Rodney Local Board Transport, Infrastructure and Environment Committee

OPEN MINUTE ITEM ATTACHMENTS

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Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Richards Road
Attachment A

Item 8.1

Unsealed side-road on The Dairy Flat Highway
Located just South of Dairy Flat School
2.6 kilometres long
27 March 2018
Lodged a Feedback Form regarding maintenance required
Case Reference CAS-721392-T3N4K3

9 May 2018
Confirmation work is scheduled for May, after follow up phone call

1 June 2018
Advised running 2 weeks late because of staffing and equipment issues, after follow up call

Advised no idea when work would be done after contacting Sarah Burrows AT

26 June 2018
Lodged a Report a Problem Form regarding blocked culvert causing surface damage (channel) across road

29 June 2018
Blocked culvert
Case Reference CAS-795781-C2S5B6 created
5 July 2018
Advised work delayed due to unforeseen circumstances

Job/Case has been closed.
New Case opened CAS 803 302

12-14 July 2018
Work carried out

17 July 2018
Lodged a Complaint regarding damage to front gate

20 July 2018
Case Reference CAS-812753-S953S4 created

13 August 2018
Apology for damage, contractor has taken steps to remedy
Attachment A

Item 8.1

- Once a Case is created what is the process?
- Who follows up and ensures the Case is actioned?
  - No updates from Council until the Customer contacts the Council.
- Who closed the original Case and why?
  - How was it closed without the work being done?
  - Why wasn’t I advised of the closure?
- Is there a maintenance schedule for Richards Road?
  - If so can we see it?
  - Maintenance seems to only happen if we contact the Council/AT.
- Are there any upgrade plans for Richards Road?
Milldale Road Naming

Overview

The naming of roads within the Milldale residential development has taken a similar approach to that of its neighbouring Millwater. There is a wealth of history to draw upon, beginning with the Maori, then early pioneers and European settlers, on to the families, activities and events that shape the community it has become today.

As such, historical information has been sought and collated with the aid of the Manuhiri Kaitiaki Charitable Trust representing Iwi and early Maori activity, The Wainui Historical Society, Robin Grover and her many books, local land owners and families of significance.

With regards to geology, the area is an undulating valley, or daie, between the Orewa and Waiui Rivers that was once covered in dense forest, milled extensively, then cleared for orchards and dairy farming.

A large part of its early history centred around the sawyer gangs who’s presence generated sufficient activity to form a trading post, the Wade, benefiting from river access and close proximity to a growing Auckland. It is in this activity that Milldale finds its roots, drawing upon significant individuals, their families and activities for road names.

All names proposed have been checked for compliance with LINZ, within the Auckland region with specific attention to the Rodney district. As is often the case, many of the names put forward are either very common or significant elsewhere, so have been used already and therefore unavailable for Milldale. However, where possible, names of significance are used in some form or another.

It is also worth noting that Highgate (commercial zone between Millwater and the Northern Motorway) used few of the landowner names that it shares with Milldale stage 1 & 3, now split by State Highway 1.
Milldale Road Naming

Stage 1 - Milldale

Please refer to the attached stage plan for location of roads for naming

AHUTOETOE ROAD (alt. TOETOE ROAD)
(Toetoe covering the hill) The name given by Maori describing the ridgeline from Arran Point through Kowhai Rd to Sidwell Rd and beyond. This formed the division between the water and dense forest.

PAMPAS DRIVE
(cortaderia spp) The English name for the same grass that followed this ridgeline.

MAURICE ROAD
(Maurice Kelly) The Irishman who put the Wade on the map, with a very colourful history and owner of the land north of Pine Valley Rd. He began his time working as a sawyer for Snowden, then later had a sawyer business with John Fair. After John died, Mary Fair married Maurice.

FAIR AVENUE (stage 3 relevance)
(John Fair) Fair & Kelly were some of the first to be granted a govt pre-emption waiver to buy land west of Te Weiti direct from the Maori. They ran a sawyer business together. John later drowned and his wife married Maurice Kelly.

SNOWDEN STREET
One of the first to run a sawyer gang in the region, specifically contacting Kelly, Walsh, Lucas, Archibald, and Carthey in the Weiti/Wainui catchment.

WALSH ROAD
One of the gang that included Maurice Kelly that felled and milled timber in the Weiti/Wainui catchment.

ARCHIBALD DRIVE
One of the gang that included Maurice Kelly that felled and milled timber in the Weiti/Wainui catchment.

CARTHY ROAD
One of the gang that included Maurice Kelly that felled and milled timber in the Weiti/Wainui catchment.

A detail to note is the road name for the continuation of Sidwell Rd. What is proposed to be called Maurice Rd would ideally be called Sidwell, as an extension of the existing Sidwell Rd. However stage 1 does not include the initial extension as that land is not yet controlled by Fulton Hogan. Calling the road Sidwell extension could cause confusion for visitors unless it is adequately sign posted.

While calling it Sidwell is preferred, calling this Maurice Rd is an option, as the point where it changes name will be a major intersection of collection roads.
Milldale Road Naming

A note for future stages

It is preferred that several vital road names are secured before they are required for later stages, to enable the sawyer/milling theme to run consistently throughout the development, to be used in areas that relate to the specific sawyers, land owners, their families and significant individuals.

Stage 2 & 3 will feature many more names of sawyers and their children, having later bought land and raised families.
Names we wish to secure now for use in later stages include:

FAIR AVENUE (stage 3 relevance)
(John Fair) Fair & Kelly were some of the first to be granted a govt pre-emption waiver to buy land west of Te Weiti direct from the Māori. They ran a sawyer business together. John later drowned and his wife married Maurice Kelly.

CARTHY ROAD
One of the gang that included Maurice Kelly that felled and milled timber in the Weiti/Wainui catchment.

Please refer to the attached Masterplan for location of roads for naming.
Milldale

Prosperity through the ages

Bordered by the tributaries of the Waiti River to the south and Orewa River to the north, Milldale was once a densely forested valley, offering its Maori occupants a wealth of resources. Many pā sites were located alongside the rivers, providing easy access to freshwater crayfish and mussels, eel, flounder and waterfowl. Beneath the forest canopy days were spent snaring forest birds; gathering fruits and berries for food or medicine, harvesting flax for weaving and felling trees for waka. The Waipaharakeke settlement at the Waiti headwaters, later known as the Wade and where Silverdale is located today, marked the start of an overland walkway that now forms the southern boundary of Milldale. While the Orewa estuary was the beginning of a northern portage to the west coast through Kaukapakapa.

With the arrival of European settlers in the early eighteen hundreds, the valley’s large Kauri stands and river access continued to provide for local inhabitants. Rugged sawyer gangs felled timber under licence and milled it on site, then it was transported with the aid of river networks for use as building material to satisfy the growing Auckland demand. Partially cleared, land was then purchased and surveyed into smaller farm lots that were rich in Kauri gum and later planted into orchards.

By the turn of the nineteenth century dairy farming began to flourish and once again the land provided new ways to bolster the steady advancement north. The region’s growing popularity saw the Great North Road pass directly through Waipu, reducing dependence upon coastal steamers and creating a gateway to the many riches of this bountiful land. Further roads were formed from locally sourced granite, enabling greater trade routes to support the thriving community.

Rapid growth followed as a rich landscape provided the increasing number of settlers a steady source of work. This was a profitable time, and many made their claim to positions of status as land was developed and families established their base to prosper throughout the district. The area grew its reputation as a place of great opportunity, founded by likeminded individuals forming a supportive community spirit. Access to local beaches and the coastal lifestyle also provided an idyllic setting to relax and enjoy time with family and friends.

The continued expansion of Auckland once again found opportunity within the region with the creation of Millwater in 2008. Through considerable infrastructure investment over ten short years, the hub of Silverdale was transformed to support New Zealand’s largest and most popular new development. A busy retail centre, commercial and industrial zones, plus health and recreational facilities add to the many trades required to assist growth, providing an ever increasing source of employment for its residents.

Now capable of providing a complete and balanced lifestyle, this enviable community has the foundations to sustain our ambition to live, work and play in arguably one of New Zealand’s most desirable neighbourhoods. Milldale now offers that opportunity, pioneered by all those who have gone before, established for generations to come.
Attachment A