

## **Crown Pastoral Land Tenure Review**

**Lease name: BARROSA**

**Lease number: PC 125**


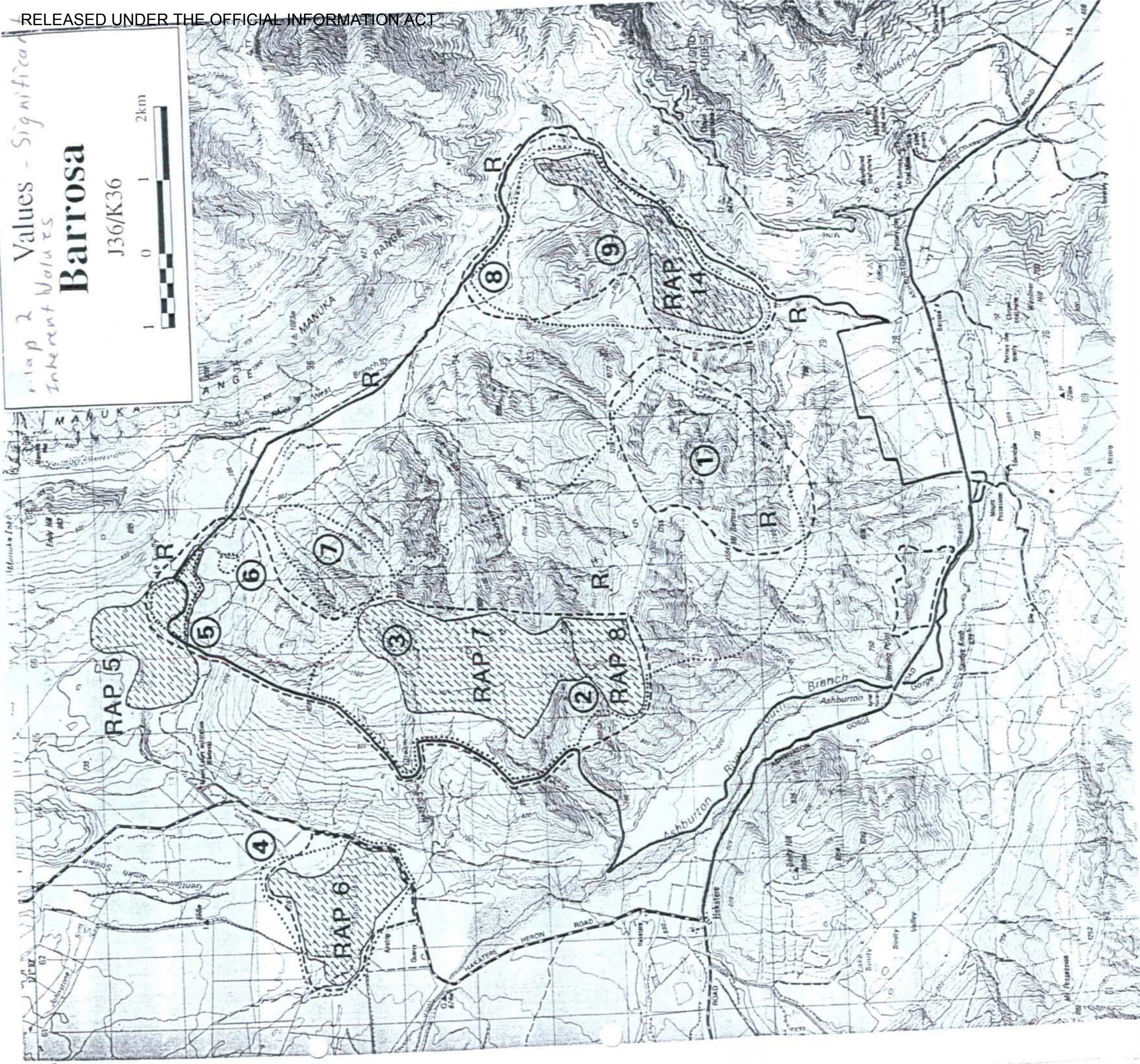
### **Public Submissions - Part 3**

These submissions were received as a result of the public advertising of the Preliminary Proposal for Tenure Review.


**December**

**05**

Map 2 Values - Significant  
Inherent Values  
**Barrosa**  
J36/K36

**Key**

- Landscape value
- ..... Ecological value
- R Recreation value
-  R.A.P.
- Legal boundary

A submission from the Beaulieu Tramping Club  
on the Preliminary proposal for Tenure Review -  
Bramora Pastoral Lease.

278.77

Our Interest in this Tenure Review.

9/11/00  
EE

The likelihood of more land in our immediate  
vicinity being opened up for the public use and  
the legal certainty of the access to it.

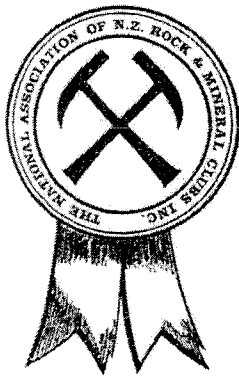
We are in agreement with the proposals for  
the land being returned to the Crown & to  
Freehold ownership.

Public access.

In agreement with all avenues of access.  
A further access point from the west near  
the Haast Stream should be added.

For the Beaulieu Tramping Club.

Digby Abbott 65. Ribbonwood Rd.  
21. R.D. Beaulieu.



THE NATIONAL ASSOCIATION  
OF NEW ZEALAND  
ROCK AND MINERAL CLUBS INC.

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Number	27876
Issued by	GK/CD
Issued on	21/06/05
Issued at	

22nd June, 2005

The Commissioner of Crown Lands  
DTZ New Zealand  
P O Box 142  
CHRISTCHURCH

Attention Charlotte Donald

Dear Sir/Madam,

Re: Barrosa Pastoral Lease Tenure Review

Thank you for forwarding the information regarding the proposed Tenure Review for Barrosa Station. This submission is based on my position as President of the National Association of New Zealand Rock & Mineral Clubs, and as a rock and mineral collector in the Canterbury area for the past 30 years.

Access to CA1 is provided at two points, one from CA2 from I to J and again from K to L. Both these access points are in the southern third of CA1. This does not give ready access to the northern end of CA1.

I would propose that a legal access be provided from the Conservation ground CA3 adjacent to the point OP which is a water easement. This would make the northern end of CA1 more readily available. There are areas of geological interest in the northern third of CA1. Also this would give access by an easier route onto the tops for trampers etc.

The ultimate of course would be for the lower area adjacent to Lake Emily to be extended to cover the ground to the fence line which goes into the CA1 at point MN. This would protect the southern side of Lake Emily and also alleviate the need to erect a new fence between points OP and MN. If the lessee was agreeable to this they should be granted 365 days of the year access for stock movements providing they were kept south of the legal road which runs to point H. This would provide ready access to CA1 for all recreational activities recognised as a use in the area CA1, and allow the lessee ready access to the area that is to be freeholded.

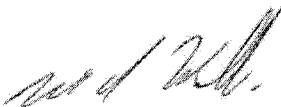
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Relating to access, my question is what is the access from the Ashburton Gorge road to Point B where there is a public easement? Is this particular bit of road public road that is shown on the map? If not, there needs to be an appropriate access way from the Ashburton Gorge road to Point B where the easement for public and DOC management commences.

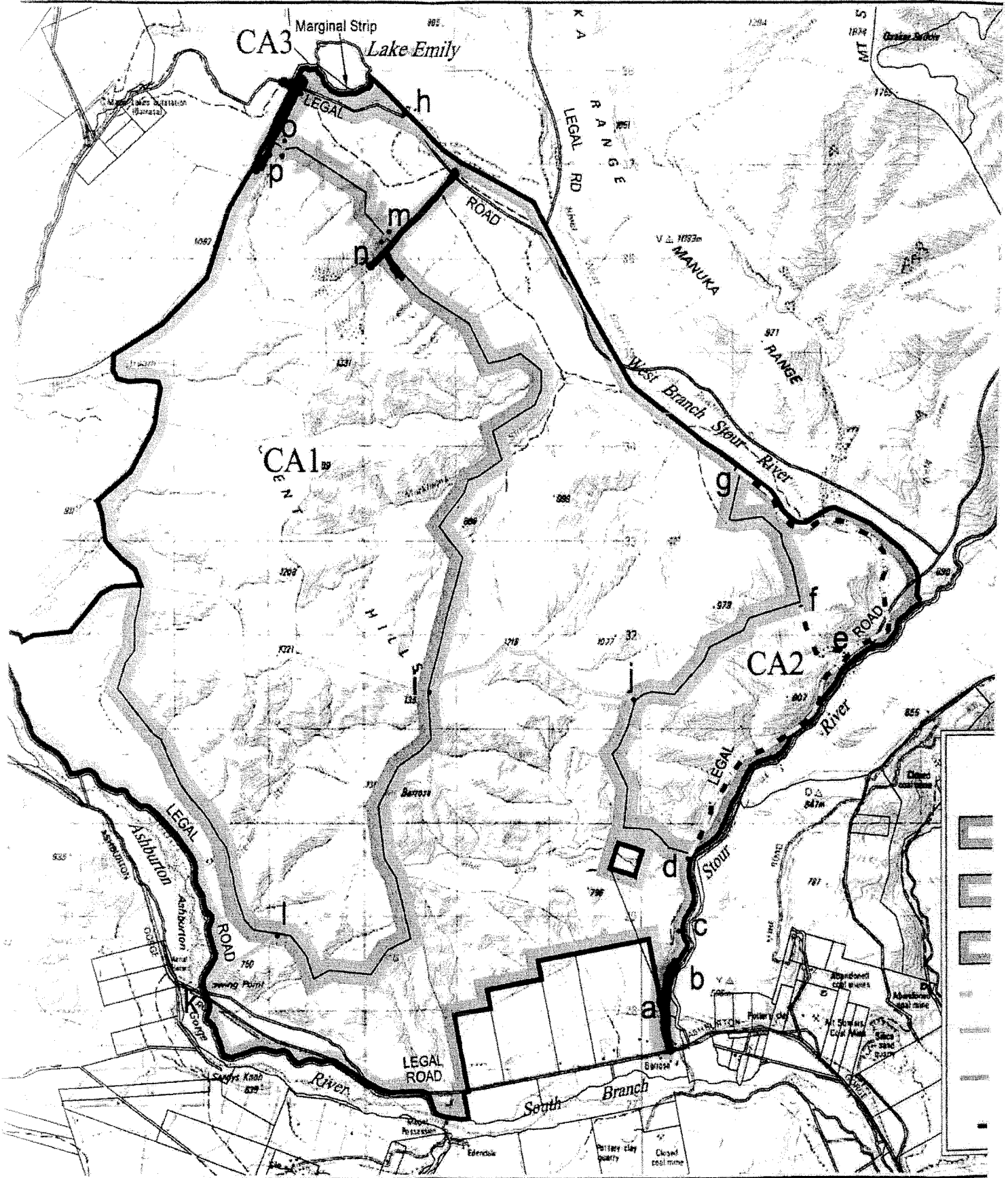
If there is an opportunity for verbal submissions on the above, I would like the opportunity to present verbally to the appropriate group.

There is one other point that I would like to draw to your attention. I consider that the right of way easement from Blowing Point on to CA1 while having the advantage of being close to the road bridge, it will suffer from being not readily accessible from CA1, and I consider that access to CA1 would be better served by an access corridor somewhere further up north of Waterfall Stream to the farm road which is shown on the map as running parallel to the Ashburton River. Somewhere adjacent to Waterfall Stream would be ideal I consider as travel along the fence line to Blowing Point was rather difficult last time I travelled there which was some 10 or more years ago.

Kind regards,



NICK WEBB  
NATIONAL PRESIDENT



This plan are indicative and are for purposes only. Precise boundary positions during implementation

The threshold will be subject to Part IV A of the Part IV A applies to the entire length of boundaries of the land to be disposed of

# BARROSA PASTORAL LEASE



1:50,000 SCALE (Kilometres)

Ve
Car
Top

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Castle Ridge Station Ltd  
RD1  
Ashburton

22 June, 2005

Charlotte Donald  
DTZ New Zealand Limited  
PO Box 142  
Christchurch

Sales	27880
Contract No	611/CD
Agent	CD

Re: Barrosa Pastoral Lease Tenure Review.

Dear Ms Donald,

The following is our written submission with respect to the Barrosa Tenure Review. As adjoining landowners there are some issues which we wish to be considered during this process.

- 1 We currently have an agreed easement from the Lake Emily boundary through our property with Barossa Station for farming purposes only. This was initiated when we purchased Castle Ridge (Maori lakes outstation) from Barossa in 1992 and was to enable the ease of farming for Barossa down the Stour River. We would strongly object to this easement being used in any way other than for the reason it was formed, as it was an agreement for a specific purpose between two agreeing parties.
- 2 There is some suggestion that DOC would like the use of this easement for management purposes. In our opinion there is absolutely no need for DOC to have access to this easement in a formal way as there is already legal road access through our property to the proposed DOC area (CA3). If for some reason DOC require a higher level of access they simply have to come and ask us for permission to use the easement track. We feel that Castle Ridge has shown considerable good will towards DOC already with the partial surrender of the Clent Hills area (of which we are a part) and therefore feel it is not difficult for DOC to come and ask on the few occasions that the legal Road does not provide sufficient access for management purposes.
- 3 The legal road mentioned above is a 4wd track, is not fenced and runs through the middle of a very important block for us in management terms because it is used for both lambing and calving. In its current state it provides adequate access for the forms of access being allowed in the new area s((CA1, 2 and 3), as it is flat and easy terrain for public foot and non-motorised vehicle access as well as easy access for DOC vehicles for up to 10 months of the year. Because of this we would strongly oppose any improvements in the track without there at least being a proven significant increase in use, because an increase in motorised vehicles could significantly increase problems for us in our farming management of the area.

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- 4 An increase in use along this track could have a significant impact on our farming operation and as adjoining landowners we feel it important to point this out at the present time. For example the safety of the public could not be guaranteed at times such as calving, or if we were moving cattle etc, this puts us in a very difficult position and these types of issues need to be considered before access is publicised and promoted. Whether there is the possibility of us being able to close this track during high-risk times to protect the public's safety is something we would ask be considered. We also ask that it be acknowledged that we are likely to have to cope with an increase in inquiries at our home as well as the likely hood of an increased work rate for us in cleaning up left rubbish and waste and assisting those who are lost or get vehicles stuck etc. As the track is unfenced there are a number of places vehicles can leave the roadway and cause damage, not only to our freehold pastoral land, but also to wetlands and other sensitive areas on our property as well as the risk of stock scaring and loss. We are also concerned with the potential increase in firearms being carried across our land. While we accept that the public should have access to, and enjoyment of, these areas, we do not feel it should come with the effect of altering our lives, both personally and as a business in a significant way.

We would be more than happy to provide assistance if you require further information or clarification of any of the issues we have raised.

Contact details are:  
Paul and Kerry Harmer  
Castle Ridge Station  
RD1  
Ashburton

Ph (03) 3039087  
Fx (03)3039089  
[K.harmer@clear.net.nz](mailto:K.harmer@clear.net.nz)

Yours Sincerely



Kerry Harmer  
Castle Ridge Stn Ltd.



## Ashburton High Country Interest Group

### Submission to Barrosa Tenure Review

*To be read and referenced to the Barrosa Tenure Review map.*

This review has the potential to enhance all of the significant values of the Lake Heron Conservation Park as well as the extensive area of the Mt Taylor conservation land extending north to the Rakaia River valley.

With this in mind, access at the three entry points at Lake Heron, Lake Emily and the Stour River for all forms of management and recreation, must be considered before freehold title is granted to Barrosa Station Ltd.

Access problems are:

**Lake Emily** - the Hakatere – Heron Road to H at Lake Emily.

**CA1 to CA3** - lack of 0.6 km easement between CA1 and CA3.

**G to H** - complication of legal road / easement H to G.

**Stour River Road** - problems with legal road / easement from Ashburton Gorge Road to A, B, and C to D.

#### 1. Lake Emily

The legal road to Lake Emily has recently been surveyed and has been accepted by Castle Ridge Station as 4WD fishing access. This definition will need to be widened to include other recreational users and extended to H. In the present review there is approximately 1.4km of legal road from the locked boundary gate to H that is not properly defined. This needs to be surveyed and clearly marked to H. Consideration will need to be given to closure for adverse weather, lambing or calving. The level of use this access will have is in direct proportion to the ease of access at the other two entry points (Lake Heron and the Stour River).

**As part of the completion of this review, a fence must be constructed on the freehold side of the legal road, from the locked boundary gate to H.**

#### 2. CA1 to CA3

In the review document both CA1 and CA3 are mentioned as having “significant recreational and interest values”. The 2442 ha block (CA1) with its alpine tussock lands, botanical interest, geological fossil importance as well as tramping, ski touring and hunting, requires better access than the steep southern K to L or remote I to J easements.

**An easement must be provided for, to link CA1 and CA3 along the boundary fence.**

#### 3. G to H

Consideration should be given to crossing into the Lake Heron Conservation Area at H and utilizing the existing track down to G. This is nearly all flat land requiring minimal land disturbance and would negate the need to enter into a confusing and unsatisfactory 5.5km easement on freehold land with its associated problems of gates, stock, identification of the access way paper road and trespassing.

**This would release approximately 13 ha of land from the easement and paper road line for uninterrupted farming. This increase in farmable area is to compensate for loss of the lower Stour River flats.**

#### 4. Stour River Road

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The access from Ashburton Gorge Road through A, B, and C to D and CA2 must be improved. This was the historic access way to the Lake stations before the road was cut around Freezing Point and Trinity Hill bluffs and bridging at Blowing Point over the South Ashburton River. Until recent years the dray track was clearly visible up the Stour River valley and in places across the flats to Lake Heron. The first 0.8km part of the **Stour River Road (surveyed name)** has been surveyed to A. Unfortunately recent farm development blocks this road line. The crown land between the road line and the river has a hayshed built on it and is used for farming activity to the existing stock fence. There is plenty of room for a car park and track between this stock fence and the river on existing crown land.

From A the current farm four wheel drive track loops through freehold pasture on top of a terrace then descends down to the historic road line at Blue Duck Stream crossing / bridge. It then follows the road line for approximately 400 metres to the boundary of CA2 then on through to the Lake Heron conservation area.

The existing stock fence follows the bottom then top of the terrace defining the developed freehold paddocks from the **crown land, which has never been grazed by Barrosa Station**. Therefore it is not part of their economic base. A bit of give and take is necessary to alleviate the problem of farm building and machinery on the deer fenced and blocked surveyed road to A. The retention of crown ownership of the lower Stour flats would be balanced by the gain of 13 ha of uninterrupted farming of the upper Stour flats.

Near B is the only place that shows signs of flooding of the legal road. Beyond B the river flats widen and the legal road follows the riverbank for 800 metres before meeting the stock fence, which now could be used as the freehold boundary to Blue Duck Stream.

We believe the old dray track took a direct line of 650 metres across this generally stony flat, skirting a fragile wet area. This would be ideal for future road development. There are approximately 8 ha of development land that Barrosa Station will claim once the esplanade and road reserves on the riverbank are allowed for.

This land, comprised of outwash gravels with an area of loess and small surface wetland, creates an excellent buffer zone between the potential farm development with increased stocking and the high quality water tables of the Stour River. It would be highly desirable to remove this from the proposed freehold to facilitate any future development of the Stour River Road.

On crossing Blue Duck Stream the road is cut around a small bluff before reaching D at the CA2 boundary. In this area 0.5km of fence on the west side would be useful to encourage the public to keep to the road line. If these suggestions were cleared for use there would be no need for DoC and agents easement agreements. The only easements necessary would be for Barossa Station through CA2.

It is very important to preserve the future development option of a Stour River Road for a Stour dam water storage project, possible mining of Section 25158 (Victory 2000), rapid access for fire or S.A.R., access to the LINZ block and good defined access for weed and pest contractors.

**Remove the Stour River flats from freeholding and align with east bank designation "Crown land reserved from sale" (see Quick Map).**

### **Other Related Issues**

*These last three paragraphs are comments outside the Tenure Review but are valid for any future administration.*

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To cater for present public access there is ample area of crown land planted in mature trees for consideration as a car park. Some small trees could be removed. A one-metre bank would confine public vehicles to this area. With a suitable ramp and gate this could also be the Department of Conservation authorised vehicle entry along a cleared track to from the road to A then onto CA2.

With increasing public interest and curiosity about the expansive unseen scenery of the Lake Heron conservation estate consideration should be given to allowing a local organization, on application to the Department of Conservation, to conduct periodic off-road excursion through to Lake Heron. This could help alleviate any legal challenge to a road closure.

All legal paper roads covered in this review must be retained for any unforeseen development or exchange. We must not confine our planning to only this tenure review but consider the implications for the whole area and keep options open for the generations to come.

**Ashburton High Country Interest Group**

Warren Jowett  
Secretary  
Staveley RD 1  
Ashburton 8300

Phone 03 303 0880; fax 03 303 0980; e-mail [ecotour@nature.net.nz](mailto:ecotour@nature.net.nz)

*The Manager D.T.Z. New Zealand.*

*Mr. Holgate.*

*Dear Sir.*

*The Ashburton Highcountry Interest Group request speaking rights on this submission to Barrois Tenure Review.*

*Yours faithfully.*

*David Howden  
on behalf of Warren Jowett.*