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	Response Date	Aug 30 22
	Notes	
Q1	Select the chapter you want to provide feedback on	
Q2	In general, to what extent do you support the contents of this chapter?	
Q3	Objective/Policy/Rule/Standard reference:	
Q4	Feedback/Comments	
Q5	Objective/Policy/Rule/Standard reference:	
Q6	Feedback/Comments	
Q7	Objective/Policy/Rule/Standard reference:	
Q8	Feedback/Comments	
Q9	Objective/Policy/Rule/Standard reference:	
Q10	Feedback/Comments	
Q11	supporting documents?	
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Q12	If you need more space, or have any other general comments, please leave them here	

[REDACTED]

**Comments and Desired Requests on WDC Planning Review.** Planning reviews for urban areas in WDC are of minor importance to me but perusal of planning maps indicates there are several errors requiring correction. The review gives WDC an opportunity to attend to other longstanding issues that have either been circumvented or ignored. WDC was again informed about locked gates on public roads in April 2018 but no satisfactory results have been forthcoming. More on locked gates will be included later in these comments.

**Rapid Number Errors.** (Rural Address Property Identification Numbers)

Macraes Road is apparently its permanent position after several alterations required by the mining company. To retain accuracy rapid numbers now need a 1.1-kilometre increase on Macraes side of the changes. When alterations are made it is preferable to reduce the length of Macraes Road, now unsigned at its junction with Moonlight Road and extend Moonlight Road to the beginning of Hyde-Macraes Road where the shortened Macraes Road would start or end. Some Macraes Road addresses would be on Moonlight Road as they should be. George Fairweather Moonlight described as one of the most intrepid and self-reliant men to ever set foot in New Zealand was a gold prospector from the 1860s and originator of the name. It also appears at Moonlight Creek, a gold mining area that drains into the Shotover River near Queenstown and at Moonlight Creek, a Grey River tributary in Westland. This creek flows through Atarau which is moonlight in Maori. Initially named Moonlight the locality was altered to Atarau as their mail was frequently misdirected to Otago.

**Corner Near Paddy's Pinch.** Over recent years several mishaps have occurred at a corner about 600 metres towards Macraes from the top of the plantation above Sailors Cutting that WDC owns. On each side of this corner, referred to at times as beside Paddy's Pinch are 75 and 65 kph advisory speed signs. Realignment entailing roadside rock removal and improving the curve would be of benefit to road users and reduce potential accidents. Mining machinery often used close by at the mine tailings impoundment could probably be utilised by WDC and reduce the cost of breaking up and removing the rock.

**Shag Valley Back Road.** The Shag Valley Back Road sign disappeared from its Macraes Road junction and Shag Valley Backroad was its replacement. That as erroneous as Back and Road are two separate words. When a WDC officer was advised he inform me it was wrongly written to prevent it from being stolen. Such annunciations are contrary to regulatory road signage stipulations. Other replacement signs have been accurately written so WDC should insist a correct sign is installed at the Shag Valley Back Road and Macraes Road junction.

**Cranky Jims Gully Road.** The Cranky Jims Creek Road sign was moved from its junction with Macraes Road 860 metres northwest of Shag Valley Back Road. Locally identified as Cranky Jims Gully Road, on planning and other maps it is mistakenly named Hocking Road. Prior to formation of the road the name was acquired about 150 years ago from an eccentric fellow his acquaintances knew as Cranky Jim. He mined for gold in an adjoining gully. A creek does not continually flow down the gully now crossed by Cranky Jims Gully Road so WDC should have the road signed authentically with Gully instead of Creek.

**Hocking Road.** Named after an adjacent pioneer land holder Hocking Road met Macraes Back Road a kilometre north-west of Cranky Jims Gully Road. It was originally a route for horse drawn vehicles travelling between Shag Valley and Macraes Flat. The now altered Macraes Road passes close to the entrance of Hocking Road but a sideling and gateless fence now make it impassable for vehicles. WDC should ignore signage for the unformed and now unusable Hocking Road but Cranky Jims Gully Road should be correctly signed instead.

**Garden Street Macraes.** Garden Street at its north-eastern end on the planning map is too far north as it inaccurately follows up a small gully to join with Hill Street. Garden Street stays east of this gully. Now fenced off at Hill Street and partly unformed it should still be mapped in its genuine position.

**Fraser Road.** Beginning south-west of Macraes township, on various recent maps Fraser Road only extends to its junction with a partly unformed road that joins with Nenthorn Road. If this unnamed and partly fenced road at times mistakenly mapped as Fraser Road must be named, Flynn Road is appropriate as Flynn's were early owners of part of the land between it and Macraes Road. Culvert numbers at this intersection verify WDC has wrongly named Fraser Road. The woolshed and covered yards complex beside Fraser Road 1.59 kms away from Macraes Road have the correct 159 rapid number. From the road junction some maps have Aignes Road West instead of Fraser Road. This should be corrected as Fraser Road continues towards Stoneburn and after passing Ross Road junction meets Philip Road at the geographic point of 45. 28. 08 by 170. 27. 20 degrees. Hugh Fraser was the first to lease this run the road passes through. Near the north-western boundary a surveyed road line leads from Fraser Road to pass a bog where peat was dug and dried for fuel and the track proceeded to the old gold mining town of Nenthorn. When Jack Heffernan bought the run from Hugh Fraser the road was renamed Heffernan Road. After the run was purchased by Joe Duley the road reverted to Fraser Road as it remains. Deceased Keith Philip's estate now owns the run.

(3)

The existing Frasers Pit mine name came from Hugh Fraser. They reckoned he could smell gold and scheelite he mined while it was still buried in the ground.

**Aignes Road.** Aignes Road at Stoneburn should be Aigne Road as roads ending with a possessive s indicate they were owned by the adjacent land occupier.

The name comes from William Aigne who farmed there in the early 1900s. He was a Dunedin publicans' son but lost the farm through excessive drunkenness. The incorrectly mapped Aignes Road West is at least 6 kms from this farm. It is not logical for part of Fraser Road to be rename after a short-term waster.

Stoneburn can retain Aigne Road but leave Fraser Road as it ought to be. The Aigne property did not cross onto the southern side of Waikouaiti River North Branch. A road south of the river from Aigne Road that meets Philip Road near Lots Wife is unnamed but is labelled 'dray track' on an old Waikouaiti County map. If this unmaintained WDC roadway is to be named, Coutts Road would be appropriate as George Coutts was the first owner of part of land beside the track. I think he was followed by another two Coutts family generations.

**Fraser Road and Ross Road Locked Gateway.** Through my concerns WDC was aware of locked gates beside a property entrance on Fraser Road about 5 kms from Macraes Road and on Ross Road near the river culvert. An adjacent land leaser locked the gates across public roads about 12 years ago. WDC is the authority that administers these roads but it ignores the locks.

When I was a Waihemo councillor a concreted in culvert floods would flow over was installed across North Branch of Waikouaiti River at Ross Road ford. This was the county boundary so costs were shared with Silverpeaks County. During my Waitaki District councillorship, extensive agricultural development on Keith Philip's land beside Fraser Road required a higher standard of roading to manage the increased livestock. Parts of the road had gravel including many large stones spread on it. Keith was most frustrated when to make the road more vehicle negotiable he broke up a lot of the stones using a sledgehammer. Fraser Road with Ross Road was a viable route for cyclists who returned to Macraes via Redbank Road. An interesting place near the culvert is an historic gold mining area known as China Flat but locked gates discourage its visits. Part of Fraser Road is not on its surveyed road-line but I concur with council officers insistence that the legal road is the formation altered to ease its gradient. After I previously complaining about the locks an officer informed me these roads were well beyond WDC maintenance. Disputing his assertion, in 2019 Fraser Road was graded and partly gravelled as far as the locked gate.

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Property owners or leasers are entitled to fence up to their roadside boundary and lock adjacent gates but roads belong to the public who with circumstances permitting should have access to them. As the administering authority WDC should insist these locks are permanently removed or do so themselves.

**Peddies Road Barricade.** The Peddies Road or correctly Peddie Road the sign has been removed at SH 85. On this road the low-level bridge across Shag River has been removed with the lower side of the reinstated ford being dammed, probably with lumps of concrete from a dismantled woolshed. It makes the ford more difficult to cross. On a cutting not far from the river a locked barricade has been erected with a Trespassers Will Be Prosecuted notice on it. Barricade is used instead of gate as no stock controlling fence connects with it. From the 1860s this was a route from Morrissions to goldfields west of Highlay Hill. I have previously taken a 2-wheel drive car along Peddie Road and proceeded along a surveyed track to Horseburn Road that links Tiroiti and the Kyeburn district. Land south of the river is now owned by a forestry company who have planted it in trees. The road reserve is ignored and trees are growing close to Peddie Road. Some years ago, a Waihemo Community Board roading report advised Peddie Road would be graded to a distance near the site of the demolished woolshed that is well beyond Shag River. That obviously failed to occur. I have complained to WDC for over a decade about these locks but have received only evasive responses That is just not good enough. Regardless of their minimal or negative upkeep these locks are on public roads which should be usable depending on weather conditions, at the vehicle owner's risk.

**Toilet Signage at Dunback** Notice the public toilet sign on the street side in Dunback. The arrow on this sign is back to front which should be rectified.

**Walsh Road Signage.**

On SH 1 between Palmerston and Shag Point about 440 metres apart on each side of Alandale Triple Culvert are two commencements to Walsh Road. The road nearer Palmerston is signed Walsh Road East with the other just signed Walsh Road. This East signed road is entirely west of the other road so the signs should obviously be exchanged. When WDC was notified of this I was informed it would be corrected. More than seven months have passed but the signs remain the same. On some occasions WDC staff have been needlessly criticized but in this situation, it is certainly justified.

(5)

### **Golden Point Road Closure**

A few years ago, in accordance with recommendations from a Dunedin surveyor who apparently was unfamiliar with the road line he was referring to, WDC inadvertently closed what was accredited as being a road-line near Golden Point. This road line was never surveyed but some maps falsely indicated where the unformed road would be. When the road was constructed in the early 1900s it took a more lenient route up the ridge but it remained unsurveyed. The property it dissected had its area slightly reduced on account of the road formation. On the surveyor's map Deepdell Creek has shifted about 40 metres away from the hillside which obviously did not happen. I made a submission to WDC on the unnecessary unformed road line closure which suiting the mining company application but the council agreed with the nonsensical procrastination of the surveyor. The unrealistic site of the indicated Golden Point Road crosses a sharp ridge near the creek, impassable when the road-line was first drawn, ascends a steep gully, passes through a tailings dam and proceeds under a waste rock stack. The mining company received consent for activity that affected the so-called road line about 2000 but at that time no mention of the roading situation was made. Golden Point Road was subsequently closed when alterations were later made from additional consents. Then road formation was widened and adjusted to become a mine truck haul road. According to conditions public traffic usage is permissible but don't be overconfident this will happen. The alternative is using that part of Golden Point Road and travel via Macraes to Moonlight and use Horse Flat Road. The increased distance is equivalent to vehicles travelling from Macraes to Dunedin but from near Dunback taking SH 85 to Alexandra and reaching Dunedin via Milton. I am not opposed to mining but conditions must be adhered to which should apply to all consents. Site viewing would confirm errors were made by WDC.

**Matheson Road to Horse Flat Road** The realigned road linking Matheson Road with Horse Flat Road does not appear on maps. It may only be temporary while mining on Taieri Ridge continues but it is recognised as a public thoroughfare and should be included on maps.

**Horse Flat Road** Horse Flat Road beside a more recent consent has been permanently shifted so this should be shown on planning maps.