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## **St James Conservation Area; a discussion paper on future management, proposals by the Department of Conservation, with possible implementation ideas.**

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### **Background**

The Government purchased the 78,196 ha St James Station (St James) as public conservation land on 8 October 2008. The purchase includes Crown riverbeds and legal roads within the station, and the status of these will change accordingly.

The \$40m purchase price for the St James leasehold and freehold land was funded by the Nature Heritage Fund and is recognised as a significant financial investment in public conservation land. The Department anticipates St James can make a valuable contribution to our conservation economy through the provision of; ecosystem services, public recreation, enjoyment and biodiversity protection. Direct financial contributions will come from commercial tourism and land use activities that are consistent with the Conservation Act 1987. St James may also have a significant potential for carbon sequestration.

St James is situated within the headwaters of two major Canterbury rivers, the Waiau and the Clarence. Three mountain ranges and expanses of drylands are within the boundaries of this purchase. The landscape consists of glaciated valleys, glacial moraine deposits, streams, wetlands, lakes and high- altitude tarns. At least 430 indigenous species of flora and 30 native bird species have previously been identified on this new conservation area. It is deemed relatively intact. Historically Maori trails ran through the Clarence and Waiau valleys, connecting the east coast of the South Island with the west. These were trading and 'greenstone' trails. In the early European history of the South Island access routes ran through St James with a number of pastoral farming historic sites located on the station.

The modern St James station has a rich history in the early development of high-country pastoral lease farming. The station as it is today was made up from a number of smaller pastoral leases that were amalgamated over time. Each of these leases had its own history of ownership, development of homesteads, and hardships. Scab, rabbits and heavy snow all played an important role in the economics of the early runs. The rabbit fence that remains to this day in the Clarence River valley and over Malings Pass is one reminder of the past. The historic Stanley Vale homestead is another reminder, and is now seen as a building that could be brought back into public use.

The Canterbury Regional Landscape Study 1993 and the Hurunui District Plan (1995) cited the area as being of outstanding landscape value. A Conservation Resources Report for St James completed in 1998, states the area has very high conservation values, such as a wide variety of vegetation types, forming continuous unmodified vegetation sequences in excellent condition, a range of wetland types and habitats for birdlife, good quality dense short tussock land and highly natural riverbed vegetation in the upper Clarence. The report also identified several alluvial terraces and fans supporting possibly the best population of tall dense matagouri in Canterbury.

There is the potential for a wide range of recreational opportunities to be undertaken on St James. On the other hand there is the possibility for conflict between differing types of recreational activities or with natural, physical and cultural values. These conflicts could increase in the future with intensification of some uses and diversification of others. Due to the speed at which this property was purchased, further investigation and consultation is required in order to better identify the existing values and to discuss the future management of the property.

The acquisition of St James provides an opportunity for New Zealanders to better experience the history of the station as a new area of public conservation land. Land that has been set aside to not only protect and preserve biodiversity and recreation values, but to also contribute to the delivery of ecosystem services, while providing an economic benefit.

## **Objectives of this paper**

1. To provide a discussion paper that identifies the short and medium term issues, proposals by the Department, and to provide an opportunity for wider public discussion and feedback. These are issues which require immediate consideration and for decisions to then be made.
2. To welcome the views of all the people who have an interest in St James for whatever reason – be it an interest in the natural, cultural and historic values of the area, the recreational opportunities, or the opportunities for some commercial use. The department welcomes any ideas or suggestions you may have that extend or go beyond what is presented in this discussion paper.

## **Process to date**

### **Purchase of St James Station**

On 8 October 2008 the St James Station leasehold and freehold were purchased from the Stevenson family for \$40m.

### **Site visit**

A site visit to St James was arranged on 1 and 2 December 2008 by the department. In attendance were representatives from national and local recreational associations, organisations and clubs, Ngāi Tahu, staff from other government agencies and the Chairman of the New Zealand Conservation Authority. A list of those people who attended and their organisations is appended. Following the field trip a meeting was held in Hanmer Springs, chaired by Don Ross (Chairman of the Authority) at which people expressed their aspirations for what a “future St James” would look like. The views expressed were wide ranging and, not unexpectedly, sometimes contradictory. Subsequent to the field trip and meeting those people attending were invited to put forward their views in writing. Again as expected the written views covered a wide range of aspirations.

### **People’s views on the future**

The department has received correspondence from the public via emails, letters, and letters to the editors of local newspapers. These communications have covered a gamut of ideas from the future of the horse herd, requesting commercial access, sharing experiences of the land and providing some suggestions and directions for the department to consider.

### **Departmental reports**

The department commissioned technical reports from staff on the natural values and the recreation opportunities. A report on Ngāi Tahu cultural values was also sought. The Kaikoura Rūnanga provided a response to the department which indicates they have not identified any particular cultural matters of concern.

### **Considering the views expressed so far and inviting wider public discussion**

All the information received so far has been collated and analysed. The department has considered this information and now presents it below for your further consideration and feedback.

### **The framework for future management**

The acquisition of the St James Station as public conservation land happened rather quickly. Up until now the department has implemented a conservative management regime under the Conservation Act. The reasons for doing this were to provide time for the previous farming regime to be phased out and to give the public the opportunity to get to know the area.

In the short to medium term (from now to three years forward) management of the St James Conservation Area needs to consider the recreational and commercial activities that were in existence before the land became public land, or that have developed since, and to consider new opportunities recently identified. All these must be considered in accordance with the Conservation Act 1987 and the Conservation General Policy 2005. Some activities and concessions will need to be decided upon now. Where concessions are required they are likely to be publicly notified. It is therefore important that we receive your views now on the short to medium term issues addressed below; the department already holds applications to undertake some of these activities and must make decisions on them within the 2-3 months.

## **The Department of Conservation Statement of Intent 2009-2012**

The department's Statement of Intent (SOI) sets the strategic direction and outcomes the department wishes to achieve within the context of the Government's priorities. The SOI is not a statutory document but it does help to set a context for the work of the department.

In the foreword to the 2009-2012 SOI the Minister of Conservation Hon Tim Groser says, "The Statement of Intent sets out how the Department of Conservation will contribute to the well-being and prosperity of New Zealanders over the medium term. The central premise is that conservation is an economic investment, and not simply a 'social good' cost."

The SOI then observes that the Government's priorities are as follows; "The Government's driving goal is to grow New Zealand's economy in order to deliver greater prosperity, security and opportunities for all New Zealanders and ultimately a stronger society for New Zealand. The department makes a contribution both directly and indirectly to economic growth".

In response to the Government's economic priorities the department is investigating carbon sequestration, the management of natural resources including renewable resources, and is taking initiatives to strengthen its contribution to tourism.

Taking all of this into account the department has set its strategic direction as follows:

"The overarching purpose of the department is to increase the value that New Zealanders attribute to conservation. This leads to enhanced care of New Zealand's unique heritage for people to benefit from and enjoy."

The outcome the department wishes to achieve from applying its strategic direction is:

"New Zealanders gain environmental, social and economic benefits from healthy functioning ecosystems, from recreation opportunities, and from living our history."

The assumption is that managing healthy natural ecosystems, providing recreation opportunities, working with tangata whenua and providing economic benefits combines to enhance the lives of individual New Zealanders and their families. It also contributes to the viability and resilience of local communities and to New Zealand's international reputation.

## **Proposals relating to the public use and enjoyment of St James**

### **Short-term actions**

These are ideas or actions you are asked to consider and provide your views on, for possible implementation within the next year.

#### **Mountain biking**

Mountain biking is an activity that can occur anywhere on St James, except on the St James Walkway, subject to the natural limitations of topography. The use of the Anne and Christopher

huts by mountain bikers is likely to be acceptable as long as the huts are approached on the farm tracks which run adjacent to the St James Walkway. It is also proposed to provide for moderate to adventurous mountain biking, predominately using existing access tracks connecting routes from the upper Clarence valley using the Maling, Fowlers and Edwards passes. Although it is proposed to have all-weather, bridged access across the lower Waiau River, access through the Waiau valley will involve some unbridged river crossings and will be subject to weather conditions. The open nature of the landscape and the intended use of existing hardened tracks mean that physical and social impacts would be limited. Your views are welcomed on this concept and the route options.

### **Aircraft**

St James Station previously managed aircraft landings through an arrangement with a local company. That company provided helicopter services to visitors by flying in recreationists such as hunters, heli-hunters and heli-skiers, positioning anglers, rafters and kayakers along the Waiau River, and undertaking scenic-landings.

To inform<sup>1</sup> the discussion on possible future aircraft access for St James it will be useful to refer to a recent publication by the Canterbury Conservancy on aircraft use of public conservation land in Canterbury. The publication is titled “Draft Guidelines for Air Access in Canterbury Conservancy”. This document is a draft and can be found on the Department of Conservation web site. The guidelines are a non-statutory implementation of the current Canterbury Conservation Management Strategy (CMS) 2000-2009. The draft guidelines will be used by the department to inform decisions on applications for aircraft landings. It is the department’s intention to review these guidelines in the future.

In these draft guidelines it is proposed that St James Conservation Area be classified as ‘restricted’ north of a line drawn from Mt Una through Lake Hill and then due east through Fowlers Pass to the Clarence/Top House Road. The Spenser Range and the true left of the upper Ada valley will also fit within this zone. The ‘restricted’ zone means the only aircraft landings that are proposed to be allowed will be for management purposes.

South of this line the draft classification is proposed to be ‘frequent’. This zone sets no limit on the number of operators, the landing sites or the number of landings that can be undertaken. The department does not anticipate there will be excessive aircraft activity but if monitoring was to show that there were issues, then limits could be considered and applied. If, as an outcome of this process, (independent of the consultation on the ‘Draft Guidelines for Air Access, Canterbury Conservancy’) we were to retain the ‘frequent’ classification then the department would consider all the applications it currently holds and any new applications. These applications would be publically advertised, apart from any short term ‘one-off’ permits, to provide for the immediate public interest.

An alternative to zoning the southern part of St James as ‘frequent’ is to consider the draft classification of ‘limited’. The ‘limited’ classification places a limit on the number of times a landing site can be used per day and an upper limit on the number of landings each operator can undertake within the whole zone across the Conservancy per year. Currently, as drafted, the ‘limited’ zone provides each operator with two landings per site per day (a landing site is the touch down point and 1-km radius) and a maximum annual limit of 20 per site and 50 for the whole zone. There is no limit on the number of operators. All applications would be considered as above.

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<sup>1</sup> *Canterbury Conservancy has published a draft Guidelines for Air Access in Canterbury Conservancy. The guidelines are now out for public consultation. A copy of the guidelines can be found on the department’s website or by requesting a copy from the department.*

If the 'limited' classification (or some form of it) was to be decided upon and the number of operators was to be restricted to one or two, then the department would need to advertise a tender for a 'limited commercial opportunity'.

Aircraft landing activities which have been proposed for consideration on St James include:

- Positioning recreationalists, self-sufficient hunters, mountain bikers and their bikes (excluding for down-hill mountain biking on untracked sites) and people and their equipment, including people wishing to raft or kayak the Waiau River
- Heli-skiing on the St James Range between Fowlers Pass and the Edwards.
- Fishing, but only alongside the Waiau River downstream of the Ada/Waiiau confluence.
- Sightseeing from high mountain vantage points

Fixed-wing aircraft will be permitted to use the airstrip at the Ada homestead flats.

Any concession issued for helicopters will contain conditions to minimise conflict with other users.

Your views on the proposed aircraft zoning for St James, the classification of the upper St James as 'restricted' and the lower St James as either 'frequent' or 'limited' or some variation of 'limited' and the concept of minimising disturbance to visitors by restricting the number of aircraft operators to one or two via a 'limited commercial opportunity for aircraft landings' are sought.

#### **Activities that require a Wild Animal Control Act (WARO) concession**

St James is not included in the current generation of permits issued in 2004 that authorise wild animal recovery activities over public conservation land. These permits expire in September of this year and the department is considering<sup>2</sup> how a new generation of permits will be managed.

For the activity of deer-carcass recovery for food processing, the options available for St James range from permitting this over all of St James, part of St James or not at all. The conservation benefit in the past from this activity has been the removal of large numbers of grazing animals. Concessions for this activity are not likely to be publicly notified. If a choice was to be made to allow only the southern part of St James to be open for this activity, then a possible boundary could be south of the line previously described as the proposed boundary for the 'restricted' zone.

A different type of WARO activity that could be undertaken on St James is heli-hunting. Heli-hunting under the draft "Guidelines for Aircraft Access in Canterbury Conservancy" would not be a permitted activity within the proposed 'restricted' zone and is unlikely to be permitted in the 'limited' zone as it is currently defined, but it would be compatible with a 'frequent' zone. Applications for heli-hunting would be publicly advertised.

#### **A managed herd of horses in the wild**

One issue that has attracted a lot of public interest is the St James horse herd. This herd was established by the Stevenson family and has been managed by them on the property since 1927. Management of the herd involved controlling the areas they resided in, their breeding, culling of weak and undesirable animals and the herd size. Progeny were removed bi-annually for sale. Under the purchase agreement with the Stevenson family the stallions were removed by the Stevensons, as will be any saleable progeny for the next few years. The older mares, for which the property was the only home they have ever known, and which would be unlikely to relocate well, were to be left to live out their days on the station.

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<sup>2</sup> *Information about the process for WARO can be found on the Department of Conservation's web site. A public consultation process is underway on the areas of public conservation land that are likely to be made available for the activity of recovery of deer carcasses for food processing.*

It is now proposed that a small managed breeding herd, perhaps up to 50, be allowed to remain within the setting of the Waiau valley. The herd has clearly brought enjoyment to many of the visitors to St James in the past and is a distinctive feature of the property. If this proposal were supported, the department would offer the opportunity to manage the herd to the Stevenson family.

### **Stock grazing**

Interest has been shown in continuing some form of grazing in the lower altitude areas of the eastern valleys adjoining the Clarence River. If this were to happen, vulnerable wetlands and sites with rare species would need to be fenced out or specially managed to protect their recovery. Alternatively, for some sites grazing could be beneficial for some native plant communities. The purchase agreement with the Stevenson family gives the family the right of first refusal on any stock grazing. The first opportunity, therefore, to put forward a grazing proposal would go to them. The Molesworth Reserve adjoins St James and is grazed by Landcorp. The department would need to carefully consider the Conservation General Policies on grazing and whether grazing can be carried out without a negative impact on ecosystem services and the recreational values of the property. Consideration also needs to be given to the financial gains from grazing and whether they deliver a net financial benefit compared with the potential loss of carbon credits. Grazing could reduce the rate of vegetation recovery and carbon sequestration.

### **Carbon sequestration**

The drier half of St James, generally east of the Waiau River, has significant potential for carbon sequestration through indigenous vegetation recovery. The land area could be as large as 10,000 ha and may have the potential to fix as much as three tonnes per hectare per year. Much of this drier country had already in the past been withdrawn from grazing because of its low productivity. In the absence of grazing and burning, some of this land is already showing a change back to a 'more woody' vegetative state. In some places native shrubs such as mānuka are demonstrating vigorous growth. The department will also need to evaluate the financial costs/benefits of the grazing versus carbon sequestration alternative land use. It is not known whether these two land uses are mutually exclusive or could be integrated. It may be possible to graze the valley floor, for example of the Clarence and Edwards valleys, and retain the hills for carbon sequestration. The department will investigate this further and would welcome your views on this as well.

### **Foot access – short walks, day walks, overnight walks, multi-day walks, St James Walkway**

The St James Walkway will continue to be promoted as a traditional Kiwi backcountry tramping experience. The St James Walkway is classified as a 'backcountry comfort-seekers' track. It is a track which caters for "*relatively inexperienced backcountry walkers*". To maintain the character and experience of the track, it is proposed that mountain biking and horse trekking will not be permitted on the track. Tramping and camping through the St James Conservation Area will be unrestricted. People are expected to adhere to the camping code of conduct.

### **Fishing**

Recreational fishing is a popular activity on the Waiau, Ada and Henry rivers and at Lake Guyon and Lake Tennyson. Fishing is likely to be more popular now that access is more easily available. The fishing season is open from 1 October to 30 April. The New Zealand Fish and Game Council is responsible for the regulations that govern fishing for sports fish. A question for consideration is whether the Waiau River within St James should be designated as a 'catch and release' zone.

### **Horses and horse trekking**

It is proposed that horses will have unrestricted access to all of the St James Conservation Area, except for the St James Walkway, subject to the natural limitations of topography. The exclusion of the walkway is to minimise conflict with other users, to protect their recreational experience and to protect the track surface. The use of the Anne and Christopher huts by horse trekkers is regarded as acceptable. Facilities to corral or tie up horses on popular routes and at overnight camping sites and huts will be investigated. Public views on what may be required are welcomed. The establishment and upgrading of routes for horse trekking will be investigated along with any accommodation-specific proposals that the public may have. The historic Stanley Vale homestead has been suggested as one place to restore for horse rider overnight accommodation. As such it could provide a rich experience of both the station's history and its future.

### **Hunting – deer, pigs, game birds**

It is intended that St James be fully open for wild animal hunting (deer, chamois and pigs), and for game-bird hunting as governed by the regulations of the New Zealand Fish and Game Council. Hunters may use foot, mountain bikes and horses to access their hunting locations now, and potentially motorised vehicles/aircraft in the near future, as the decisions are made about their use. For safety reasons no hunting should occur in close proximity to any of the main access routes or the St James Walkway. Once St James has been destocked, hunting dogs will be permitted east of the Waiiau River.

### **Rafting/kayaking/canoeing**

Continued access to and use of the Waiiau River for kayaking and rafting is considered appropriate. People undertaking these activities will be able to use any of the permitted access methods.

### **Skiing, heli-skiing, ski mobiles,**

The area of mountains between Fowlers Pass and the Edwards valley on the St James Range is considered suitable for heli-skiing. The Hanmer Springs Ski Area (Amuri Ski-field) is considered an appropriate development and could be expanded if there was sufficient demand and interest to do so. The public use of ski mobiles is not permitted on public conservation land.

### **Department-managed huts and associated facilities**

The department has inspected all of the huts open to the public within St James and has undertaken any work required to bring them up to standard for most of the huts. The toilets have recently been replaced at Cannibal Gorge, Ada Pass, Christopher, Anne and the Boyle Flats huts on the St James Walkway. These interim measures provide safe facilities for the public's use and enjoyment of the area.

The department proposes the following developments over the next 1-3 years

- signage and interpretation
- construction of a bridge across the lower Waiiau River in the vicinity of the Edwards valley, suitable for foot, mountain bike and possibly horse use
- construction of new huts at Lake Guyon and the lower true right of the Waiiau valley with a replacement of the Caroline Bivvy – new toilet facilities and wood sheds would also be built
- construction of high-river access tracks
- fencing of the Ada homestead
- development of car-parking areas and toilets at the Malings and Edwards valleys' entry points.

## **Didymo**

Didymo is present in the nearby Clarence, Hurunui and Buller rivers, but not yet in the Waiau River within St James. It is important to do whatever is practicable to protect this pristine river and its sports fishery and wild life from didymo contamination. Much of the upper catchment with its rocky substrate and clear, fast-flowing water is ideal didymo habitat. If introduced, didymo is likely to establish and grow. To minimise the chance of didymo entering the upper Waiau catchment it is proposed to establish cleaning stations/decontamination sites at all access points for all activities and users. Given the logistics and resources that are likely to be required for such an operation, further investigation will be undertaken as to the most efficient and effective methods.

## **Weed control**

St James is mostly weed-free in the upper Waiau valley, but heavily infested with broom in the lower Waiau valley and in the lower eastern catchments draining into the Clarence River. The department has undertaken a weed survey to map the extent of the problem and has developed a weed control strategy. The strategy builds on the previous 15 years of weed management by the Stevenson family. A copy of the strategy is available on request.

## **Medium-term actions**

These are ideas or actions that could be implemented within the period of 1-3 years. Some of these proposed actions are 'medium' term because of the need to phase out the farm stock before they can be implemented. You are asked to consider them and provide your views.

### **Motorised access (including 4WD and motorbikes)**

There has been a lot of comment and debate around vehicle access. St James is currently closed to public vehicle access for the transition period while livestock are phased out. This transition will be complete by 1 June 2010.

It is proposed that from 1 June 2010 open seasonal access will be permitted on formed and marked tracks over the Malings and Edwards passes to the true left (east) of the Waiau River. At the Waiau River there will be clearly defined car parks where it is intended vehicles must stop. The access will be managed to minimise potential conflicts with other recreational users.

Both routes could be subject to seasonal closures for vehicle access because of environmental considerations (e.g. snow, floods, ice, and extreme fire risks). This is expected to predominately apply from May to October (inclusive) annually for snow. The highest fire risk is likely to be in late summer. It is expected that closure because of a high fire danger would occur infrequently.

Social and environmental impact monitoring will determine the conservation impact<sup>3</sup> of open public vehicle use. Further controls may be needed if there are adverse effects. If the adverse effects cannot be practically remedied, some or all forms of public vehicle access may need to be stopped. If this should eventuate, consideration would be given to permitting a commercial vehicle-access option that would essentially provide a taxi service.

### **New privately owned and commercially managed huts and associated facilities**

It has been suggested that there may be interest from prospective concessionaires to develop a range of accommodation that will assist people to experience and enjoy St James. These could cater for fishers, horse riders, hunters, walkers and mountain-bike riders. There may be the potential for privately owned and managed tourist accommodation on the St James Walkway and

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<sup>3</sup> *Vehicle access will be subject to a 'Code of Conduct'. If experience shows a higher level of control is required, then a gate and key system could be considered. A gate system will be necessary for seasonal and fire closures.*

elsewhere. There may also be the potential for a 'public/private' partnership whereby the department builds a new hut either in partnership with or for a commercial operator. The new hut could be jointly used by the public and the commercial operator's clients, or solely by the operator's clients. In this scenario the commercial operator would be providing accommodation for his/her clients who are undertaking recreational activities such as mountain biking, horse riding, walking or fishing. The department is open to people putting forward their ideas on whether this is a good idea and, if so, how and where this could be done.

### **Hydro-electric power generation and/or irrigation water storage**

There is the potential for the generation of hydro electric power and water storage within both the Waiau and Clarence rivers. The Ministry of Economic Development and the Canterbury Water Management Strategy websites contain information about ideas which have been developed so far. At the present time no proposals have been made for that section of the Waiau River that lies within St James, but this could change. Future investigations may identify sites with potential that could be considered for development. Applications for installing flow recording devices would be regarded as low impact activities. Monitoring equipment is unobtrusive and can be installed with little impact on the environment. Applications would not be publically notified.

### **An electricity-generating wind farm**

The St James range adjacent to the Clarence River is the most likely location for considering the generation of wind power. The existing roads and electricity infrastructure in the Clarence River valley could be used to support a new wind farm. There may be other potential sites within St James, but they are likely to be disadvantaged by their impact on conservation values, remoteness from roads and a supporting line network. To gauge the potential for wind power generation monitoring masts would need to be erected. Monitoring masts are temporary and have a low environmental impact. Applications would be treated as non-notified concessions.

### **Your opportunity to comment**

This document sets out the Department's proposals and possible actions that could be advanced in the short and medium term. You are invited to express your views on these ideas.

You are also invited to suggest any other ideas that;

- you think would fit with the purposes for which public conservation land is managed,
- and which would benefit public use and enjoyment, nature conservation and, or
- the creation of economic wealth and employment

It is important to keep in mind that the outcome the department wishes to achieve for the management of St James is for a place New Zealanders can feel proud of while making a contribution to conserving our environment within the context of meeting our social well being and economic prosperity.

The closure date for receiving your views on this discussion paper is **14 September 2009**.

Please send your views to [mcuddihy@doc.govt.nz](mailto:mcuddihy@doc.govt.nz)

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Department of Conservation  
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**CHRISTCHURCH 8140**

**People and organisations that attended the 1-2 December stakeholder visit.**

**St James – national stakeholders**

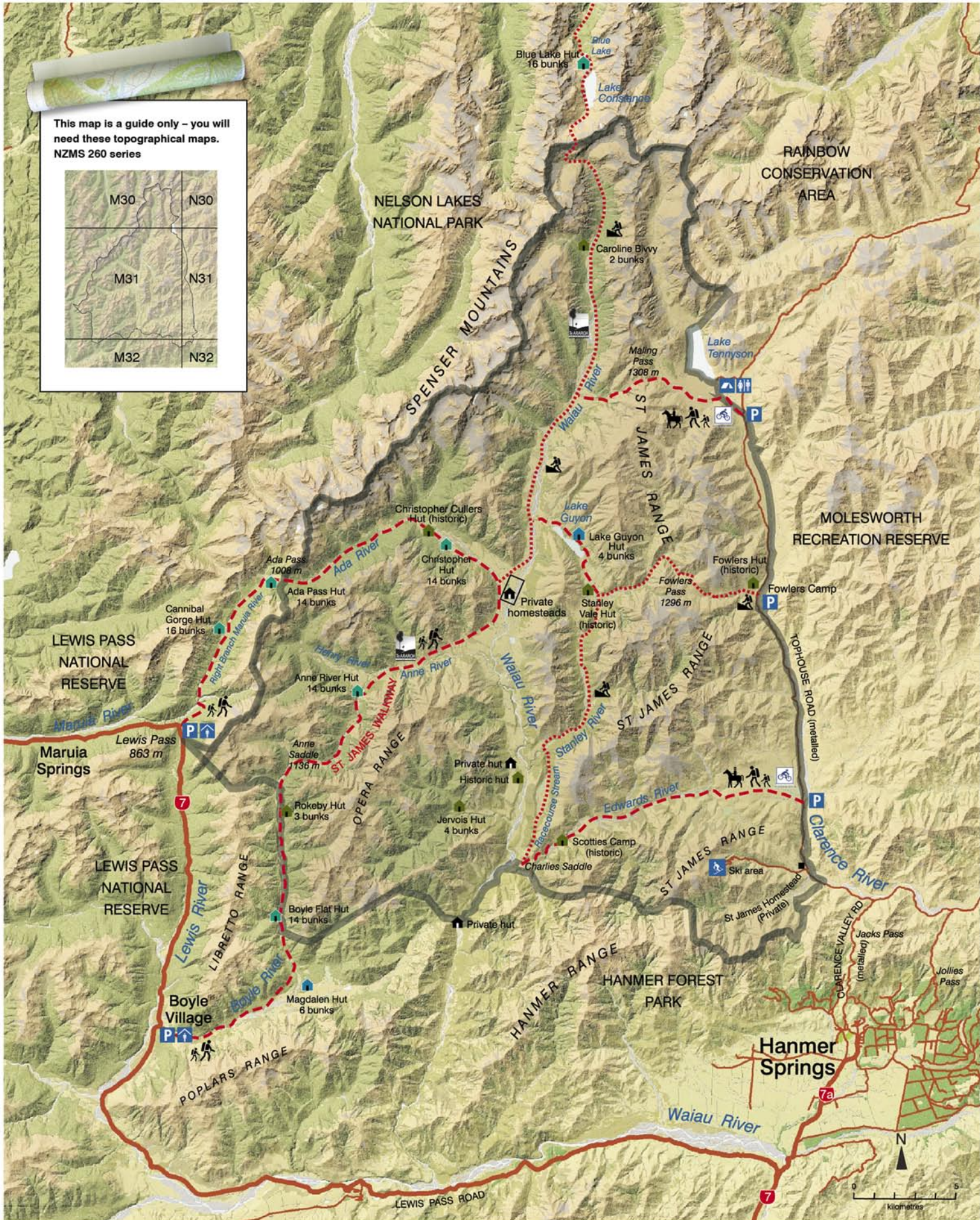
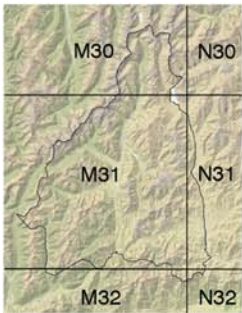
**Organisation**

Hurunui District Council  
Forest and Bird  
Forest and Bird  
North Canterbury Fish and Game  
Nelson / Marlborough Fish and Game  
Fish and Game - National  
Federated Mountain Clubs  
Federated Mountain Clubs  
Council of Outdoor Recreation Assoc  
New Zealand Conservation Authority  
Te Rūnanga o Kāiōkōura  
Combined 4WD Clubs Inc  
NZ 4WD Association  
Amuri Helicopters  
Kayaking/Rafting NZ  
Glen Hope Station  
NZDA  
Molesworth Steering Committee  
Canterbury / Aoraki Conservation Board  
Canterbury / Aoraki Conservation Board  
Alpine Pacific Tourism  
Hanmer Springs Business Association

**Representative**

Mayor Garry Jackson  
Andy Dennis  
Chris Todd  
Brian Ross  
Neil Deans  
Bryce Johnson  
Tony Haddon  
Shaun Barnett  
Hugh Barr  
Don Ross  
Tim Manawatu  
Brent Maguire  
Peter Vahry  
Tony Michelle  
Nick Twaddle - Hidden Valleys Rafting  
Steve Norton and Janet Mackay  
Dave Hodder  
Hamish Ensor  
John Keoghan  
Mal Clarbrough  
Scott Pearson  
Jeff Dalley

This map is a guide only – you will need these topographical maps. NZMS 260 series



- Serviced hut—bunks or sleeping platforms with mattresses. Heating, water supply, toilet and hand-washing facilities. 3 hut tickets per adult per night
- Standard hut—bunks or sleeping platforms with mattresses. Toilet and water supply. 1 hut ticket per adult per night
- Basic hut—basic shelter with limited facilities and services. Free

- Car park/entry point
- Shelter
- Camp site
- Toilets

- Mountain-bike tracks
- Grade 3—steep slopes and/or avoidable obstacles possibly on narrow track and/or with poor traction. There may be exposure at track's outer edge.



- St James Conservation Area
- Easy tramping track—generally well-formed track for comfortable overnight tramping/hiking
- Route—uniformed, suitable only for people with high-level backcountry skills and experience
- Te Araroa through-route
- Horse riding



