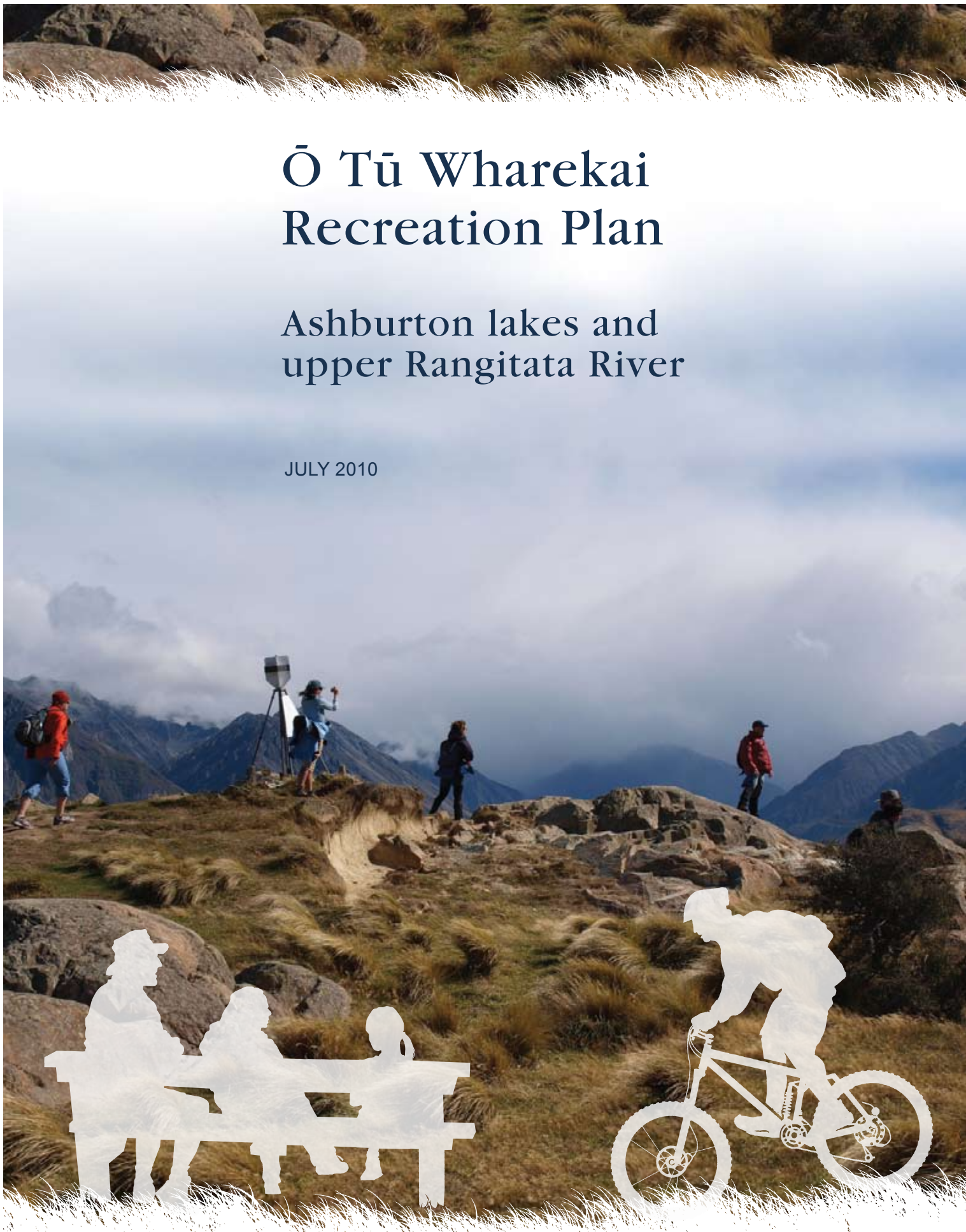


Ō Tū Wharekai Recreation Plan

Ashburton lakes and
upper Rangitata River

JULY 2010



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upper Rangitata River

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FOREWORD

This recreation plan has been written by the Department of Conservation (the department) to consolidate planning directions for recreation activities and facilities in Ō Tū Wharekai (the Ashburton lakes basin and upper Rangitata River). Ō Tū Wharekai is one of three wetlands around the country managed as part of the national Arawai Kākāriki wetland programme. Arawai Kākāriki aims to restore wetlands with the assistance of the community, and learn more about methods for wetland restoration along the way.

As well as containing high wetland and other biodiversity values, Ō Tū Wharekai is highly valued for its recreational opportunities. In 2009, the department produced a discussion document exploring the range of recreational opportunities compatible with the area's management, and proposed key recreational opportunities people can enjoy without affecting the values of the area and the wetland restoration programme.

The discussion document was made available to the public for informal comment for a period of one month and a range of comments were received. The department has used those comments and the information in the discussion document to make decisions about recreation activity and facility management in Ō Tū Wharekai in the short and medium term. Those decisions are contained in this document.

Section 1 provides an introduction and background. Section 2 outlines management directions, including general principles, activity-specific directions, and place-specific directions. Section 3 outlines how this document will link into future planning work. It will contribute to the development of management objectives and policies for recreation for Ō Tū Wharekai in the Canterbury Conservation Management Strategy (CMS), which is currently under review. As a part of the CMS process, there will be a formal opportunity to comment on the information included in this document.

In the meantime, you can send comments to the Raukapuka Area Office by email at otuwharekai@doc.govt.nz, or by post to PO Box 33, Geraldine 7956.

The department may contact people to clarify or discuss comments made.

Further information about Ō Tū Wharekai can be found on the Department of Conservation website at www.doc.govt.nz/otuwharekai

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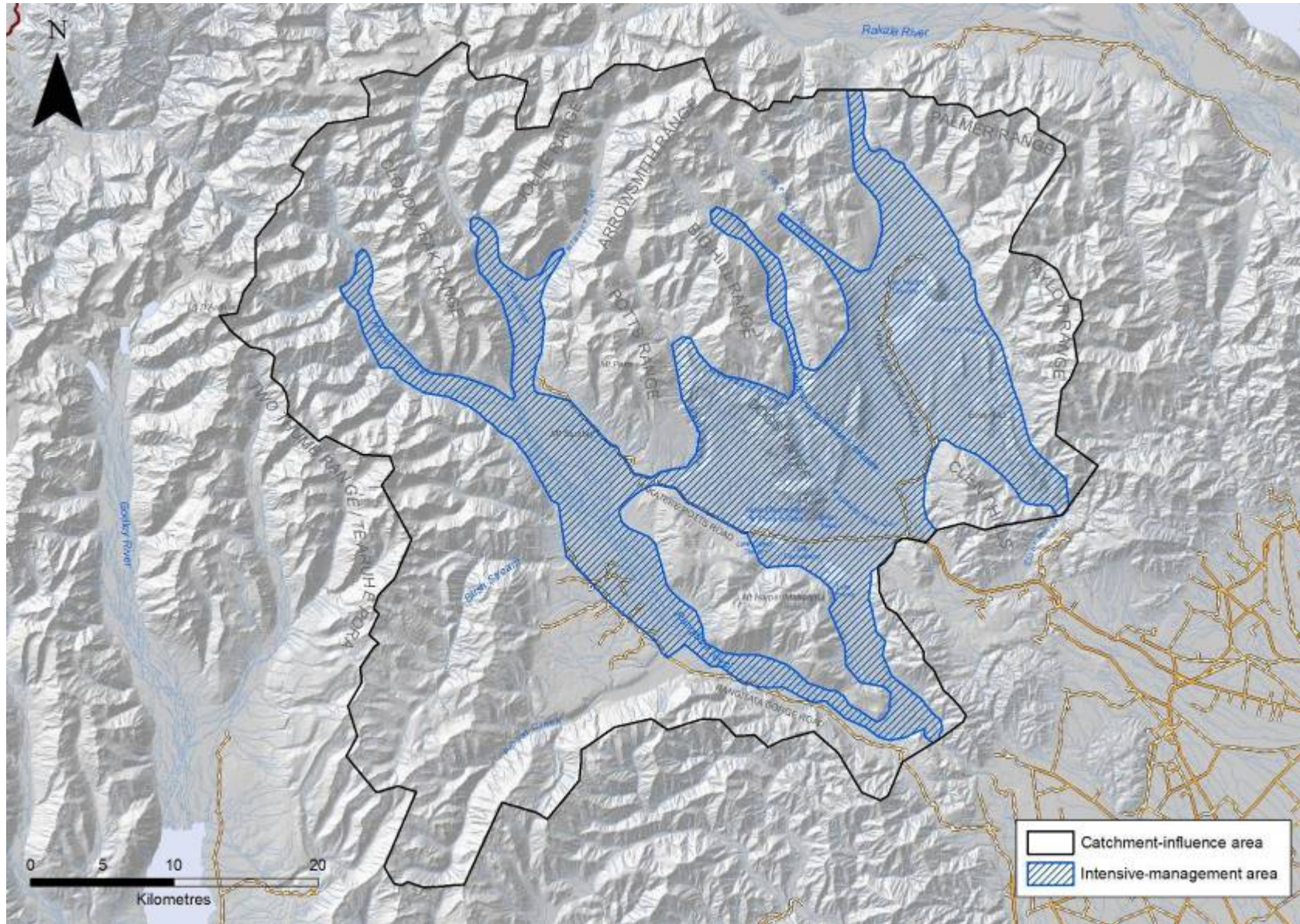
1. Introduction

This recreation plan has been written by the Department of Conservation (the department) to consolidate planning directions for recreation activities and facilities in Ō Tū Wharekai (the Ashburton lakes basin and upper Rangitata River). This section outlines the background and purpose of this plan, and its links to other relevant planning processes and documents.

1.1 BACKGROUND

The Ashburton Lakes basin and upper Rangitata River (Ō Tū Wharekai) contain some of New Zealand's best remaining high-country freshwater wetland and braided-river ecosystems. Ō Tū Wharekai is one of three wetland sites included in the national Arawai Kākāriki wetland restoration programme, with ongoing integrated management, community involvement and co-ordinated research. The programme's vision for Ō Tū Wharekai is that "the intrinsic values of one of the best remaining, high-country freshwater-wetland and braided-river ecosystems is protected, enhanced and appreciated". The department has identified a number of management directions to achieve this vision, including the improved management of public access, and information on the area's values. Pro-active planning for recreation activities is particularly important for Ō Tū Wharekai given its high biodiversity and recreation values. In addition, it is an immensely varied landscape in terms of land tenure and one that is very much in transition.

Ō Tū Wharekai is being managed using an integrated-catchment approach, covering the catchments of the Ashburton basin and its lakes, and the upper Rangitata River, encompassing the Havelock, Clyde, and Lawrence rivers. Map 1 shows the extent of the Ō Tū Wharekai site as defined by the wetland project, showing the intensive-management area and wider catchment-influence area.



MAP 1. Ō TŪ WHAREKAI SHOWING THE CATCHMENT-INFLUENCE AREA AND INTENSIVE-MANAGEMENT AREA AS DEFINED BY THE NATIONAL ARAWAI KAKARIKI WETLAND RESTORATION PROGRAMME

For the purpose of this planning project, recreation opportunities have been considered within the wider catchment area. A discussion document was developed in 2009 outlining actual and potential recreation opportunities throughout Ō Tū Wharekai, the suitability of those opportunities at different locations within Ō Tū Wharekai, and potential management options (Department of Conservation, 2009a). The work focused primarily on recreation opportunities on public conservation land, although opportunities on other types of land were also included, where such opportunities were publicly accessible and information about them was available. Map 2 shows the current extent of public conservation land in Ō Tū Wharekai. There is potential for increases in the extent of public conservation land in this area through the ongoing tenure review process. Under this, the holders of crown pastoral leases can gain freehold title to the more productive land in exchange for giving up other land for conservation.

The department received constructive comment from both individuals and groups on the discussion document and has used that document and the comments received to make decisions about the provision of recreation opportunities and facilities in Ō Tū Wharekai. This recreation plan outlines those decisions. It is a non-statutory document, although the information here will inform outcomes and policies for inclusion in the Canterbury Conservation Management Strategy (CMS), currently being reviewed.

1.2 PURPOSE OF PLAN

- To give clear direction on recreation activities being managed in different parts of Ō Tū Wharekai
- To inform recreation-facility management and development in Ō Tū Wharekai in the short and medium term^{*} through the incorporation of these directions into business-planning processes. Reconsideration of these directions will be needed in the medium to long term^{*} or as required.
- To inform recreation facility management and development in the medium to long term^{*} by guiding the development of statutory policies for the Ō Tū Wharekai place section of the Canterbury CMS, currently under review
- To communicate intended management directions for Ō Tū Wharekai with the public and interested parties
- To aid decisions on concession applications

1.3 LINKS TO OTHER DOCUMENTS AND PROCESSES

This recreation plan links with several other documents and planning processes currently underway. These include:

- Canterbury Conservation Management Strategy (CMS). The current CMS (2000) predates conservation land acquisition of a number of areas within Ō Tū Wharekai, but has provided some limited guidance in the development of this document. The CMS is currently under review, but has been placed on hold until late 2010 while some national consistency and content issues are resolved (see www.doc.govt.nz/canterburycms). Ō Tū Wharekai may be covered by a specific 'place' section in the reviewed CMS. This recreation plan will be used to finalise recreation policies and information that will be included in the reviewed CMS. Any comments from the public on information in this plan or the policies developed using that information are welcomed as a part of the CMS review process or as direct comments to the Raukapuka Area office.
- Conservation General Policy (2005). This document guides or directs decisions made under a range of conservation legislation, and outlines conservation management strategy and plan requirements. The policies aim to achieve integrated conservation management at or across specified places for which 'outcomes' (results) are, or will be, described in conservation management strategies or plans. These policies focus on the protection and preservation of natural resources and recognise the importance of conservation areas for public recreation and enjoyment where such use is not inconsistent with their preservation and protection. The General Policy provides the overarching principles under which the Canterbury Conservation Management Strategy will be prepared. This recreation planning document provides the site-specific information and detail to aid in the development of appropriate results and policies for the CMS.

^{*} For the purpose of this document, short term is defined as 1-3 years, medium term as 4-9 years, and long term as 10 years plus.

- Guidelines for Aircraft Access, Canterbury Conservancy (Department of Conservation, 2009b). This document guides the management of aircraft landings on public conservation land throughout Canterbury Conservancy. The use of aircraft zones provides a consistent approach and a range of opportunities for air access and associated activities, in some areas, while protecting natural quiet in other areas. Places with no aircraft landings, or landings at low levels only, allow for activities in an environment undisturbed by the sights and sounds of aircraft and their associated activities and users. The management of aircraft landings, and activities associated with these, in Ō Tū Wharekai should be in accordance with the zones described in the Guidelines for Aircraft Access. These guidelines will be given statutory effect in the reviewed Canterbury CMS. The draft guidelines document can be found at <http://www.doc.govt.nz> - enter 'draft-guidelines-for-aircraft-access' in the search box.
- Dog-access provisions. There is a process currently underway to identify where dogs are to be permitted and not permitted on conservation land and under what conditions. Anyone undertaking recreation activities, including taking dogs on public conservation land, needs to be aware of the results of this process. See www.doc.govt.nz for more information on dog access on conservation land or contact Canterbury Conservancy Office for site-specific details.
- Ō Tū Wharekai interpretation and signage planning. This process is underway at a local area level, led by community relations staff, and will provide detail of proposed interpretation and signage for Ō Tū Wharekai. The provision of information and interpretation signs at visitor sites described in this recreation plan, and other off-site material, should take into account the results of this process.
- Ō Tū Wharekai ongoing work-planning processes for wetland restoration as part of national Arawai Kākāriki wetland restoration programme. This work is led by staff at the Raukapuka Area office and co-ordinated by the project co-ordinator for Ō Tū Wharekai wetlands.

2. Management directions

2.1 GENERAL PRINCIPLES

This section includes a number of general principles the department will follow in its management of Ō Tū Wharekai. It will aid decisions on new issues and new land.

- The Recreation Opportunity Spectrum (ROS) will be used to define the range of opportunities and guide the suitability of different activities and use.
- The provision of recreation facilities should avoid key flora and fauna areas. If this is not possible, suitable mitigation of impacts and potential impacts must be implemented
- Care should be taken to ensure any on-site visitor facilities do not impinge on landscape values or detract from the visitor experience.
- Commercial opportunities will be subject to the provisions of legislation, the Conservation General Policy (2005) and the approved Canterbury CMS. Any concessions granted should be consistent with ROS classes for the area being used and with the activities the area is being managed for, subject to the effects of the concession activity being suitably avoided, remedied or mitigated.
- Concessions should generally not be granted for activities that are not permitted for the general public within these lands, such as off-track motorbike riding. However, concessions may be used to manage events in a particular area involving activities that might otherwise be considered unsuitable in that area.
- The provision of recreation facilities on conservation land should take into account the following:
 - potential impacts on flora and fauna, and the ability to avoid, remedy or mitigate those impacts;
 - potential conflict with other activities in the area or adjacent areas, and the ability to avoid remedy or mitigate those impacts;
 - links to other surrounding opportunities and facilities;
 - the availability of other comparable opportunities in the local and regional area;
 - the uniqueness of the proposed opportunity and likely demand for its use;
 - Government and departmental directions and the availability of suitable funding.

The department:

- welcomes tangible contributions towards achieving the actions outlined in this document;
- will monitor use levels and impacts of recreation activities occurring in Ō Tū Wharekai - visitor-monitoring directions are still being developed and will be documented as part of the Visitor Monitoring Plan for Canterbury Conservancy, planned for completion by end 2010;
- will encourage community and user groups to be involved in the provision and management of recreational facilities as outlined in this document;
- will work with other agencies in the provision and management of recreational opportunities and issues as outlined in this document;
- will work closely with Ashburton District Council to achieve integrated management of cross-boundary issues, such as fire and the appropriate management of motorised-vehicle access.

2.2 ACTIVITY-SPECIFIC DIRECTIONS

This section provides a brief description of the main recreation activities occurring in Ō Tū Wharekai and outlines any actions the department will undertake when managing for these activities. Implementation of these actions will be based on current government and departmental directions and the availability of suitable funding.

Camping

Ō Tū Wharekai provides opportunities for both informal camping and camping at managed campgrounds at Lake Clearwater / *Te Puna-o Taka** and Lake Heron / *Oturoto*. Lake Camp / *Otautari* is well used for camping although no camping facilities are provided apart from a public toilet. Freedom camping can occur throughout Ō Tū Wharekai adjacent to roads and road-ends. Backcountry tent camping also occurs associated with tramping and mountaineering activities.

Freedom camping is a legitimate activity that includes tenting or staying overnight at sites accessible from the road, in vehicles ranging from basic cars or vans to caravans or campervans, through to fully-self-contained motor homes. There can be impacts associated with freedom camping, depending on the facilities available both in the vehicles and at the sites used. The main concern is around toilet waste for campers in vehicles without toilet facilities at sites where no public toilets are available.

Freedom camping is difficult to control as it is currently not legally possible to restrict the areas used in Ō Tū Wharekai, nor to limit use to fully-self-contained vehicles only. However, the department can encourage appropriate freedom-camping behaviour through information and education on where and where not to camp and how to manage waste. The department could also seek to have the activity excluded at certain locations, should impact issues arise through the establishment of bylaws. Many of the areas used by freedom campers are adjacent to roads managed by Ashburton District Council (ADC) and hence come under their jurisdiction.

* Place names throughout this recreation plan are referred to by their Geographic Board name followed, where applicable, by their original Māori name in italics - where this is not included in the Geographic Board name.

The department is a member of the Freedom Camping Forum, a group of organisations and businesses that aim to curb the negative impacts of freedom camping in the wrong places or without concern for the environment (see <http://www.camping.org.nz/> for more details). The forum's key message is that campers should camp overnight only in holiday parks, Department of Conservation camping grounds, and other designated camping spaces. Forum actions endeavour to ensure vehicle users fully understand camping provisions, with a particular emphasis on explaining these and the reasons for them to the users of non-self-contained vehicles. Through the forum, the department is working with other interested parties to address freedom-camping issues.

Comments received on the discussion document (Department of Conservation, 2009a) showed that while some demand exists for the provision of further formal camping opportunities, there is an opposing opinion that current opportunities are adequate. The current camping facilities are managed by Arrowsmith Station (at Lake Heron / *Oturoto*) and by Lake Clearwater Hut Holders Association on behalf of ADC (at Lake Clearwater / *Te Puna-o Taka*). The land frequently used for freedom camping at Lake Camp / *Otautari* is administered by ADC. Current facilities are well used but often occupied throughout the season by long-stay campers. This limits the availability of short-stay opportunities for free independent travellers (FITs).

The department does not intend to develop any formal camping opportunities on public conservation land as no suitable sites have been identified that do not potentially conflict with existing facilities or conservation values. The department would prefer improvement or extension to existing facilities as opposed to creating new facilities, and may support initiatives from other parties.

Actions

The department will:

- Follow the freedom camping forum actions to reduce the negative impacts of irresponsible freedom camping. This may include, but is not necessarily limited to, promoting local freedom-camping rules and appropriate freedom-camping behaviour; and where appropriate, seeking the establishment of bylaws to control inappropriate freedom-camping behaviour and putting in place methods to enforce those bylaws.
- Work with the managers of the current camping facilities towards improving and/or extending their facilities and services. The department may be proactive where threats exist to values associated with conservation land.
- Encourage participation in camping in conjunction with government directions. Campers will be encouraged to follow the camping-care code (see Appendix 1).

Vehicle use

There is a demand to access Ō Tū Wharekai by vehicle (see Appendix 3 for the definition of a vehicle). This section discusses both motorised vehicles, such as 4WD vehicles, motorbikes, and ATVs; and non-motorised vehicles such as mountain bikes. The management of aircraft landings, and activities associated with these, in Ō Tū Wharekai should be in accordance with the zones described in the Guidelines for Aircraft Access (Department of Conservation, 2009b) and are not discussed further here.

Motorised-vehicle use

A tradition of limited motorised-vehicle use exists in some places, predominantly as a means of providing quicker access to the backcountry to undertake another activity, such as picnicking, tramping, hunting or fishing. In many of these places, motorised-vehicle use was historically tightly controlled by run-holders and granted on a case-by-case basis, allowing a high level of control over use levels, timing and types. This level of control is not possible for public conservation land, forcing decisions on whether to provide open motorised-vehicle access or not, and how to manage such access.

Motorised-vehicle use off formed two-wheel-drive roads is appropriate only where formed farm tracks exist and are managed as 4WD roads (see Appendix 3 for the definition of a road). Road surfaces must be sufficiently hardened that impacts on vegetation, soils and other biodiversity values will be minimal. Impacts on other users from disturbance of natural quiet and the presence of motorised vehicles on the landscape also need to be considered. Four-wheel drivers are requested to follow the four-wheel-drive care code (see Appendix 1).

Non-motorised vehicle use

Ō Tū Wharekai provides good opportunities for non-motorised vehicles, such as mountain bikes because of its open topography and lack of established wooded areas. Non-motorised mountain biking is an activity generally permitted anywhere in conservation parks and conservation areas, although topography and natural re-vegetation processes will limit the majority of activity to existing tracks and roads. The department intends to identify and promote specific mountain-bike opportunities in locations where impacts can be avoided, remedied or mitigated by good management of those sites. Environmental impacts in sensitive areas, such as wetlands or downhill areas, and social conflict with other users, such as fishermen or walkers, may need management. Riders are requested to follow the mountain-bikers' code (see appendix 1).

Actions

The department will:

- Support the police and other agencies to ensure that motorised vehicles are used safely and appropriately in Ō Tū Wharekai. This includes the

compliance of motorised vehicles with road rules, appropriate registration and licences, and adherence to speed limits.

- Manage motorised-vehicle use on the roads identified for such use in the place-specific section of this document (Section 2.3). One-off events involving motorised vehicles may be allowed as identified in the place-specific section of this document (Section 2.3). Access will be controlled using locked gates where specified. Access will be closed temporarily during unsuitable conditions, such as wet ground or high-fire danger, or if damage occurs, e.g. as a result of off-road vehicle impacts or track deterioration. If significant damage occurs, permanent closure of access may be considered.
- Consider the demand for vehicle access in places other than those already identified in the place-specific section of this document (Section 2.3) against the general principles outlined in section 2.1. The department prefers not to develop new motorised-vehicle-access in Ō Tū Wharekai because of the potential for impact on high biodiversity and landscape values.
- Provide opportunities for vehicle access in other areas, both on and off public conservation land, where there are likely to be fewer potential impacts.
- Provide on- and off-site information for users on where vehicles are permitted and where they are not. Vehicle users will be requested to follow the 4WD-care code (see appendix 1).
- Provide information and education for users on the impacts and potential impacts of off-road vehicle use.
- Seek to have unformed legal roads closed or seek establishment of vehicle-control bylaws by Ashburton District Council, where uncontrolled vehicle use could have significant impacts on conservation values, and where vehicle access is to be controlled or not permitted on adjoining conservation land.
- Manage aircraft access as per the Canterbury Conservancy Guidelines for Aircraft Access (Department of Conservation, 2009b) or any provisions that supersede this document. Note that this document is currently in draft form and out for public comment as a part of the CMS review process.
- Manage for non-motorised mountain-bike use on roads and tracks as specified in the place-specific section of this document (Section 2.3), and allow such use elsewhere throughout Ō Tū Wharekai, as limited by topography and terrain. Note that there are currently no formal track standards for mountain-bike tracks, although the department does have a grading system (see Appendix 3). The department manages tracks to the standards defined in the New Zealand Handbook for Tracks and Outdoor Visitor Structures (Standards New Zealand, 2004).
- Provide on- and off-site information to users on appropriate mountain-biking opportunities. Riders will be requested to follow the mountain bikers' code (see Appendix 1).

Horse riding and pack animals

Horse-riding activities occur at a low level in Ō Tū Wharekai, with trips throughout the year. These activities are appropriate as long as environmental impacts and conflicts with others can be avoided. Horse riders are requested to follow the horse-riding care code (see Appendix 1). This code should also be followed by users of any other 'pack animals' in Ō Tū Wharekai, for example llamas or alpacas.

Horse riders need access and other facilities, like hitching posts or corral areas, at places such as huts. No permanent structures are currently provided. There can be issues around the construction of temporary facilities and their use and abandonment.

One concern over horse use is the need for access gates, as opposed to stiles, where vehicle use is not permitted. The provision of these can facilitate access for other inappropriate use, such as off-road trail-bike riding. The department is currently working on different access-gate designs. Other concerns include the spread of weeds into new areas, the impacts of horses on tracks or in fragile areas, the impact on vegetation and trees, conflicts with other users, and safety concerns - especially in popular locations, such as at Lake Clearwater bach area.

Actions

The department will:

- Encourage riders to follow formed tracks and to avoid sensitive areas, such as wetlands, kettleholes, and turfs, and the margins of streams or lakes. Riders will be requested to follow the horse-riding care code (see Appendix 1).
- Monitor horse use through existing visitor-monitoring methods and liaison with horse user groups.
- Consider the need for hitching posts or corral areas in specific locations, such as huts and access points.

Hunting

Hunting is a common activity in Ō Tū Wharekai, largely focused on tahr, chamois, pigs and deer. Some small game species can also be hunted.

Game-bird hunting also occurs in Ō Tū Wharekai, mainly at Lakes Emma and Emily. Game-bird hunting is not permitted at lakes with wildlife-refuge or nature-reserve status, including Lake Heron / *Oturoto*, Maori Lakes and Lake Clearwater / *Te Puna-o Taka*.

Actions

The department will:

- Manage for and encourage recreational hunting in accordance with department policies and procedures. Further information is available on the department's website at www.doc.govt.nz/canterburyhunting.
- Support Fish and Game in the management of game-bird hunting and any issues associated with this activity.
- Advocate with users for, and enforce, the removal of temporary structures, e.g. maimai associated with game-bird hunting.

Other activities

Ō Tū Wharekai provides a wide variety of opportunities for walking and tramping, river and lake use, and alpine activities. Many of these opportunities exist without the need for formal facilities. However, the provision of facilities or information about these opportunities can support and sustain visitor use. Opportunities for these activities occur both on public conservation land, and on pastoral lease and private land, at the discretion of land holders.

Walking and tramping

Ō Tū Wharekai contains many walking and tramping opportunities ranging from short walks through to multiday tramps. People may also walk cross-country off formal tracks or routes through the open landscape. Numerous backcountry huts provide overnight opportunities for multiday trips. Some of these huts have historic values, and the department is currently investigating the historic status of number of them. The majority are owned and managed by the department, but several are owned and managed by clubs, e.g. Canterbury Mountaineering Club (CMC).

The 'place' section of this document (see section 2.3) identifies existing walking and tramping opportunities and discusses options for further development of these. Other recreation activities, such as photography, nature appreciation or picnicking, may be associated with walking or tramping activities.

River and lake activities

River and lake activities include river and lake fishing, boating, diving and swimming, and occasionally ice-skating. Many of the rivers and lakebeds are Unalienated Crown Land (UCL) managed by Land Information New Zealand (LINZ), although a number of the larger lakes have overlying wildlife-refuge status, giving the department specific jurisdiction under the Wildlife Act.

Most of the lakes and rivers are open for fishing from 1 November to the end of April, with licences for fishing activities administered by Fish and Game NZ. See <http://www.fishandgame.org.nz/> for more information including site-specific restrictions.

Boating activities in the area include motorised boating, yachting, canoeing, kayaking, rowing, windsurfing and jet-boating. Environment Canterbury Navigational Safety Bylaws 2005 apply and are administered by Environment Canterbury (see <http://ecan.govt.nz/> for more information). The bylaws provide boating regulations and restrictions, including lake use of motor-powered craft being permitted only on Lake Camp / *Otautari*; wind-powered craft permitted on Lake Clearwater / *Te Puna-o Taka*; and on all other lakes, paddle-powered craft being the only form of boating allowed because of the wildlife values of those lakes. Jet boat activities are permitted on rivers, with established use in the Rangitata.

Diving and snorkelling are not widespread or popular activities within Ō Tū Wharekai, although potential opportunities do exist, e.g. at Lake Heron / *Oturoto*. Some of the lakes are less suitable or desirable for these activities because of their nature and topography, or because of potential conflict with other existing uses, e.g. motorised boating on Lake Camp / *Otautari*.

All water-based activities have the potential to introduce and spread the freshwater weed didymo (*Didymosphenia geminata*). Decontamination of all equipment used in water must take place in accordance with the MAF Biosecurity New Zealand, Check-Clean-Dry methods for didymo removal before entering the area and when moving between waterways. The MAF Biosecurity NZ website <http://www.biosecurity.govt.nz/didymo> provides more information on decontamination and activity-specific cleaning methods. The Canterbury Conservancy Didymo Management Plan (Department of Conservation, 2010) outlines current didymo-decontamination requirements for departmental work.

Alpine activities

Climbing, mountaineering and skiing activities, such as heli-skiing, downhill skiing/snowboarding, ski touring and cross-country skiing, all take place in the backcountry and remote areas of Ō Tū Wharekai.

Key climbing and mountaineering areas include the Cameron valley and Arrowsmith Range, the Taylor Range and the headwaters of the Cameron River, and the Gardens of Eden and Allah in the Adams Wilderness Area, accessed via the Clyde catchment at the head of the Rangitata River.

Ski touring occurs mostly on the southern side of Ō Tū Wharekai on the Two Thumb Range but also in the Arrowsmith Range. Mt Potts may also provide an accessible opportunity for ski-touring activities, with potential for this activity at lower altitudes at times of high snowfall. A number of private and public huts provide potential bases from which this activity can occur.

Heli-skiing on public conservation land within Ō Tū Wharekai is managed under concessions in areas zoned as 'seasonally-frequent' under the Canterbury Guidelines for Aircraft Access. There are current active concessions over Two Thumb, Cloudy Peak, Jollie, Arrowsmith, Big Hill, and Taylor Ranges. At Mt Potts there is Heli Park, which is a helicopter-accessed ski area located on the old Erewhon ski area.

Actions

The department will:

- Support Central South Island Fish and Game in the management of lake- and river-fishing opportunities and access to them.
- Work with Environment Canterbury on the management of boating opportunities in the basin.

- Work with other agencies in the provision and management of recreational opportunities and issues.
- Advocate and support measures to prevent the spread of didymo to and within Ō Tū Wharekai. This includes the provision and maintenance of didymo / freshwater pest signs, decontamination stations and other advocacy material and actions.
- Manage any aircraft landings associated with these activities under the framework outlined in the Canterbury Conservancy guidelines for aircraft access. Note that this document is currently in draft form and out for public comment as a part of the CMS review process.
- Develop and manage walking and tramping tracks to the standards described in the New Zealand Handbook for tracks and outdoor visitor structures (Standards New Zealand, 2004) for the visitor groups described in the visitor strategy (Department of Conservation, 1996).
- Manage for dog access in accordance with Canterbury's dog-access provisions. Note that dogs are not permitted around lakes that have wildlife-refuge or nature-reserve status, including Lake Clearwater / *Te Puna-o Taka*, Lake Heron / *Oturoto* and Maori Lakes.
- Work with community and user groups on development and management of facilities.

Commercial activities

Existing concessionaires run biking tours, walking / tramping, heli-skiing, ski-touring, guided hunting and aircraft landings in the area. Other potential opportunities exist for guided mountain biking, guided walks, nature appreciation or bird watching tours, organised events (such as rogaines*, multisport, running events and adventure racing), horse trekking, guided ski touring or climbing and aircraft landings.

Commercial activities granted within Ō Tū Wharekai should be consistent with the general recreation activities being managed in the different areas. Concessions should not be granted for activities that would not be allowed for the public within these lands. Potential conflict with biodiversity and landscape values or with other use or activities would need to be avoided, remedied or mitigated.

Actions

The department will:

- Encourage new business initiatives that complement management directions for Ō Tū Wharekai.
- Consider concessions for activities within Ō Tū Wharekai public conservation land against the provisions of legislation, the Conservation General Policy (2005) and the approved Canterbury CMS. The guidance in this document will help inform the concession process.
- Work with concessionaires to achieve greater conservation results for Ō Tū Wharekai.

- Ensure that all concessions granted include conditions that avoid, remedy or mitigate any effects on the special biodiversity or landscape values of Ō Tū Wharekai. Concession conditions should align with care-code provisions (see Appendix 3).
- Use the Recreation Opportunity Spectrum ROS zone for specific areas when considering concession applications, and follow ROS recommendations around group sizes and activity types and frequencies (see Appendix 3 for a description of ROS).

¹ Rogaines are sporting events consisting of long-distance cross-country navigation. See Appendix 3 for more information.

2.3 PLACE-SPECIFIC DIRECTIONS

This section provides a brief description of public conservation areas and their associated facilities in Ō Tū Wharekai. It outlines the actions proposed by the department to manage and develop these areas. Implementation of these actions will be based on current government and departmental directions and the availability of suitable funding. Where relevant, the information is presented that has guided decisions made not to provide for opportunities.

Lake Heron / *Oturoto*

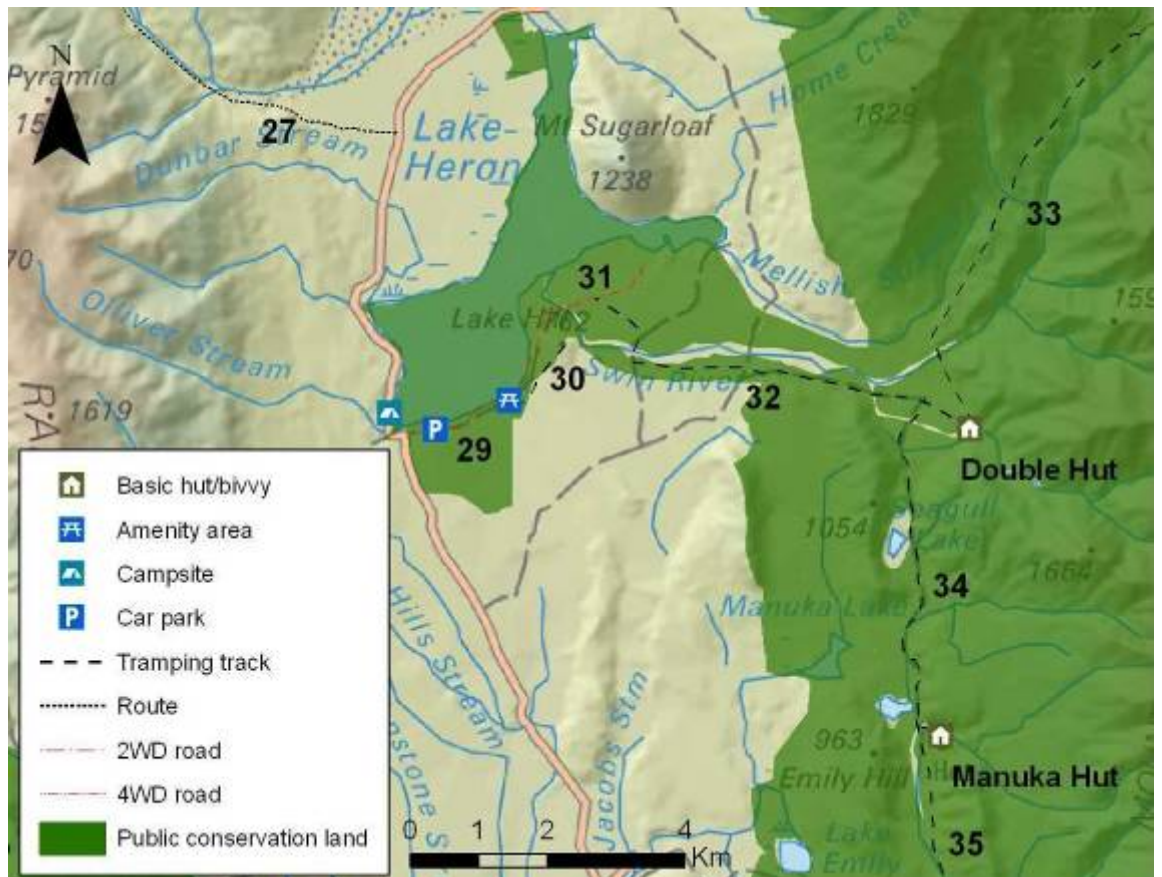
Public conservation land around Lake Heron / *Oturoto* includes parts of Hakatere Conservation Park. The lake itself is covered by Lake Heron Nature Reserve, which is an overlying land-protection status. The Swin River is Unalienated Crown Land (UCL). Other surrounding land includes private freehold and pastoral lease land, i.e. Upper Lake Heron, Glenfalloch and Mt Arrowsmith Stations. ROS class across the public conservation land is predominantly 'rural' and 'backcountry'.

Current facilities provided by the department include a 2WD-access road from Hakatere Heron Road to the inlet, a roadside car park, an amenity area (including toilet) at the inlet, and signs associated with these facilities. The department has also committed to the provision of controlled 4WD-vehicle access from the inlet to Harrisons Bight via a locked gate system along the existing 4WD road as outlined by Slater (2008). In association with this access, a small car park will be provided at Harrisons Bight. A campground exists at the west end of Lake Heron / *Oturoto* and is run by Arrowsmith Station.

Existing facilities provide access to the area for a range of recreation activities including walking, tramping, fishing, nature appreciation, photography, hunting, swimming and boating. The use of boats propelled by paddles or oars is permitted on Lake Heron / *Oturoto*, but no sail boats or power boats are permitted. Canoeing and kayaking are popular activities, which may be associated with fishing or as an activity per se. Any additional facilities for these activities will be provided only if the impacts of those facilities, in particular on flora and fauna, can be avoided, remedied or mitigated. The department does not intend to provide formal boat-launching facilities at Lake Heron / *Oturoto*.

A number of opportunities for additional facilities were identified in the recreation opportunities discussion document (Department of Conservation, 2009a) including an additional car park, further camping facilities and short walks. The department has decided not to provide an additional car park at the northern roadside site (see Appendix 2, Map 8, roadside site 1) as there are already sufficient visitor facilities available at the southern end of the lake. Public access to the northern end of the lake is available across public conservation land, but the department considers formal facilities are neither required by current users nor a priority at this stage.

The department has decided not to provide further formal camping facilities on public conservation land at Lake Heron / *Otuoto*. No particularly suitable or desirable potential locations have been identified, and the department would prefer to see improvement or extension of the existing camping facilities provided on Arrowsmith Station rather than the provision of an alternative opportunity.



MAP 3. LAKE HERON AND SWIN RIVER TO LAKE EMILY ACTUAL AND PROPOSED FACILITIES

Actions

The department will:

- Maintain Lake Heron / *Oturoto* roadside car park. There is currently no intention to develop further facilities at this site.
- Maintain the 2WD-access road from Hakatere Heron Road to Lake Heron / *Oturoto* inlet, including the roadside car parking bays provided alongside the access road (Map 3, #29). No further motorised vehicle access or boat launching facilities will be provided along this road.
- Maintain the car park and amenity area at Lake Heron / *Oturoto* inlet (see Map 3). There is currently no intention to develop further amenity or camping facilities at this site.
- Maintain the amenity area facilities adjacent to Lake Heron campsite
- Maintain a 4WD road from Lake Heron / *Oturoto* to Harrisons Bight (Map 3, #31) to provide for controlled-vehicle access on a seasonal basis, via a locked gate / key system at the inlet as outlined by Slater (2008). This road will also cater for foot, mountain-bike and horse users, i.e. shared use. The suggested mountain-bike grade for this track is grade 2. The section of road across the inlet has been hardened to allow for more sustainable vehicle access, and a footbridge provided to cater for foot and mountain-bike traffic. The department will monitor use levels and impacts of vehicle use and reconsider the type and level of vehicle access, if necessary. As outlined in Slater (2008), motorised vehicles will not be permitted to stop along or deviate from the formed track. The provision of motorised-vehicle access is conditional upon the following:
 - “Managed and controlled-vehicle access only, via a locked gate or similar system.
 - Monitoring and, if necessary, limits on the number of vehicles using this system if the environmental, wildlife, and social impacts become unacceptable.
 - No vehicle access to the lake shore for boat launching to be allowed east of the lake inlet (between the lake inlet and Harrisons Bight.) Note that ‘the inlet’ is the common name for a small unnamed stream that enters the lake approximately 40 m to the north-east of the car park at Lake Heron / *Oturoto*.
 - No vehicle-based lake-shore boat launching facility / access (such as a boat ramp) will be provided.
 - No camping will be permitted in the [Lake Heron Nature Reserve] area.
 - Only one reduced car-parking area to be provided at Harrisons Bight. [The department is currently further investigating parking needs at Harrison’s Bight and along the access road.]
 - Signage at the inlet advising users that the gate may be locked permanently if users do not comply with the protocols for using the site.

- Stiles [or other structures], rather than pedestrian gates, would be preferable for providing access for pedestrians and mountain bikers at the lake inlet.
 - Monitoring of effects must occur regularly, followed up with appropriate action if any unanticipated impacts occur. This may mean permanently locking the gate.
 - The department will seek to have unformed legal roads in the area closed ... [and the land added to the adjoining conservation area / park].
 - The implementation of regulations under the Conservation Act and bylaws under the Reserves Act to be implemented to ensure compliance with any conditions imposed as a result of the controlled access.” (Slater, 2008)
- Mark and maintain a track to tramping-track standard from Lake Heron / *Oturoto* inlet car park up Lake Hill (Map 3, #30). Access to this track will be via the footbridge across Lake Heron / *Oturoto* inlet, which will give foot and mountain-bike access to the Harrisons Bight track. Lake Hill track will provide a short-tramping opportunity giving commanding views of Lake Heron / *Oturoto*, Cameron River and Arrowsmith Range and up Lake Stream towards Rakaia River. It is good opportunity to provide information about geology, geomorphology and biodiversity in the area. The department will monitor use of this track to determine if a higher standard of track is required to meet use levels or sustain levels of use.
 - Develop and maintain a short walk to short-walk standard at Lake Heron / *Oturoto* providing access to one of the kettleholes. Further planning work is needed to determine what is required and the exact location of this walk. There are issues associated with managing people and impacts at kettleholes. The kettleholes close to the Lake Heron / *Oturoto* access road are considered an opportunity to showcase and interpret these unique features and the ephemeral turf-plant communities associated with them.

Swin River to Lake Emily

Public conservation land around the Swin River and Lake Emily includes parts of Hakatere Conservation Park, part of Double Hill Conservation Area, and the Lake Emily Conservation Area. These conservation areas are likely to be added to the conservation park. Other surrounding areas include private land, and Unalienated Crown Land (UCL) covering the Swin riverbed, the Stour River West Branch, and Lakes Emily, Manuka and Seagull, and pastoral lease held as Barossa Station. Barossa Station is currently under tenure review and changes may be needed to the provisions in this document once the result of this tenure review is known. Access to Lake Emily is currently via a track following legal road through Barossa Station. ROS class across the public conservation land is predominantly 'rural' and 'backcountry', with some remote areas in the higher parts of the Taylor Range.

Current facilities provided by the department include tramping tracks from the Swin River to Double Hut, Double Hut to Clent Hills Saddle, and Double Hut to Manuka Hut. These tracks are likely to be part of Te Araroa – a walking trail from Cape Reinga to Bluff (www.teararoa.org.nz). Two basic backcountry huts, each providing six bunk spaces, are located along these tracks. The department's hut standards define a basic hut – see the glossary for hut standard definitions and Department of Conservation (2004) for more details. These facilities provide access to the area for a range of recreation including walking, tramping, fishing, nature appreciation, photography and hunting.

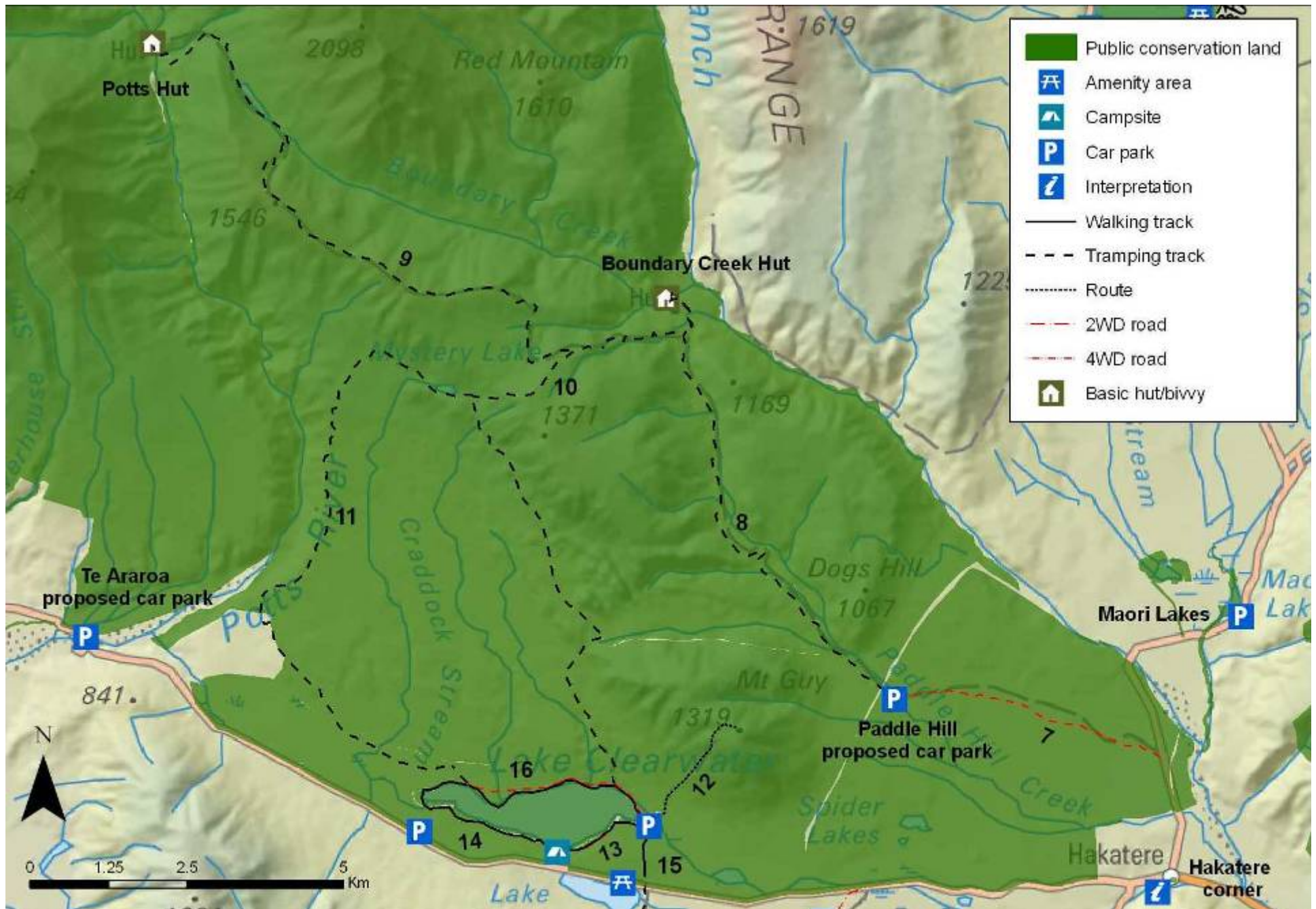
Existing vehicle tracks for management purposes, and the Swin riverbed, give access to Double and Manuka huts from Lake Heron / *Oturoto*. The department does not intend to manage these tracks for motorised-vehicle use nor form any new vehicle-access tracks. The intention is to provide for walking, biking or horse riding, free from motorised-vehicle use. While no open, seasonal access is being considered, the department may organise, or consider applications from groups or clubs for organised events involving vehicle access in this area.

Actions

The department will:

- Maintain track from the Swin River to Double Hut (Map 3, #32) to tramping track standard for foot, mountain-bike and horse access. The suggested mountain-bike grade for this track is grade 2+. There will be no open, public motorised-vehicle access along this track.
- Maintain track from Double Hut to Clent Hills Saddle (Map 3, #33) to tramping-track standard for foot access. This track forms part of Te Araroa. The terrain is likely to discourage mountain-bike and horse use on this track though the department will not actively discourage mountain-bike use if there is demand for it. However, the access easement into the Rakaia valley at the exit to this track does not allow for horse use. On-site and off-site information for horse users on where access is available will be provided.

- Maintain track from Double Hut to Manuka Hut and to Lake Emily (Map 3, #34) to tramping-track standard for foot, mountain-bike and horse use. The suggested mountain-bike grade for this track is grade 2+. This track forms part of Te Araroa. There will be no open public motorised vehicle access along this track.
- Mark and maintain track from Manuka Hut to Stour River (Map 3, #35) to tramping track standard for foot, mountain bike and horse access. There will be no open, public motorised-vehicle access along this track.
- Maintain Double Hut to basic standard. Note this hut is part of Te Araroa and the department may consider a hut upgrade if use demands it.
- Maintain Manuka hut to basic standard. Note this hut is part of Te Araroa and the department may consider a hut upgrade if use demands it.
- Consider arranging or may consider applications from groups or clubs for organised events involving vehicle access in this area.



MAP 4. MAORI LAKES, HAKATERE CORNER, PADDLE HILL AND DOGS RANGE, AND LAKE CLEARWATER ACTUAL AND PROPOSED FACILITIES

Maori Lakes

Public conservation land around the Maori Lakes includes several Maori Lakes marginal strips and the Maori Lakes Conservation Area. The two larger lakes are covered by the Maori Lakes Nature Reserve, which is an overlying land-protection status. Other surrounding areas are private land. ROS class across the public conservation land is 'front-country' for the lake adjacent to the road and 'backcountry' for the lake further back from the road.

Current facilities provided by the department are limited to an identification sign at the lake, adjacent to the road. Recreation opportunities at the lakes currently include fishing, nature appreciation, photography, and boating for vessels propelled by paddles or oars. No sail or power boats are permitted. While some boating occurs on Maori Lakes, the department does not encourage such use because of the importance of these lakes for wildlife. For this reason, the department does not intend to provide any facilities to facilitate or encourage boating at Maori Lakes.

A number of opportunities for additional facilities were identified in the recreation opportunities discussion document (Department of Conservation, 2009a) including car parking, picnicking, interpretation and a short walk. The Department has decided not to provide for picnicking or camping at this site, given the limited space available for these activities and their requirement for toilet facilities, for which there is also limited suitable space available.

Actions

The department will:

- Develop and maintain a car park and information at Maori Lakes roadside site (Map 4).
- Consider developing and maintaining a short walk to short-walk standard at Maori Lakes. This is likely to consist of a short boardwalk structure to a bird hide at the lake, adjacent to the road. The intention is for this walk to be accessible for wheelchairs, i.e. to meet the standards set for short walks for people with mobility difficulties. The department will provide interpretation on the biological processes in small lakes and the resident water fowl.

Hakaterere corner

Public conservation land around Hakaterere corner includes parts of Hakaterere Conservation Park, although there is currently no conservation land at the corner itself, described as the junction of Hakaterere Potts Road and Hakaterere Heron Road. A small area south of the road junction, including several historic buildings, is part of Hakaterere Conservation Park. Other surrounding areas include private land, and Unalienated Crown Land (UCL) covering the Ashburton riverbed. ROS class across the public conservation land is predominantly 'rural', although the proposed conservation land south of the road intersection is likely to be 'front country'.

There are no facilities currently provided by the department apart from an identification sign approximately 1.4 km along the Hakaterere Potts Road from Hakaterere corner.

Hakaterere corner was identified in the recreation opportunities discussion document (Department of Conservation, 2009) as a potential roadside site providing information, car parking, and possibly picnic facilities, including toilets. This site would provide a good opportunity for orientation information and interpretation on the wider basin. The historic buildings may provide an attraction in themselves as well as a facility and opportunity for interpretation. They may also provide a potential opportunity for overnight accommodation provision. This may be a potential opportunity for community or commercial partnerships and management.

Actions

The department will:

- Develop some visitor facilities on the conservation land associated with the historic buildings at Hakaterere corner (Map 4). These may include formal car parking, an amenity area, and information and interpretation provision.
- Explore opportunities for community or commercial involvement in the future management of the historic buildings and opportunities associated with them.

Paddle Hill, Dogs Range and Mystery Lake

Public conservation land around Paddle Hill, Dogs Range and Mystery Lake includes parts of Hakatere Conservation Park. Other surrounding areas include private land and Unalienated Crown Land (UCL) covering the South Branch Ashburton River / Hakatere. ROS class across the public conservation land is predominantly 'rural' and 'backcountry', with 'remote' areas to the south of the Dogs Range, and in the higher parts of Big Hill Range.

Current facilities provided by the department include Boundary Creek Hut and a former farm track following Paddle Hill Creek, on land previously held as part of Hakatere Pastoral Lease, and giving access to the hut from Hakatere Potts Rd. These facilities provide access to a range of recreation activities including tramping, fishing, and hunting. The recreation opportunities discussion document (Department of Conservation, 2009a) identified a number of additional potential access tracks and discussed options for vehicle access along the Paddle Hill Creek track.

The department has decided to provide motorised vehicle access along the Paddle Hill Creek 4WD road as far as the Paddle Hill Creek gate only, approximately 5 km in from the road, and may consider relocating the current stop point to a point 1-2 km further up the track. Motorised-vehicle access beyond the gate to Boundary Creek Hut will not be permitted. Before the gate, the end point of the track for motorised vehicles requires formalising and some road-end facilities should be provided, e.g. a car park and turning circle. Motorised-vehicle access beyond this point is considered unsuitable, given the state of the track currently, the difficulty and expense of maintaining the existing tracks, and compliance issues. Some users have offered to help with maintenance and compliance, but there are concerns that required road maintenance could cause wetland damage and water-table disruption in some areas. The risk of further damage through track widening and potential off-road activity is also considered high if use continues. In addition, the department has little control over the types of vehicle that could use the road, or over driver behaviour, if motorised-vehicle access were provided. All Terrain Vehicles (ATVs) potentially cause less damage on the track when driven responsibly, but can access wider areas than a 4WD vehicle and thus have potential to cause wider impacts if used irresponsibly.

There has traditionally been access along this track, previously available at the discretion of the leaseholder, when the land was held as part of Hakatere Pastoral Lease. The department recognises there is demand for this access. However, since becoming public conservation land, motorised-vehicle access along Paddle Hill Creek track to the hut has been problematic and difficult to control and police. On numerous occasions, locked gates have been vandalised and users have gained access when track conditions were unsuitable for use, causing track widening and further deterioration of track conditions, and illustrating potential on-going problems if access were to be allowed to continue. In particular, the department has concerns over potential off-road vehicle activity and the associated impacts on landscape and ecological values, in particular high dryland turf and wetland areas, which are highly susceptible to vehicle damage. Motorised vehicles are also not considered compatible with maintaining the physical and social setting for the activities of walking, horse riding and mountain biking to and beyond Boundary Creek Hut. Provision of access as far as the Paddle Hill Creek gate is intended, to allow vehicle access for activities such as hunting on the faces of the Dogs Range, but to minimise disturbance to other recreationists, conflict with other activities, and risk of damage to sensitive areas.

Actions

- Maintain Paddle Hill Creek 4WD road from Hakatere Heron Rd to the Paddle Creek gate, approximately 5 km in from the road (Map 4, #7). Year-round vehicle access will be provided as far as the gate, and the department may consider relocating the current stop point to a point 1-2 km further up the track, where a second gate is currently located. The end point of this track will be formalised to provide a car park and turning circle. This road will form part of Te Araroa - a walking trail from Cape Reinga to Bluff (www.teararoa.org.nz).
- Work with Te Araroa Trust to develop and maintain a suitable track for Te Araroa through this area. This will include a link from the Paddle Hill gate through to the Mystery Lake loop.
- Maintain Paddle Hill Creek track from the Paddle Creek gate to Boundary Creek Hut (Map 4, #8) to tramping-track standard for foot, mountain-bike and horse access. No motorised-vehicle access will be permitted beyond the gate. The proposed mountain-bike grade for this track is grade 3.
- Maintain Boundary Creek Hut to basic standard.
- Maintain the track from Dogs Range to Potts Hut (Map 4, #9) to tramping-track standard for foot, mountain-bike and horse access. No motorised-vehicle access will be permitted along this track. The proposed mountain-bike grade for this track is grade 3.
- Maintain Potts Hut to basic standard.
- Mark and manage a track to tramping-track standard from the Dogs Range track to link with the Mystery Lake Loop Track (Map 4, #10) (see Lake Clearwater / *Te Puna-o Taka* section).

Lake Clearwater / *Te Puna-o Taka*

Public conservation land around Lake Clearwater / *Te Puna-o Taka* includes parts of Hakatere Conservation Park and Lake Clearwater Government Purpose Reserve, which covers the lakebed and surrounds. Other surrounding areas are private land or public land managed by the Ashburton District Council. ROS class across the public conservation land is predominantly 'rural', with 'backcountry' covering most of the lake and lake margins, and 'front country' in the lake area adjacent to the bach community.

Current facilities provided by the department are limited to a number of signs in the vicinity of the bach community. There is a range of recreation activities occurring in the area using both formal and informal facilities, including walking, tramping, fishing, boating, camping, nature appreciation, photography, hunting and swimming. A campground situated to the south of the lake is run by the Lake Clearwater Hut Holders Association on behalf of Ashburton District Council. Two existing 4WD-vehicle tracks on land previously held as pastoral lease provide access for vehicles to Lake Clearwater / *Te Puna-o Taka*. The first is from the bach community east to the lake outlet, and on around the north lake edge to an end point at the north-west end of the lake. The second track is from the Hakatere Potts Rd about 2.5 km west of the bach community to the west end of the lake.

Lake Clearwater / *Te Puna-o Taka* provides a key opportunity in the area for wind-powered boating, such as kite surfing, windsurfing/sail boarding and sailing small craft. Watercraft propelled by paddles or oars are also permitted and canoeing / kayaking is popular. No power boats are permitted on Lake Clearwater / *Te Puna-o Taka*. Environment Canterbury has regulations for managing windsurf activities on Lake Clearwater / *Te Puna-o Taka* (see <http://ecan.govt.nz/> for more information). Lake Clearwater / *Te Puna-o Taka* is a key wildlife habitat and impacts or potential impacts of boating activities on birdlife need to be minimised or mitigated.

A number of opportunities for additional facilities were identified in the recreation opportunities discussion document (Department of Conservation, 2009a) including a number of tracks for walking, mountain biking and horses around the lake, up Mt Guy, and linking to other tracks in the Dogs Range and Potts River. Potential camping, amenity and parking areas were identified at the lake's west-end inlet, west-end roadside site, and outlet roadside site. Ongoing management options for the existing 4WD tracks were also discussed.

The department has decided to close the 4WD-access track to west end of Lake Clearwater / *Te Puna-o Taka* (see Appendix 2, Map 9, track 15) and not to provide any camping, parking or amenity areas at the lake's west end inlet (see Appendix 2, Map 8, roadside site 10). A small car park area will be provided at the roadside site to cater for informal use (see Appendix 2, Map 8, roadside site 11). The western end of the lake has been identified as a key wildlife area and the department is concerned that the development and use of such facilities would impact negatively on wildlife. The department is proposing to close the track completely, given its short length and the fact that alternative walking access is proposed from the bach community, along the southern side of the lake, to link with a boardwalk and bridge at the lake's west end. These decisions will allow the western end of the lake to be free of motorised vehicles, a situation not available elsewhere around the lake. The department does not believe formal walking access or 4WD access is required from the road to the inlet along the existing track. It is recognised that some foot use by fishermen looking for a shorter route to the inlet will likely occur. Use levels and user comments will be monitored anecdotally in order to assess whether formal facilities, such as additional car parking and a marked track, are needed at this location in the future.

The department has decided not to provide a picnic area or information at this stage at Lake Clearwater / *Te Puna-o Taka* outlet site (See Appendix 2, Map 8, roadside site 9). A car park area will be provided. Current use patterns indicate there is generally no desire for users to stop and congregate at the outlet specifically, and the department does not consider that additional facilities are needed here. This may require reconsideration depending on use types and levels over the next few years. These will be monitored anecdotally to assess the need for other facilities.

Actions

The department will:

- Maintain the existing road for 4WD access to provide seasonal motorised-vehicle access from the bach community to Lake Clearwater / *Te Puna-o Taka* Outlet (Map 4, #13) and on round the lake to the far end of the existing track on the northern side of the lake (Map 4, #16). A car park area will be provided at the outlet. The department does not intend to upgrade this road to a higher standard. The end point of the current vehicle track on the lake's northwest shore requires better definition than currently exists. The department may provide winter access along the track as far as the outlet, for the purpose of ice-skating. Such access will be managed using a key system for the locked gate. The best way to mark the track and manage vehicle use requires further investigation, and a different system of marking may be needed for vehicle tracks to differentiate them clearly from walking or mountain-bike tracks.
- Develop and maintain a track to walking-track standard from the bach community east to the lake outlet (Map 4, #13) for foot and mountain-bike access. This provides part of the opportunity for users to circumnavigate the lake on foot or bike. The proposed mountain-bike grade for this track is grade 1-2. A separate track will provide for a quality experience and

minimise potential conflict with vehicles. Horse use on this track will not be provided but will be allowed along the 4WD road.

- Develop and maintain a track from the lake outlet around the northern side of the lake (Map 4, #16) to walking-track standard to link with the boardwalk and walking track at the lake inlet at its west end. This track will be separate from the existing vehicle track to minimise potential conflict with vehicles and will provide for shared use with mountain bikes. This provides part of the opportunity for users to circumnavigate the lake on foot, bike or horse. The proposed mountain-bike grade for this track is grade 1-2. This walking track will be designed to minimise wildlife disturbance and avoid conflict between different users along the lake edge.
- Build and maintain a boardwalk over the lake inlet at Lake Clearwater / *Te Puna-o Taka* west end and provide interpretation. This will provide a link between the walking tracks on the northern and southern shores of the lake and a biking track to be developed right round the lake.
- Build and maintain a track to walking-track standard west from the bach community along the south side of the lake to the inlet at the west end (Map 4, #14). The department will consider developing interpretation along this track ending at the boardwalk at the inlet. The walking track will link to the proposed walking track along the north side of the lake via the bridge and boardwalk at the inlet, completing the opportunity to circumnavigate the lake on foot or mountain bike. The proposed mountain-bike grade for this track is grade 1-2. Horse use on this track will not be permitted.
- Mark and manage a track to tramping-track standard from Lake Clearwater / *Te Puna-o Taka* to the Potts terrace and on to Mystery Lake and back along the lateral moraines to Lake Clearwater / *Te Puna-o Taka* for foot, mountain-bike and horse use (Map 4, #11). This has been referred to in the discussion document (Department of Conservation, 2009a) and elsewhere in this document as the 'Mystery Lake Loop Track'. No vehicle access will be allowed for along this track. The proposed mountain-bike grade for this track is grade 3.
- Work with Te Araroa Trust to develop and maintain a suitable track for Te Araroa through this area.
- Mark and manage a route to route standard from the Lake Clearwater / *Te Puna-o Taka* outlet up to the summit of Mt Guy (Map 4, #12) for foot access. The route will start from the 4WD track on the north side of lake outlet and follow the existing fence line north and east. It will follow the first stream met up the southern faces of Mt Guy almost to the summit.
- Monitor current use levels and types along informal track from Lake Clearwater / *Te Puna-o Taka* outlet to Lake Camp / *Otautari* (Map 4, #15). An access gate currently exists at the road but no formal track is provided. This track may need to be marked and managed to walking-track standard if use demands this.
- Consider the longer-term need for a track from Lake Clearwater / *Te Puna-o Taka* outlet to the Lake Emma Rd entrance south of Lambies Stream. This

would provide an off-road link to complete the loop from Lake Clearwater / *Te Puna-o Taka* to Lake Emma.

- Work with windsurfers and Environment Canterbury to ensure compliance with rules and regulations for this activity.

Spider Lakes and Lake Donne

Public conservation land around Spider Lakes and Lake Donne includes parts of Hakatere Conservation Park. Other surrounding areas include private land. ROS class across the public conservation land is predominantly 'rural'. There are currently no facilities provided by the department at this site.

The opportunity to provide walking access to this site was identified in the recreation opportunities discussion document (Department of Conservation, 2009). The department has decided not to provide this at Spider Lakes as the area has high biodiversity values and is sensitive to disturbance. Current levels of use are very low and there is concern over the potential impacts of visitor facilities and increased use, in particular on ephemeral turf communities and wildlife. The provision of facilities would likely increase use levels, and open up the area to potential impacts associated with facility development and visitor use. While this site could provide a good opportunity for a short walk and interpretation, the department considers there are adequate opportunities for these activities elsewhere and that the risks to values at this site from potential inappropriate visitor use justify the decision not to provide visitor facilities here. Hence no car parking or information will be provided at Spider Lakes (Map 3, roadside site 7) as no formal access track is to be provided.

Actions

The department will:

- Remove the existing walk gate and replace with a stile. This will allow walkers to access this untracked area but discourage use by other means, such as vehicles and horses.

Lakes Emma, Roundabout and Camp

Public conservation land around Lakes Emma, Roundabout and Camp includes part of Hakatere Conservation Park and Lake Emma Government Purpose Reserve, which covers Lake Emma itself. Other surrounding areas include private land and public land managed by the Ashburton District Council. ROS class across the public conservation land is predominantly 'rural' and 'backcountry' with some 'front country' areas around the lakes, where access roads exist.

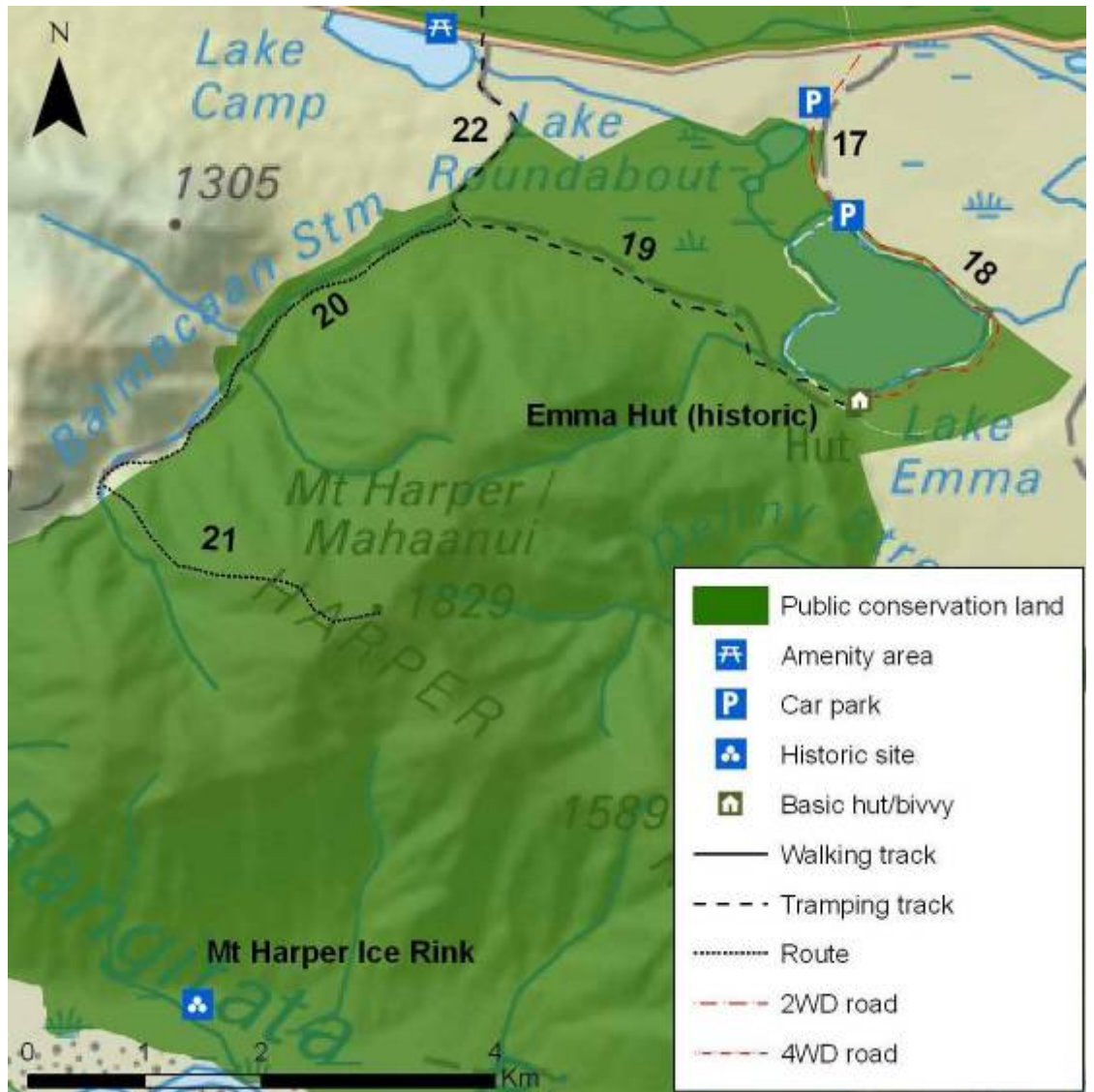
Current facilities provided by the department include a 2WD-access road and car parks at Lake Emma and Lake Roundabout, walking access to Lake Roundabout, a 4WD-access road from the Lake Emma car park to Emma Hut, tracks from Emma Hut to Lake Camp / *Otautari* via Balmacaan Stream and from Balmacaan Stream to Balmacaan Saddle, and various information and interpretation signage. Emma Hut is an historic asset managed by the department. These tracks give access to Mt Harper, which is discussed in the following location section. The area in the vicinity of Emma Hut has previously been accessed by motorised vehicles and used for motor-cross activities, causing significant damage to vegetation and impacts on the landscape.

Ashburton District Council (ADC) administers the public land around Lake Camp / *Otautari*, including the area between the lake and road, which is frequently used for freedom camping. Toilet facilities are provided at the east end of Lake Camp / *Otautari* by ADC.

Recreation activities occurring around these lakes including walking, tramping, camping, fishing, game-bird hunting, nature appreciation, photography, swimming and boating. Lake Camp / *Otautari* provides an opportunity for power boating, and also for sail boats and boats propelled by paddles or oars. As the only lake where power boats are permitted, Lake Camp can be crowded at times, and other activities tend to be less suitable because of the risk of conflict with and potential hazard posed to other lake users. Lake Emma is popular for game-bird hunting and bird watching.

The recreation opportunities discussion document (Department of Conservation, 2009) considered options for the future management of the facilities provided by the department in this area including the level of motorised-vehicle access. The department has decided to provide motorised-vehicle access to Lake Emma Hut during the summer months only. No motorised-vehicle access will be permitted beyond Emma Hut or up into Balmacaan Stream. The end point of access at Lake Emma hut will need to be defined and fences installed at a suitable location to prevent further access. Archaeological advice may be required, depending on the fence location, which is still to be determined.

Motorised-vehicle access up the Balmacaan Stream is not suitable as there is a high risk of biodiversity and environmental impacts if such access were permitted. The access track from Lake Camp / *Otautari* through to Balmacaan Stream is an easement over private land that does not allow for public motorised-vehicle use. Raukapuka Area Office will decide on the specific dates for opening and closing access each season, depending on weather and local conditions. During winter, vehicle access at Lake Emma will be to the end of the 2WD-access road and associated car parks.



MAP 5. LAKES EMMA ROUNDABOUT AND CAMP, AND MT HARPER ACTUAL AND PROPOSED FACILITIES

Actions

The department will:

- Maintain the 2WD-access road from Hakatere Potts Rd to Lake Emma (Map 5, #17).
- Maintain the car parks at Lake Emma and Lake Roundabout (Map 5) and associated signs. The department does not intend to upgrade or expand the facilities currently provided.
- Maintain the walking access to Lake Roundabout.
- Maintain the 4WD road from Lake Emma road-end to Emma Hut (Map 5, #18) for foot, mountain-bike and horse access, and summer motorised-vehicle access to Emma Hut only, and not beyond. The proposed mountain-bike grade for this track is grade 2. During winter, motorised-vehicle access should be provided along the 2WD road to the car park only, with a locked gate preventing further access. Year-round access will be available along this road for walking and tramping, mountain biking and horse riding. Fencing will be erected at a point just past Lake Emma Hut to prevent motorised-vehicle access to Balmacaan, and may be erected along terraces behind the hut to prevent vehicle access beyond Emma Hut. This is the area previously used for motor-cross activities. The end point of vehicle access needs to be well defined and communicated. Compliance with the above access needs to be monitored. If impacts at Lake Emma or on the terraces behind Emma Hut are considered significant or unmanageable, the department will consider closing access permanently at the car park.
- Maintain Emma Hut as an historic hut, not for visitor accommodation.
- Maintain track from Emma Hut to Balmacaan Stream (Map 5, #19) and on to Lake Camp / *Otautari* (Map 5, #22) to tramping-track standard providing for foot, mountain-bike and horse access. No motorised-vehicle access will be permitted. The proposed mountain-bike grade for this track is grade 2. The department is aware that some motorised-vehicle use does currently occur and better measures to prevent such use are required
- Mark and maintain the Balmacaan Stream Track to Balmacaan Saddle (Map 5, #20) to route standard for foot access. No motorised-vehicle access will be permitted. The terrain may discourage mountain-bike and horse use, as it is not possible to ride all the way to the saddle or beyond.

Mt Harper

Public conservation land around Mt Harper includes part of Hakatere Conservation Park and Lake Denny Conservation Area. Other surrounding areas include private land and Unalienated Crown Land (UCL) covering the Rangitata riverbed and Lake Denny lakebed. Crown land between the Rangitata River and Rangitata Gorge Road is held as Pastoral Lease as Ben McLeod, Rata Peaks and Stew Point Stations. ROS class across the public conservation land is predominantly 'rural' and 'backcountry', with some 'remote' in the higher parts of the Harper Range.

There are currently no facilities provided by the department in this area, although a historic site incorporating numerous historic assets is situated on public conservation land adjacent to the Rangitata River, associated with an historic ice-rink complex.

There is potential in this area for tramping, fishing, and nature or historic appreciation, although access to much of the area is currently difficult because of land tenure, topography or geographical features, e.g. the Rangitata River. The recreation opportunities discussion document (Department of Conservation, 2009a) identifies a potential route to the summit of Mt Harper. A number of comments received on the discussion document noted potential opportunities associated with the historic ice-rink complex, including a potential loop walk using one of the historic buildings for overnight accommodation. There is potential for restoration and interpretation of this site, possibly including reinstating one of the ice rinks.

The department has decided not to provide formal walking access to the historic ice rink complex at this stage. Topography and terrain prevent the marking of a practicable foot track from Balmaccan Saddle to the ice-rink complex. The best access currently crosses private land and there is no public right of way established. Should access issues be resolved, the department may look at the provision or facilitation of a formal track giving access to the ice-rink complex and the recreation opportunities associated with this. The department will work with interested community groups on the future of access to this area.

Actions

The department will:

- Mark and maintain a route from Balmaccan Saddle to the Mount Harper / Mahaanui summit to route standard for tramping access (Map 5, #21).
- Work with interested community groups on the future of access to the Mt Harper ice-rink complex.

Mt Potts and Mt Sunday

Public conservation land around Mt Potts and Mt Sunday includes parts of Hakatere Conservation Park, Mt Potts Conservation Area, and several marginal strips. A covenant exists over Mt Sunday. Other surrounding areas include private land and Unalienated Crown Land (UCL) covering the Potts and Rangitata riverbeds. ROS class across the public conservation land is predominantly 'rural' and 'backcountry', with some remote areas to the south of the Dogs Range.

Current facilities provided by the department include a walking track and associated car park to Mt Sunday, and walking access to the Mt Potts area and an associated car park.

These facilities provide access to the area for a range of recreation activities including walking, tramping, hunting, fishing, nature appreciation and photography. Mt Sunday is set in the Rangitata riverbed and provides a good viewpoint for the Potts and Upper Rangitata area. There are interpretation opportunities for wetland and river themes. It also provides a good opportunity for information on the challenges for the department of managing the impacts of a large-scale filming operation on public conservation land, using the Lord of the Rings as a case study. This was the site for 'Edoras' in the "*Lord of the Rings*" movies and is a draw card for many visitors.

A number of opportunities for additional facilities were identified in the recreation opportunities discussion document (Department of Conservation, 2009a) including further roadside amenities on Hakatere Potts Rd. Options for management of the tracks and activities on them were also discussed.

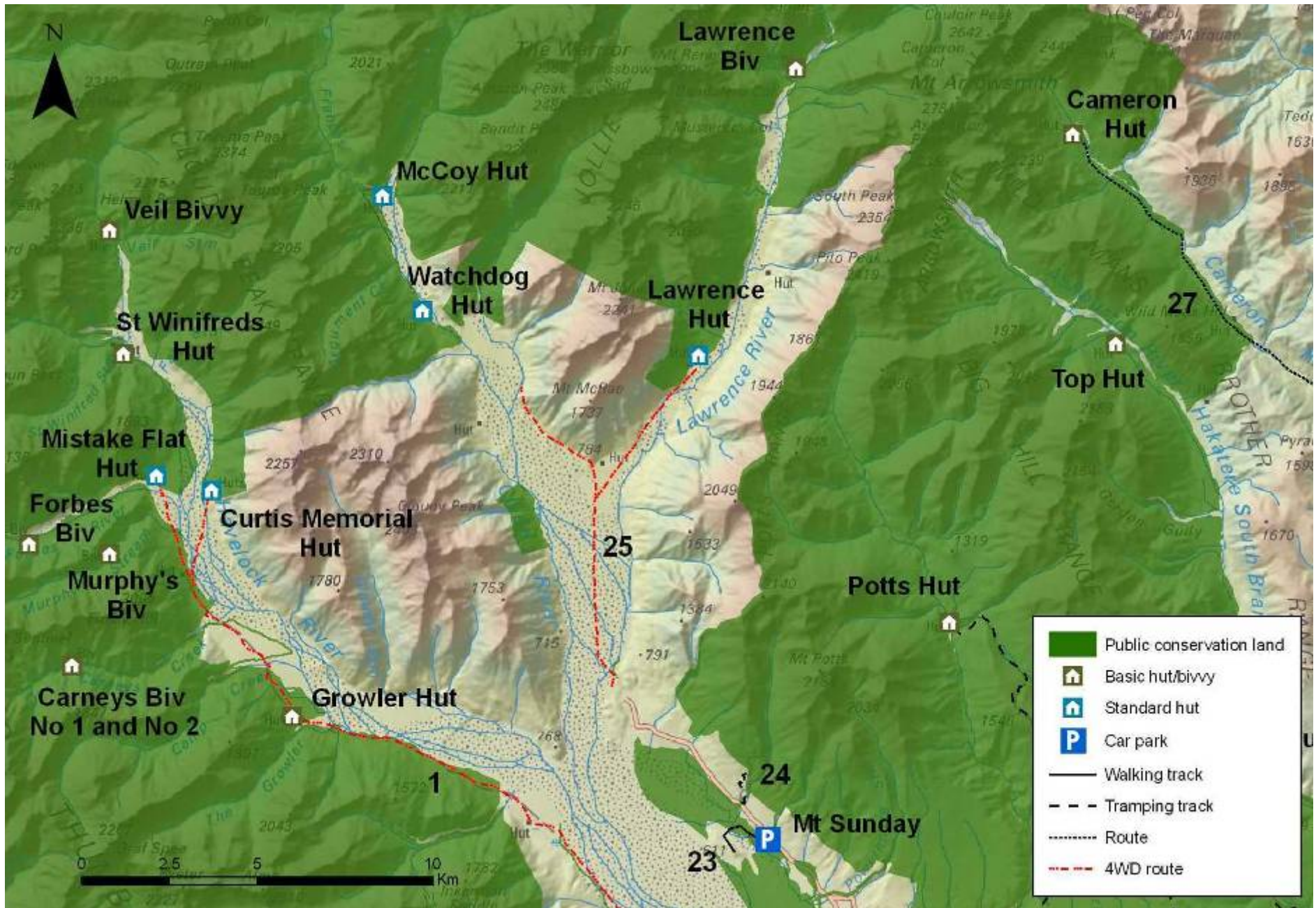
The department has decided not to provide facilities at the Upper Rangitata roadside site (see Appendix 2, Map 8, roadside site 12). This site is not public conservation land, although it is used by visitors as a place to stop.

Actions

The department will:

- Develop and maintain the car park for the road-end junction of Te Araroa. This is likely to be in the vicinity of the Potts River bridge on the Hakatere Potts Rd (Map 4) but will be dependent on the Te Araroa route. Consider the provision of toilet facility at this site.
- Maintain access to Mt Potts area (Map 6, #24) for foot and mountain-bike access. Note that the first 2 km of this track is an easement across private land. The department maintains the marking and signs along the access easement only. The department does not intend to mark or maintain a formal track on conservation land.
- Maintain the car park at the Mt Sunday roadside site (Map 6). Consider the provision of a toilet and amenity area at this site.

- Maintain Mt Sunday access track (Map 6, #23) to walking-track standard. This track is not suitable for open public-vehicle use or for horses. The track is currently to tramping-track standard with bridging of a major waterway required to bring the track to walking-track standard. It is the department's intention to establish a bridge and to work with other agencies as required to achieve this.



MAP 6. MT POTTS AND MT SUNDAY, AND THE HEADWATERS OF THE CAMERON, HAVELOCK, CLYDE AND LAWRENCE ACTUAL AND PROPOSED FACILITIES

Headwaters of the Cameron, Havelock, Clyde and Lawrence

Public conservation land around the headwaters of the Cameron, Havelock, Clyde and Lawrence includes parts of Hakatere and Te Kahui Kaupeka conservation parks, part of Adams Wilderness Area, conservation areas at Havelock Forest, Rangitata / Rakaia Headwaters and Mt Potts, and marginal strips at Havelock and Clyde Rivers. Other surrounding areas include private land, crown land held as Erewhon, Upper Lake Heron and Mt Arrowsmith pastoral leases, and Unalienated Crown Land (UCL) covering the Rangitata, Havelock, Clyde, Lawrence, Cameron, and South Branch Ashburton / Hakatere riverbeds. ROS class across the public conservation land is predominantly 'remote' with some 'backcountry' in the more accessible areas and 'wilderness' covering the gazetted Adams Wilderness Area.

Current facilities provided by the department include numerous backcountry huts and bivvies and access signage. Several of these huts are owned and / or managed by clubs or user groups. The area is popular for a range of recreation activities including tramping, fishing, hunting, climbing, mountaineering, ski-touring, and heli-skiing. The recreation opportunities discussion document (Department of Conservation, 2009a) identified and discussed a number of these opportunities and the management of facilities associated with them. In most cases, users of these remoter areas are self-sufficient and require few and only basic facilities.

Vehicle access exists up the Havelock, Clyde and Lawrence rivers. The department has signposted the start of the vehicle-access route into Havelock River at the Mesopotamia road-end. The routes themselves are unmarked across crown riverbed and are not managed by the department. Routes exist up the true right of the Rangitata and Havelock rivers as far as Mistake Flat Hut. Vehicle access to Curtis Memorial Hut on the true left of the Havelock River may be possible if the river is crossable.

Unmarked vehicle-access routes also exist from Erewhon Station at the Hakatere Potts Road end, up the true left of the Clyde River as far as Black Bluffs, about a one-hour walk from Watchdog Hut, and also branching off this along the true right of the Lawrence as far as Lawrence Hut (Map 6, #25). River crossing are required for both these routes and are highly dependent on favourable river conditions. The routes themselves are unmarked across crown riverbed and are not managed by the department. There is currently no formal public access through Erewhon Station.

Foot access via a traditional tramping route up the Cameron valley is available along the Cameron River from the Hakatere Heron Road beyond Lake Heron / *Oturoto*. A marked route is provided and the department maintains signs indicating where the access begins. The route follows the Cameron River across pastoral-lease land to the boundary with Hakatere Conservation Park. The route then continues across public conservation land up the valley to Cameron Hut. No other marked foot tracks are provided and the department does not intend to provide any in the future as they are not required by the intended user group of 'remoteness seeker' (Department of Conservation, 1996).

Actions

The department will:

- Maintain the route up the Cameron valley to route standard for foot access (Maps 3 and 6, #27).
- Maintain access signs indicating vehicle-access routes into the Havelock River (Map 6, #1) at the Mesopotamia road-end.
- Maintain Growler Hut as a 'standard' hut
- Maintain Carneys Biv No 1 and No 2 both to 'basic' standard
- Maintain Murphy's Biv to 'basic' standard
- Maintain Forbes Biv to 'basic' standard
- Maintain Mistake Flat Hut as a 'standard' hut
- Maintain Curtis Memorial Hut as a 'standard' hut
- Support CMC in their management of St Winifreds Hut to 'basic' standard
- Maintain Veil Bivvy to 'basic' standard
- Maintain McCoy Hut as a 'standard' hut
- Maintain Watchdog Hut as a 'standard' hut
- Maintain Lawrence Hut as a 'standard' hut
- Maintain Lawrence Biv to 'basic' standard
- Support CMC in their management of Cameron Hut to 'basic' standard
- Maintain Top Hut to 'basic' standard

Bush Stream

Public conservation land around Bush Stream includes parts of Te Kahui Kaupeka Conservation Park, Doctor Sinclairs Grave Reserve (also known as Upper Rangitata Cemetery), and numerous marginal strips including Bush Stream, Forest Creek, Scour Stream, Neutral Creek and Moonlight Stream. Other surrounding areas include private land, crown land held as Ben McLeod pastoral lease, and Unalienated Crown Land (UCL) covering the riverbeds of Bush Stream, Forest Creek, Scour Stream, Neutral Creek and some tributaries of these. ROS class across the public conservation land is predominantly 'backcountry' and 'remote', with some 'rural' areas adjacent to the Te Araroa road-end site.

Current facilities provided by the department include car parks and an amenity area, various access tracks, and a number of backcountry huts and bivvies. The department is still investigating the historic status for a number of these huts. These facilities provide access to the area for a range of recreation activities including walking, nature and historic appreciation, tramping, fishing, and hunting. The recreation opportunities discussion document (Department of Conservation, 2009) discussed the ongoing management of these facilities and the management of activities associated with them.

In addition there are a number of access tracks not on public conservation land, for example the existing vehicle track across private land joining up with the Forest Creek access. There is no public right-of- access along this track.

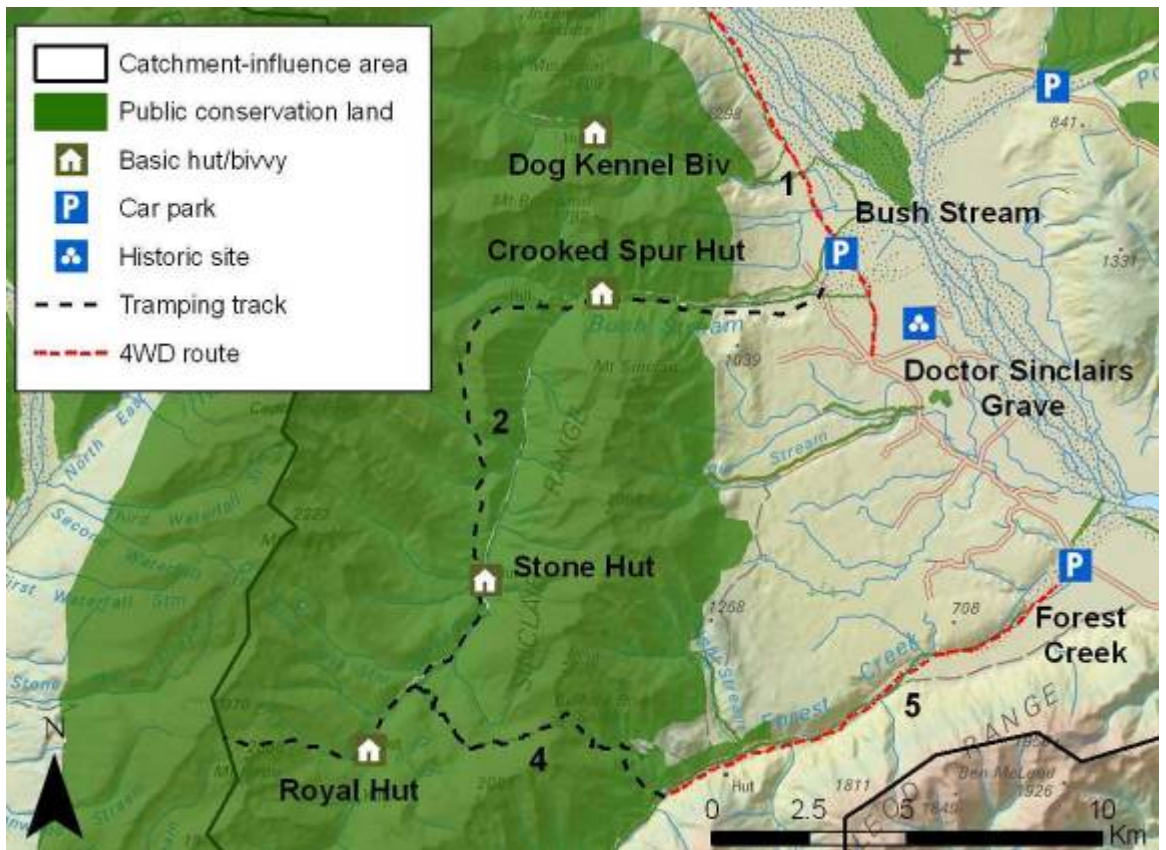
The department has decided not to provide a campsite at the Bush Stream road-end site. However, the site is conditionally suitable for this activity, and the department may consider a commercial proposal for camping at this site if one were to be submitted.

Actions

The department will:

- Maintain car park at Doctor Sinclairs Grave roadside site (Map 7).
- Maintain car park, picnic area and toilet at Bush Stream / Te Araroa road-end site (Map 7). The department does not intend to upgrade or expand these facilities.
- Maintain car park and signage at the entrance to the vehicle access along Forest Creek from the road to the boundary of Te Kahui Kaupeka Conservation Park (Map 7, #5). No motorised-vehicle access will be permitted beyond the conservation park boundary. This access follows the Forest Creek riverbed administered by LINZ, and access is subject to riverbed conditions.
- Maintain Bullock Bow Saddle Track (Map 7, #4) from Forest Creek to Bush Stream as a tramping track for foot access. Mountain-bike and horse activity will not be promoted along this track as the topography will limit such use, although it will not actively be discouraged should use occur.

- Maintain Bush Stream Track (Map 7, #2) from Rangitata Gorge road-end site through to Stag Saddle via Crooked Spur Hut, Stone Hut and Royal Hut to tramping track standard for foot access. This is part of Te Araroa. Mountain-bike and horse activity will not be promoted along this track as the topography will limit such use although it will not actively be discouraged should use occur.
- Maintain Dog Kennel Biv to 'basic' standard
- Consider the future management of Ayres Shelter
- Maintain Crooked Spur Hut to 'basic' standard. Note this hut is part of Te Araroa and the department may consider a hut upgrade if use demands it.
- Maintain Stone Hut to 'basic' standard. Note this hut is part of Te Araroa and the department may consider a hut upgrade if use demands.
- Maintain Royal Hut to 'basic' standard. Note this hut is part of Te Araroa and the department may consider a hut upgrade if use demands.
- Maintain Richmond Hut as an historic hut, not for visitor accommodation.



MAP 7. BUSH STREAM ACTUAL AND PROPOSED FACILITIES

3 Future planning

This recreation plan outlines current decisions on recreation facility provision and activity management in Ō Tū Wharekai. These decisions are based on information from the recreation opportunities discussion document produced by the department in 2009, and comments received from a range of individuals and groups on this document.

This recreation plan will guide the management of recreation activities throughout Ō Tū Wharekai in the short and medium term. It is a non-statutory document, providing a high level of detail on specific areas and associated planning actions. It will help with the development of outcomes and policies for inclusion in the ten-yearly reviewed Canterbury Conservation Management Strategy, which is the statutory document outlining conservation management directions for Canterbury. As a part of the CMS process, there will be an opportunity for formal public comment on this document and the CMS 'place' section to which it links (see www.doc.govt.nz/canterburycms for more information on the CMS review).

The department recognises there is potential for change in land tenure in Ō Tū Wharekai in the future and areas not discussed here may come under the management of the department. Should this occur, the general managing principles of this document, and directions outlined for surrounding or similar areas, should be considered when making decisions on the provision and management of recreation opportunities.

4 References

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Appendix 1 - Care codes

For care code information, see <http://www.doc.govt.nz/parks-and-recreation/plan-and-prepare/care-codes/>

CAMPING CARE CODE

Be a careful camper and practice 'no trace' camping.

- Choose your campsite carefully; set up your camp on firm, high or sandy ground. Only camp in designated areas. Do not camp where camping is not permitted.
- Be tidy and always leave campsites clean. Take your rubbish with you if bins are not provided. Food scraps attract vermin.
- Use a cooker, fireplace or BBQ. Light fires only where permitted, collect dead wood and keep the fire small. Soak the fire with water before you go.
- Detergents, soap and toothpaste can harm aquatic and marine life. Use biodegradable products and wash in a container well away from the water.
- Always use the toilets provided. There are toilets at all DOC campsites. When camping elsewhere, follow the environmental care guidance provided at www.camping.org.nz
- Motorhome or campervan users - always dispose of waste at official dump stations. If you don't have a toilet onboard, camp where there are toilet facilities. Do not dispose of waste in public places.
- Campgrounds are social places but everyone needs some rest and relaxation. Respect the rights of others for quiet enjoyment of the outdoors.
- Pay your fees to help keep campsites available in the future.
- Always thoroughly clean your equipment before and after trips to minimise spreading weeds and diseases.
- Protect native plants and animals.

Toitu te whenua / leave the land undisturbed.

FOUR-WHEEL DRIVE CARE CODE

Follow the code of conduct for the long-term sustainability of the activity and the environment.

- Abide by the laws and regulations covering all vehicles and drivers.
- Stay on the main four-wheel drive (4WD) tracks. Avoid widening tracks.
- Avoid sensitive areas such as alpine landscapes, swamps, waterways, sand dunes and riverbeds which are easily damaged.

- Keep the environment clean. Take all your rubbish with you.
- Protect plants, animals, historical and archaeological sites and geographic features. Respect wildlife, look but don't disturb. Keep your distance.
- Plan your trip. Ask the local DOC visitor centre about track conditions, fire restrictions, huts and campsites.
- Find out if a permit is required for access. Ask permission if your trip crosses private land.
- Leave gates as you find them.
- Take plenty of water, food, fuel, break-down tools, radio equipment and spares on trips. In remote areas travel with another vehicle.
- Always thoroughly clean your vehicle before trips to avoid spreading weeds and plant and animal diseases.
- Respect the right of others for quiet enjoyment of the outdoors. Avoid noisy driving. Give way to walkers, horse riders and mountain bikers.
- Be prepared for the unexpected. Drive at a speed which will allow you to stop if a hazard arises.
- If winching is necessary, use another vehicle. If you must use a tree use webbing or padding to prevent damage to the tree.
- Cross waterways at designated crossings.
- Avoid tracks that are wet, they are easily damaged and expensive to repair.
- Keep your vehicle mechanically sound to reduce emissions.
- Carry a tent as huts can be full. Camp carefully and only light fires where permitted.
- Join a responsible 4WD club and learn more about how you can drive with minimal impact.

MOUNTAIN-BIKING CODE

The following MTB code was developed by the New Zealand Mountain Biking Association (NZ MBA) in liaison with key stakeholders and DOC.

Respect others

- Stay in control so you can safely avoid others and keep yourself intact.
- Give way to walkers.
- Use a bell or greeting when approaching others. Most negative feedback from walkers on shared-use tracks concerns being surprised by bikers approaching without warning.
- Ride shared-use tracks in small groups. A 'bike-train' with a dozen riders displaces other users. 6-8, or less, is a better number.
- Respect the rules
- Only ride MTB and shared-use tracks; stay off closed tracks - including those that are seasonally closed to protect the surface or minimise conflict

with other users. Land managers are generally pretty reasonable so talk with them about issues or ideas you may have.

- Be prepared – take food, water, tools, First Aid and warm clothes. Plan for the unexpected – a change in the weather, an accident, or getting lost and being late.
- Obtain permission from private landowners before you set out.
- Leave gates as you find them, either open or closed, to keep stock where they are intended to be.
- Respect the track
- Don't skid, cut corners or make new lines. Skidding creates water channels and causes erosion. Use both brakes to slow down without skidding as you approach a corner. Cutting corners is cheating and damages fragile ecosystems.
- Avoid riding in the mud and rain. Both bikes and walkers damage soft, wet tracks.
- Clean your bike to prevent spreading weeds like gorse and didymo.
- Take rubbish home – like banana skins, old tubes and snack wrappers. Rubbish in the outdoors detracts from everyone's experience.

HORSE-RIDING CARE CODE

Ride with care for the environment and others:

Weeds and disease

- Before entering conservation areas make sure all your horse riding gear is cleaned and free of seeds and soil which may spread weeds and disease. Also thoroughly clean your horse's hooves, and your floats or trucks.
- Allow your horse to eat only weed-free feed at least 48 hours prior to entering conservation areas. Weed-free feed includes clean chaff, pellets and cracked, rolled or steamed grains. Never take meadow hay as it often contains seed. If you can't do this then carry bags, pick up your horse's manure and take it home with you.
- When carrying hard feed, take a nosebag for your horse. It minimises spillage and adding to the food supply of rats.
- Consider undertaking some basic education in weed and seed identification, and assisting DOC in identifying and eliminating new outbreaks of problem species.

Sharing tracks and trails

- When using tracks shared with mountain bikers, walkers and four-wheel drivers, approach blind corners no faster than a walk because other users may be just around the corner. Pass others at a walk and keep your horse under control at all times.

Protecting the environment

- Do not take horses into fragile natural areas with a high conservation values, such as swamp land, sand dunes or fragile alpine areas. They can damage natural ecosystems by trampling and grazing. Be observant and avoid unduly disturbing unstable or erosion-prone soils
- When crossing creeks, streams and riverbanks, select firm, stony crossings, and cross at a 90 ° angle to the banks. Use bridges or well-used crossings wherever possible to limit erosion of the banks.
- Carry and use canvas or collapsible buckets and/or pump and hose, where possible, to water and wash horses.

Using campsites and huts

- When staying overnight relocate portable yards each night, to help minimise trampling and vegetation damage
- Use tree protectors on nightlines to prevent trees from being damaged. Incorporate stops in line to prevent horses becoming entangled around trees.
- Where possible make nightline length 15 metres or more to reduce concentrated impact.
- Always camp horses well clear of watercourses (at least 50 metres away). Wash and water horses downstream from where other campers get their water.
- Remove horse manure from hut and campsite areas. Take it home with you or scatter it so that it degrades faster.
- Take all your rubbish and recycling with you - don't bury or burn it.

Appendix 2

ADDITIONAL MAPS

This appendix includes the following maps from the Recreation opportunities in Ō Tū Wharekai (Ashburton lakes and upper Rangitata River) discussion document (Department of Conservation, 2009a):

Table 1: Ō Tū Wharekai actual and potential roadside sites

Table 2: Ō Tū Wharekai walking, biking and horse-riding opportunities

Map 8: Ō Tū Wharekai actual and potential roadside sites

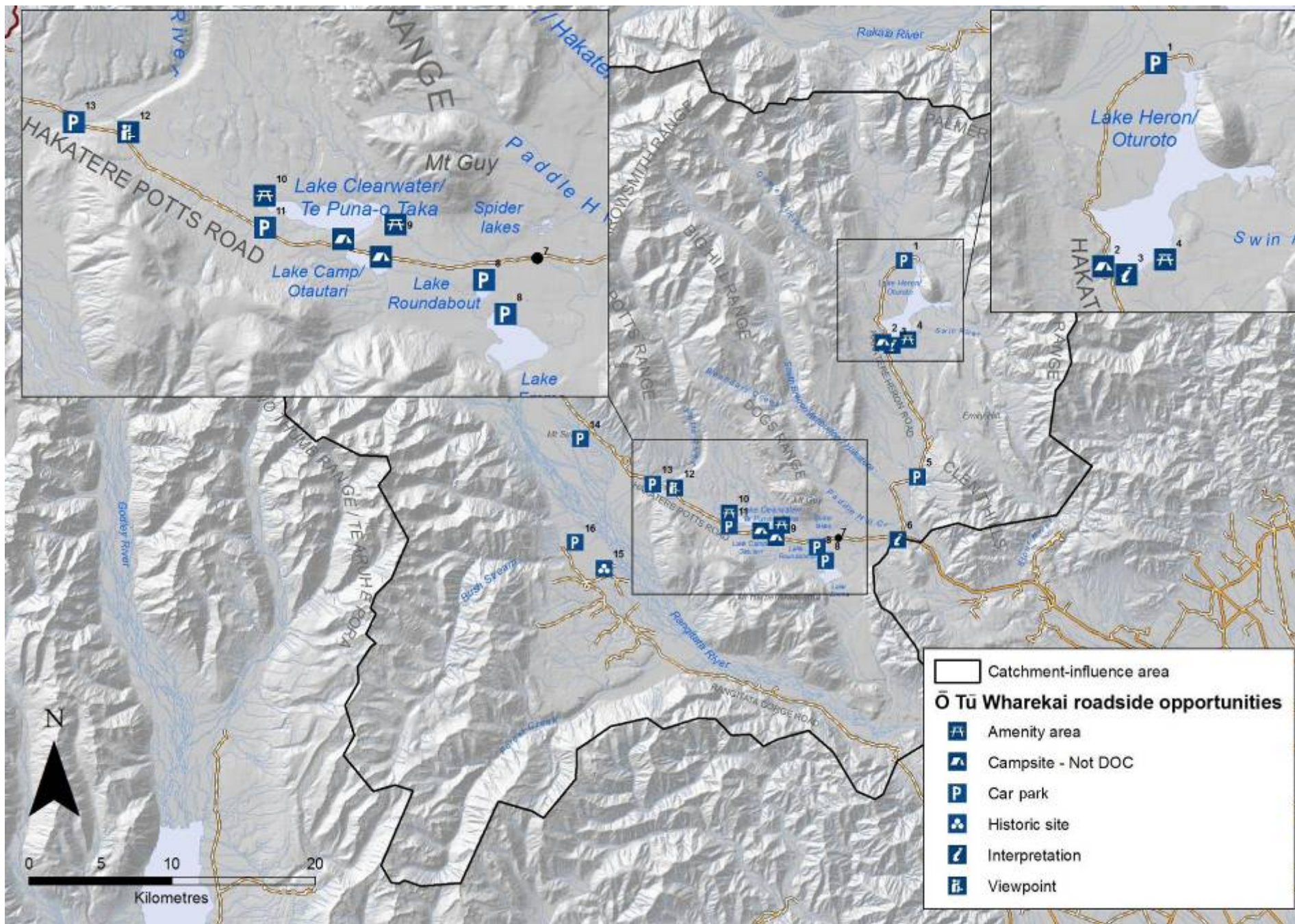
Map 9: Ō Tū Wharekai walking, biking and horse-riding opportunities

MAP REF	ROADSIDE OPPORTUNITY
1	Lake Heron / <i>Oturoto</i> roadside site
2	Lake Heron / <i>Oturoto</i> campsite extension or additional facility on conservation land
3	Lake Heron / <i>Oturoto</i> roadside car park
4	Lake Heron / <i>Oturoto</i> inlet amenity area
5	Maori Lakes roadside site
6	Hakaterere homestead buildings
7	Spider Lakes roadside site
8	Lake Emma and Roundabout car parks
9	Lake Clearwater / <i>Te Puna-o Taka</i> outlet roadside site
10	Lake Clearwater / <i>Te Puna-o Taka</i> western end
11	Lake Clearwater / <i>Te Puna-o Taka</i> roadside site at west end
12	Upper Rangitata viewpoint roadside site
13	Te Araroa roadside site at Potts River Bridge
14	Mt Sunday roadside site at track entrance
15	Doctor Sinclairs Grave roadside site
16	Bush Stream/ <i>Te Araroa</i> road-end site

TABLE 1: Ō TŪ WHAREKAI ACTUAL AND POTENTIAL ROADSIDE SITES

MAP REF	TRACK OPPORTUNITY
1	Bullock Bow Saddle Track (Forest Creek to Bush Stream)
2	Bush Stream Track (Te Araroa)
3	Bush Stream (Royal Hut) to Stag Saddle (Te Araroa)
4	Forest Creek Track
5	Mesopotamia Station to Curtis Memorial Hut
6	Mesopotamia Station to Mistake Flat Hut
7	Balmacaan Stream Route
8	Mount Harper / <i>Mabaanui</i> summit Route
9	Lake Emma - car park to Emma Hut
10	Lake Emma - Emma Hut to Balmacaan Stream
11	Balmacaan Stream to Lake Camp / <i>Otautari</i> easement
12	Lake Clearwater / <i>Te Puna-o Taka</i> to Potts River Track
13	Hakaterere Potts Rd to Boundary Creek Hut
14	Mystery Lake - Boundary Hut - Potts River - Lake Clearwater / <i>Te Puna-o Taka</i> fenceline and vehicle tracks (Mystery Lake Loop Track)
15	Lake Clearwater / <i>Te Puna-o Taka</i> west end lake access
16	Lake Clearwater / <i>Te Puna-o Taka</i> baches to east end of lake
17	Lake Clearwater / <i>Te Puna-o Taka</i> north-edge vehicle tracks
18	Lake Clearwater / <i>Te Puna-o Taka</i> north lake-edge foot track
19	Mount Guy summit
20	Mt Sunday access track
21	Mount Potts Ski Field road
22	Paddle Hill Creek to Boundary Creek Hut
23	Dogs Range Saddle to Potts Hut
24	Lake Heron / <i>Oturoto</i> inlet to Harrison's Bight
25	Swin River to Double Hut (Te Araroa)
26	Double Hut to Clent Hills Saddle (Te Araroa)
27	Double Hut to Manuka Hut
28	Manuka Hut to Stour River and Lake Emily

TABLE 1: Ō TŪ WHAREKAI WALKING, BIKING AND HORSE-RIDING OPPORTUNITIES



MAP 8. Ō TŪ WHAREKAI ACTUAL AND POTENTIAL ROADSIDE OPPORTUNITIES

Appendix 3

DEFINITIONS

Aircraft means any machine that can derive support in the atmosphere from the reactions of the air otherwise than by the reactions of the air against the surface of the earth (Civil Aviation Act 1990).

Basic huts and bivvies provide overnight accommodation, somewhere to cook and sleep, and very little else. They cater for backcountry adventurers or remoteness seeker visitor groups (Department of Conservation, 1996).

Biv or **bivvy** is a backcountry hut that an adult cannot stand up in and that has only enough floor area to sleep a maximum of two or three people. The name 'bivvy' or 'biv' is to be reserved for these buildings alone. All bivvies are 'basic' huts.

Car parks are defined as a marked area, generally gravel surfaced, which is provided for the purpose of parking.

Interpretation is an explanation of the natural, cultural or historic values attached to places. It enables visitors to gain insight and understanding about the reasons for conservation and ongoing protection of our heritage. Techniques used to interpret include signs, displays, guiding, drama, audio-visual/multi-media and publications. (Interpretation Handbook and Standard, Department of Conservation, 2005)

Long term is defined as 10 years plus, for the purpose of this document.

Medium term is defined as 4-9 years, for the purpose of this document.

Mountain bikes are defined for the purpose of this document as being non-motorised and human-powered; motorised mountain bikes are treated in the same way as motorbikes and other motorised vehicles.

Mountain Bike Track Grading System is defined as:

- Grade 1: Flat, smooth, wide track or gravel road.
- Grade 2: Mostly flat with some gentle climbs on smooth track with easily-avoidable obstacles such as rocks and potholes.

- Grade 3: Steep slopes and/or avoidable obstacles possibly on narrow track and/or with poor traction. There may be exposure at the track's outside edge.
- Grade 4: A mixture of long, steep climbs, narrow track, poor traction and difficult obstacles to avoid or jump over. Generally exposed at the track outside edge. Most riders will find some sections easier to walk (Department of Conservation, 2010).

Personal mobility device means a device designed to transport one person, that is propelled by hand or a propulsion system with a maximum speed of 15 km per hour, and is ridden by a disabled person (Conservation General Policy 2005).

Recreation Opportunity Spectrum (ROS) provides a broad classification of land areas based on the recreation opportunities they provide. The classification or zoning system is based on the concept that a combination of the specific activity (or group of activities) and the setting in which they occur, determine the type of experiences that are gained. ROS uses the size of areas, the ease of access, the degree of naturalness/modification, and management influence, to define the opportunity-class zone. The six opportunity types are as follows:

- Urban and urban fringe - in or on the periphery of urban areas, in parks, gardens, sports grounds and open 'natural' areas
- Rural - in settings dominated by farmland and plantation forest, which may include remnant native forest, wetlands, marine reserves and archaeological/historic sites
- Front country - in settings readily accessible via motorised transport usually on sealed road or using scheduled ferry or air transport services, usually in or on the periphery of geographically-large natural areas
- Backcountry - in large-scale natural settings generally accessed first through front country settings. There are two sub-classes: 'backcountry accessible' which are accessed via gravel roads, four wheel drive tracks, navigable waters and aircraft-landing sites; and 'backcountry walk', which are located beyond the influence of motorised access.
- Remote - in the areas beyond the backcountry zone in the interior of large protected areas, typically up to five hour's travel beyond front country access. Some basic facilities may be provided but the level of management influence is generally low.
- Wilderness - in large natural areas with no facilities, within and surrounded by continuous remote zones, and typically requiring two day's foot travel to traverse.

Road means: (a) a road that is formed and maintained for vehicle use by the public; (b) a route that is marked by the department for vehicle use by the public or identified in a conservation management strategy or conservation management plan for use by vehicles generally or for a particular type of vehicle (for example a bicycle) or as a vehicle-parking area (Conservation General Policy, 2005).

Rogaines are sporting events consisting of long-distance cross-country navigation, in which teams of two to five people visit as many checkpoints as they wish in a set time period. The checkpoints are free-choice and have different point values so strategy and route selection is a vital component of the sport. The traditional Rogaine is 24 hours in duration but there are also shorter events of 6, 8, 12 and 18 hours. Events that include a night section are generally scheduled to coincide with a full moon – leading to much magical meandering in the moonlight. Rogaines are normally on foot and are usually navigated with standard 1:50,000 topographical maps. Rogaining is a challenging sport and is a lot of fun. See <http://www.rogain.org.nz/> for more information on rogaining in New Zealand.

Serviced huts generally cater for ‘backcountry comfort-seeker’ visitor groups (Department of Conservation, 1996) or less experienced ‘backcountry adventurers’ on easy-tramping tracks or tramping tracks. They have a moderate to high level of use and a level of service higher than ‘standard’ huts (in particular provision of heating when above the bush-line, heating fuel, wardens and a higher level of cleaning).

Short term is defined as 1-3 years, for the purpose of this document.

Standard huts cater for ‘backcountry adventurer’ visitor types (Department of Conservation, 1996) and do not have the level of use or the services provided at ‘serviced’ huts. The huts will have mattresses, a toilet, and, if below the bush-line, may have heating, but will not have heating fuel, wardens and a number of other minor services and facilities

Te Araroa, which translates as ‘the long pathway’, is a continuous 3,000-km walking track being established from Cape Reinga to Bluff. The Te Araroa Trust hopes to have the trail completed and opened by February 2011. The department is assisting the trust in developing a continuous tramping corridor east of the Southern Alps /Kā Tiritiri o te Moana. For further information, visit www.teararoa.org.nz.

Vehicle means any device that is powered by any propulsion system and moves on rollers, skids, tracks, wheels, or other means; and includes any device referred to previously from which the propulsion system has been removed; or the rollers, skids, tracks, wheels, or other means of movement have been removed; and does not include:

- (a) a pushchair or pram;
- (b) a child's toy;
- (c) A personal mobility device used by a disabled person.

This is an abridged definition from the Conservation General Policy (2005). For the full definition, see the Land Transport Act 1998.

Visitor groups to conservation land are defined in the visitor strategy based around recreation opportunity classes (Department of Conservation, 1996) as follows:

- Short-stop travellers - use the 'natural edge' for up to one hour's duration along main access routes as part of a stop along a journey to a destination. They seek activities of a passive to mildly active nature, such as short walks, nature appreciation, or picnicking, in a setting with a high standard of facilities and services and a low level of risk.
- Day visitors - use a wide range of settings from 'urban fringe' to 'backcountry walk-in'. Visits range from one hour to a full day, and are often associated with a family or group outing. They seek experiences in natural or rural settings with a high standard of facilities and services and a low level of risk.
- Overnighters - use campsites and overnight accommodation at rural or vehicle-accessible backcountry sites. Visits may last from one night to one or more weeks. They seek an overnight experience in a predominantly natural setting with facilities ranging from basic to a high standard, and a low level of risk.
- Backcountry comfort seekers - use backcountry settings accessed on foot, mainly for tramping. They seek a low-risk comfortable experience in the backcountry, with well constructed tracks, bridges and quality huts.
- Backcountry adventures - use backcountry or remote settings with basic facilities maintained to appropriate standards. This group has a higher level of backcountry skills and experience than 'backcountry comfort seekers' and seek challenge and a sense of freedom, and accept a degree of risk and discomfort.
- Remoteness seekers - use remote and wilderness settings with few or no facilities for activities that require a high degree of self reliance, e.g. tramping, hunting, mountaineering etc. They seek a wilderness experience with limited interaction with other parties. They have a high skill level and accept the higher level of risk associated with travelling through remote and wilderness areas.

- Thrill seekers - use sites with a mostly natural backdrop, often with a dramatic element or spectacular setting. Sites are found across the Recreation Opportunity Spectrum. The visit is usually up to a day in duration and involves exciting activities such as downhill skiing, rafting, bungee jumping, and snow boarding. They seek controlled risk activities, which often require specialised facilities such as ski fields or bungee platforms.

Will, should, may. The words 'will', 'should' and 'may' have the meanings used in other departmental policies and standards such as the Conservation General Policy (Department of Conservation, 2005) and service standard documents (Department of Conservation, 2004). 'Will' indicates no discretion for decision making, stating that a particular actions or actions are mandatory. 'Should' indicates a strong expectation of outcome stating that a particular action or actions are desirable although not compulsory. 'May' indicates some flexibility in decision making is allowed, stating that a particular action or actions, while desirable, are optional.