

Presentation to Masterton District Council
23 March 2016
Ferntglen Road: Notes to slides.

Slide 1: Ferntglen Road:

A legal road.

A legal road should be open to all who wish to use it by whatever means of transport.

Slide 2: The only legal road that traverses the Stronvar Block of Ngaumu Forest from west to east, from Ngahape Road out to Homewood Road.

Slide 3: Who we are, and what we seek.

Jeff and Shirley Ravenswood:

- Owners of Ferntglen Station
- Better access to the top of the farm for trucks, e.g. taking out stock from the upper yards.
- Access for fertiliser trucks to a currently unusable airstrip at the top of the farm. (Strip built by Mr Owen, owner of Ferntglen Station in the 1970's.)
- Easier and more efficient extraction of future logs from forestry.
- 15km shorter route to Masterton for heavy loads e.g. fertiliser, fencing materials in, logs out etc. meaning cost efficiencies and fuel savings.
- Wishes to provide an access easement to the owners of a landlocked block adjacent to the higher parts of Ferntglen Station and the Stronvar Block. The easement would link to Ferntglen Road.

Slide 4: Hamish Wilson and Katherine Cronin:

- Owners of the homestead block of the former Stronvar Station.
- Seeking to improve "Community Resilience" by finding alternative routes out of the area beyond the Brancepeth bridge in case of disaster.
 - o The Brancepeth bridge is one of 7 "Critical Risk" bridges listed by the MDC Road Asset Management Plan 2015.
 - o There is no alternative access listed in this report.
 - o JNL have blocked access to ALL alternative routes for over 25 years and still do so.

Slide 5: Richard Murcott: Recreational motorcyclist. (Richard apologises for not being here as he is currently exploring back country roads in the South Island)

- Richard found Ferntglen Road on the Walking Access Commission maps and tried to gain access from JNL in February 2015. JNL refused.
- Wishes to be able to ride down Ferntglen road and out to the coast through Ferntglen Station without having to cross dangerous obstacles.
- Wants Ferntglen Road opened to the public for posterity, so everyone especially future generations, can use it as they wish, including recreation such as horse trekking, mountain biking.

Slide 6: Walking Access Commission.

- Ferntglen Road is shown on their maps as a public route, as are other routes in the Stronvar Block.
- JNL point of entry signage universally says "STOP: Unauthorised Entry Not Permitted.", yet their Crown Forest Licence says any member of the public may enter, on foot, at any time.
- WAC have recently discussed Ferntglen Road with MDC officers.

Slide 7: Formed or unformed?

Council Officers describe Fernglen Road as an Unformed Legal Road or ULR. We disagree.

- This is a map of Lennies Block circa 1971.
- Fernglen Road to Lennies Block is described as a "Good Track".
- Beyond Lennies Block it is described as "Unformed"
- Mr Owen of Fernglen Station describes Fernglen Road as a "formed forestry road" in a 1977 letter to the New Zealand Forest Service.

Slide 8: JNL games:

After JNL refused access, Dr Murcott asked Council officers to intervene to get the legal road opened to the public. Council Officers spoke to JNL and it was agreed that JNL would remove the locked gate and open the road.

Slide 9: JNL removed the locked gate and blocked the road with many tonnes of debris. (August 2015)

Slide 10: The mess continues.

Council officers directed JNL to remove the blockade.

- JNL removed the first blockade, then installed this second blockade, and moved their sign down to this point.
- JNL apparently claim this second blockade is a "slip". The "slip" amounts to substantially more debris than what has apparently "fallen" from the hill and has in part been neatly formed by a digger. There is evidence of an old slip from weathered clay on the bank and a tree growing up from underneath the new "slip".
- The sign has recently been moved up onto the so called slip.

Slide 11: Summary:

Fernglen Road is important to us because:

- It provides better access to the higher parts of Fernglen Station and a landlocked block.
- Full legal access to the land-locked block could be provided.
- There are potential savings in time and fuel for trucks using this route to service the higher parts of Fernglen Station.
- It could support Community Resilience by providing an alternative way out of the Stronvar /Ngaumu area.
- It has potential for tourism:
 - o Walking
 - o Horse trekking
 - o Mountain biking

Slide 12

Could Council officers please use their powers under section 357 of the Local Governments Act 1974 to insist that JNL restore the damaged part Fernglen Road to its former well-formed condition, open it for full public passage and signpost it on Ngahape road