - Nice big area - Good environment - Good proximity to Christchurch - Has bilets and water supply - Historical value/Sentimental attachment	- 4WD vehicles/trail bikes/boy racers - Shingle trucks - People staying long term - Cattle crossing upstream (pollution) - Army using river – massive and noisy - Abandoned vehicles - Lack of native plants/biodiversity - Vandalism to neighbouring property - Vandalism to neighbouring property - Revegetation process has made a mess and cut out shelter - Noise/drinking/rubbish - Silverstream water quality contaminating Selwyn	- Ban vehicles from riverbed access - Free access to past for camping and closed off/restricted access in other past for day use – picnicking - Designated area for trail bikes - Bestgranded area for trail bikes - In long term aim to join with Chamberlains Ford - do revegetation in stages so as not to make big mess and to maintain wind protection and shelter /privacy values - Restricted access to reduce vandalism - Reserve Ranger to police - Ask police to check on reserve regularly - Put maximum limit on staying and enforce e.g. 1 month and set period before return - Put maximum limit on staying and enforce e.g. 1 month and set period before return - Community restoration project - Set up river care/reserve care groups - Document its historical values and public use e.g. signs/photos - Get Lincoln Uni students involved in restoration projects
- Vehicular access and control/ Designation - Cars/4WD/Trails bikes etc - Fire control/designation - Campers/fishes/recreation, safety - Maintaining open – plan space - Rubbish/liter control - Maintaining fresh water supply - Upgrading of the toilets is greatl - Social – Family, history recreation - Maintaining flood camping capacity and Bern stabilisation and stopbancks + planting	- Similar to that noted for Chamberlains Ford – vise Versa	 - Kids playgrounds - More rubbish bins (skips) - Establish more trees (protection of is an issue) - Establish local contact - Donation Box - at Ford also, at SDC - (signed, advertised) - first aid kit - Controls using ballasts and heavy wire rope

	Values – what is important?	Issues	Opportunities/Solutions
Group 4	- Families - Camping - Picnics - Picnics - Group activities - Swimming - Natural resources - Not commercial - Close to home - Fee free - Safety - Fires	- Facilities - adequate - Water quality – drinking - Noise from vehicles - Ned to cater for both vehicles 4WD/Trail bikes and - Natkers - Vandalism – broken glass - Fires – danger to neighbouring farms - Camping areas – permanent campers – good surveillance - Safety on bridge - Hump – dangerous? – 30km	
Group 5	- Camping/Campervans/Caravans - Swimming - Picnics - Family access important - Raver - Recreation - Kiwi way of life - Willie (native) - Fishing - Habitat nature - Openess/Trees mix - Playground - Larger size than Chamberlains - Native plantings – public + private land - Motivated and active community	Vehicle stuck – need help Open fires stopped Motor bikes poor public perception Boy racers – army exercise Lack of public observation Glass/Rubbish More bins needed Toilets Water quality Running water Vehicles in river Burnt out cars Lack of native habitat and wildlife Lack of native habitat and wildlife Lack of of native habitat side Signage Enforcement of rules Contractors side/sometimes use Contractors reserves Weed in river	- Ban vehicles from river – fine if get stuck X10 - Community group form - Ban open fires - Centralised playground/family zone/camping area - Manage + maintain + remove all weed species in river also - More nature plantings - More nubish bins - Replace toilets - Improve water quality to swimming standards - Provide running fresh water - Close/reduce access and vehicles to some areas – better - Design of physical + landscape to reduce damage + vehicle - Access - Improve signage - waterproof - Improve signage - waterproof - Improve access for contractors/road gangs - Walkway linking two reserves
Group 6	- Well kept natural environment - Childrens swing etc – play area - Improved quality and quantity of water - Council develop swimming holes for summer months - Toilet improvement? - More planting	- Gated areas - Police monitoring	- Trail bikes and hoons! – Lock them out, gates locked at given hour - More planting – restrict vehicle behaviour - Water monitiored - Natural playground area – rope, wooden structures - Increase number of toilets - Create swimming holes in the summer months

Opportunities/Solutions	- Council by-laws to control hoons - More signage - Policing to enfrore by-laws - No more shingle extraction - CCTV - Remove ford bridge	- Split up more – fencing trees - More toilets - Better rubbish collection - Recent removal of Willows a mess need to do it better
Issues	- Same as Chamberlains Ford but far more vandalizing - More isolated and away from public eye - Shingle being removed – polluting river - Far more pollution – water quality and silting/muck on river Bed than Chamberlains Ford - Reduced water flows compounding pollution problem - Traffic/pedestrian conflict poor sight lines and traffic Speeding - Vehicle collisions on one way ford - Dangerous for families	
Values – what is important?		- Open space, greenery - Good access to water - Fishing - Large area allows a range of activities - Close to town
	Group 7	Group 8

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 Hutcheoon	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.