Woodend-Sefton Community Board

Agenda

Monday 26 February 2018

4.00pm

Pegasus Community Centre
Main Street
Pegasus

Members:
Shona Powell (Chair)
Andrew Thompson (Deputy Chair)
Andrea Allen
John Archer
Al Blackie
Rhonda Mather
John Meyer
BUSINESS

1 APOLOGIES

2 CONFLICTS OF INTEREST

3 DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY

3.1 Jenny Lake, Ravenswood Developments Limited, will provide an update to the Board regarding the Ravenswood Development.

4 REPORTS

Road Naming – Ravenswood Developments Limited, Woodend

SUPPLEMENTARY REPORT TO BE CONSIDERED

4.1 Road Naming – Ravenswood Developments Limited, Woodend – Scott Morrow (Land Information Officer).

RECOMMENDATION

THAT the Woodend-Sefton Community Board:

(a) Receives report No.180215015925.

(b) Revokes the decision from 11 December 2017 that the report lies on the table until an approved list of road and reserve names is available.

(c) Approves names for new roads over Lot 2 DP 327014 as marked as 1-6 on the attached plan.

1. …………………

2. …………………

3. …………………

4. …………………

5. …………………

6. …………………

(d) Notes the staff will continue to work with the Board to develop a more comprehensive road name list for the Woodend Sefton Community Board area.
REPORT AS PRESENTED TO WOODEND SEFTON COMMUNITY BOARD
11 DECEMBER 2017

4.2 Road Naming – Ravenswood Developments Limited, Woodend – Scott Morrow (Land Information Officer).

NEXT MEETING
The next meeting of the Woodend-Sefton Community Board is scheduled for 7pm, Monday 12 March 2018 at the Woodend Community Centre.
1. **SUMMARY**

1.1. The purpose of this report is to consider providing names for new roads as part of the Ravenswood Commercial Subdivision in Woodend.

1.2. Provide further road names for consideration in line with the Board's resolution of 11 December 2017 together with those proposed by the developer.

1.3. The land parcel being developed for this stage is Lot 2 DP 327014

**Attachments:**

i. List of researched names from the developer and staff with the background.

ii. List of possible road names provided by the Community Board.

iii. Excerpt from Beyond the Waimakariri Chapter Six, Woodend-Waikuku.

iv. Plan of the subdivision showing the new roads to be named.

v. Waimakariri District Council policy for road naming (S-CP4505).

2. **RECOMMENDATION**

**THAT** the Woodend Sefton Community Board:

(a) **Receives** report no 180215015925

(b) **Revokes** the decision from 11 December 2017 that the report lies on the table until an approved list of road and reserve names is available.

(c) **Approves** names for new roads over Lot 2 DP 327014 as marked as 1-6 on the attached plan.

1. .................

2. .................

3. .................

4. .................

5. .................

6. .................

(d) Note the staff will continue to work with the Board to develop a more comprehensive road name list for the Woodend Sefton Community Board area.
3. **ISSUES AND OPTIONS**

3.1. As at 11 December 2017 the Woodend Sefton Community Board considered report (No 171121126109) regarding the developers proposed road names for the Ravenswood Commercial subdivision. The Board discussed the names and determined that a more extensive list of road names – linked historically or local to the Woodend-Sefton Community Board area should be developed and considered before a final decision on the six road names for Ravenswood was made.

3.2. However the developer has advised that the time frame for the completion of the development is set down for 10 March 2018 which means that the road names will need to be approved prior to this date. This is to allow for the road name blades to be ordered to meet the requirements of the resource consent.

3.3. Mindful of the deadline, staff have endeavoured to target their efforts to develop an interim list of road names pertinent to the Woodend area to enable the Board to make a decision for the Ravenswood Commercial subdivision to meet the required time frame.

3.4. The Board is therefore asked to revoke its previous resolution for an approved list of road names being required prior to any consideration of names for the Ravenswood development and choose the required road names in the interim.

3.5. Staff will work with the Board, Runanga, Kaiapoi Museum and others to develop a comprehensive list of road names for the future Board approval.

3.6. The following names proposed by the developer as shown in attachment 1 have been researched by the staff. The names Sutherland, Moody, Birch and Snowdale already exist in the District, whereas Broomfield and Wai-iti are outside the Woodend-Sefton area and the names Abi and Glen are confirmed as having no local association.

3.7. After reviewing the list of names provided by the Community Board as per attachment 2, staff have confirmed some names local to the Woodend area which can be used for the purposes of road naming. The names Garlick, Clayton, Bowmaker, Hinge and McQuillian are also found to be referenced in Beyond the Waimakariri, Chapter Six, Woodend-Waikuku. There are other names from the list which could be used in the future, however some research is required before these can be authenticated.

3.8. Under section 4.6 in the Waimakariri District Council policy for road naming. A new street or road shall not be named the same or similar to a street or road already in existence in the District.

3.9. **Options Considered**

3.9.1. Approve the naming of the new roads as proposed.

3.9.2. Replace any proposed road with a road name of the Woodend Sefton Community Board’s choice.

3.10. The Roading Team agrees with the proposed road names.

3.11. The Management Team has reviewed this report and supports the recommendations.

4. **COMMUNITY VIEWS**

4.1. It is considered that there would be minimal, if any, public opposition to this request. It does not impact or require any changes to other land parcels in the immediate vicinity.

4.2. Maori not consulted.
5. **FINANCIAL**

5.1. The Developers will meet the cost of the road name blade.

6. **CONTEXT**

6.1. A strong sense of community.


6.3. Policy/Delegation Reference - Authority to approve the naming of roads and streets.

Scott Morrow  
Land Information Officer
# Suggested road names for Ravenswood Commercial Area

<table>
<thead>
<tr>
<th>Road</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Options 3</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Left off first roundabout</td>
<td>Woodford Road</td>
<td>Sutherland Drive, Kaiapoi</td>
<td>Outside Woodend Sefton area</td>
<td>Woodford was the pioneer of flour milling in North Canterbury; Sutherland was the first headmaster of Woodend School; Wai-iti was the name of an early Waimakariri sheep station</td>
</tr>
<tr>
<td>2. Right off first roundabout</td>
<td>Kesteven Place</td>
<td>Sutherland Road</td>
<td>Moodys Road, Clarkville</td>
<td>Kesteven, Higgins and Moody were early settlers in the area</td>
</tr>
<tr>
<td>2nd street to right off Bob Robertson Drive</td>
<td>Outside Woodend Sefton area</td>
<td>Birchdale Place, Ohoka and Birch Hill Road, Glentui</td>
<td>Moody Place</td>
<td>Broomfield and Birch Hill were early Waimakariri-Waipara Sheep Stations near John Raven's station; Kea is the bird of the year this year</td>
</tr>
<tr>
<td>3. Broomfield Place</td>
<td>Birch Place</td>
<td>Kea Place</td>
<td></td>
<td>Liburne and Aitken were early settlers in the area. Croydon was the name of the town John Raven was born in</td>
</tr>
<tr>
<td>4. Street to left off the road above</td>
<td>Lilburne Street</td>
<td>Croydon Street</td>
<td>Atkin Reserve, Rangiura</td>
<td>Oakleigh was the name of a pastoral run John Raven acquired on the Rakai; Snowdale was an early Waimakariri-Waipara sheep station</td>
</tr>
<tr>
<td>5. Crescent off the road above</td>
<td>Oakleigh Crescent</td>
<td>Snowdale Crescent</td>
<td>Glen Crescent</td>
<td>Abi is the name of the daughter of the CEO of the developer; Wilkin and Rhodes owned the sheep station next to John Raven</td>
</tr>
<tr>
<td>One-way service lane off Bob Robertson Drive</td>
<td>No local association</td>
<td>Wilkin Lane</td>
<td>Rhodes Lane</td>
<td></td>
</tr>
</tbody>
</table>

Other early Waimakariri-Waipara sheep stations
- Mt Brown
- Mt Grey

Other Early settlers
- de Bourbel
- Moody
Suggestions for Ravenswood etc

ANTHILL William one time blacksmith Pre 1900

ATKINSON Robt. - shoemaker in town Pre 1900

BAILEY Benjamin early settler Wind Pre 1900

BARKER Thomas early blacksmith Pre 1926

BEAMOR John early blacksmith undertaker Pre 1900

BROWN W. H. mar. Ellen Lewis of Ravenswood Pre 1900

BERLAND Robt. J. early settler Wind Pre 1900

CAMPBELL John early publican Wind Pre 1900

CLEAVER Henry early settler Wind Pre 1900

COUNSELL James stock dealer butcher Wind Pre 1900

CRAWFORD James Farmer Wind Pre 1900

DELLER Rev. John Math. minister Wind Pre 1900

DICKSON Rev. Henry with man.

CULLEN George early settler Wind Pre 1900

CURTIS Alfred miller Ravenswood Pre 1900

DUGGAN Rev. Henry and wife Wind

FISHER Rev. Mr. Hawkes Wind

GILMOURS Fred. farmer butcher Wind Pre 1900

ARCHER Henry one time publican and miller of Ravenswood Wind

CLAYTON Robt. Carpenter Wind Pre 1900

JEPSON Mrs. Beckwith Wind Pre 1900
GALLAGHER John  Butcher  Wind
Pre 1925

GROVE H  Farmer and &c.  Rainswick
Pre 1900

BURNETT  Thos.  Farmer & Carpenter  Wind
Pre 1900

CLANTER Thos.  Headmaster  Wind
Pre 1925

FORGES  Tuby  Wind  1896
Pre 1925

FIALMAN  Herts.  Headmaster  Wind
Pre 1925

HABERAM Rev. T.  Methodist  Wind
Pre 1925

McAulay  Fred.  Farmer  Wind
Pre 1925

CLAYTON Thos.  Solicitor  Wind
Pre 1900

GLADDIE  Thos.  Sawmills  Wind
Pre 1900

GLADGE  Fred.  early settler
Pre 1900

GRIMWOOD Robt.  miller, Rainswick
Pre 1900

GARLICK  Thos.  Bricklayer  Wind
Pre 1900

GOSSETT  Chas.  Vicar  Wind  1885
Pre 1900

HOWARD  Chas.  Headmaster  Wind
Pre 1900

HINES  Henry  Publican  Wind
Pre 1900

HARRISON Fred.  Farmer &c.  Rainswick
Pre 1900

KELLY THOS.  Jes.  Churchwarden  1825
Pre 1925
 existing names used in the district
CHAPTER SIX

Woodend - Waikuku

In its native state the country encircling the Kaiapoi and Rangiara settlements was, in most weathers, as uninviting a swamp as was ever seen by a colonist. About twenty thousand acres were more or less permanently under water, and from the North Branch great belts of flax and piggy-heads spread up past Rangiara to the Ashley. Yet it was good heavy land, and although it did not receive the numbers of immigrants for which it had been prepared it was in time to be the first area fully settled north of the Waimakariri.

After his quarrel with Sewell over the Gladstone Scheme the Rev. John Raven selected a coastal section on Boys's road line to Double Corner, five miles north of Baxter's Ferry and four miles from Rangiara Bush. He also acquired a pastoral run (Oakleigh) on the Rakaia, stocked it with imported sheep, and left it in the care of a manager, T. K. Adams, while he accumulated freehold property. Born at Croydon in 1821, and educated at Shrewsbury School and Caius College, Cambridge, Raven had acquired a keen sense of business from his stockbroker father, and appears in all his doings to have attempted to establish himself as a landed clergyman and squire of a type even then fast dying out in his homeland.

His section lay adjacent to the old Kaiapohia pa, and before he could do much to it he had to cart off by the dray-load human bones left after the feast. His house, which he brought with him, was originally the steward's office at the Lewes agricultural meetings, and was put together on its Canterbury site in June 1853. Sewell, in his journal, quotes a description by Sir Thomas Tancred, who visited it about this time: 'A roofless house, or rather shed, provisions running short, and no means of getting a supply. A few yards from the door you are landed or rather bemuddled in quag-
THE MANDEVILLE AND RANGIORA DISTRICTS. An old land map shows the location, size and shape of the forests.
mire up to the knees in mud and water. This house, or shed, was divided into five cubicles smaller than a ship's cabin in which Raven lived with his wife and at least two small children. Sewell, who visited the farm in January 1854, also found it anything but picturesque, backed as it was by barren sandhills and surrounded on its other sides by swamps. The only redeeming feature which he could see were a few dead remnants of a once-flourishing forest, the lack of any necessity to fence, a magnificent view of the hills, and a small clear stream which flowed past the house.

This, however, did not depress Raven, and it was his resolution and perseverance that impressed Sewell and healed the breach between them. Sewell described him as 'the perfection of a colonist'. As soon as the hut was habitable Raven started some carpenters on a house. It was completed by Christmas 1853, and he was to have shifted into it after returning from a holiday at Harewood Forest with Sewell, but a few days before his departure a carpenter accidentally set some shavings alight and the house was totally destroyed. Raven found himself the poorer by fifteen hundred pounds, and continued to live in his hut to which he added a slab kitchen. Yet although on the brink of ruin he refused to return to England and instead sold all his furniture and belongings to obtain a fresh start. He was very successful. The remainder of the unclaimed country between Rangiora and the sea had been taken up as a 5000-acre pastoral run by Hamilton Ward in 1852. Raven and Ingram Shrimpton took this over, and Raven had freehold 1200 acres of it by 1860. This farm was named Ohikaripe.

In addition he retained his interest in sheep, and although he sold 'Oakleigh' (his Rakaia station) in 1858, he joined Adams in a new and evidently short-lived 40,000-acre speculation in the forks of the Ngawai in South Canterbury. His recovery was not easily attained for he became noted as a hard-working farmer and a most efficient bullocky. Raven returned to England in the middle 'sixties and although he came back later he did not continue farming. By this time his property had been acquired by a Scottish medical man, John Bowie, but it has been known since that day as 'Ravenswood'.

By 1854 a rough cart track had been formed along Boys's road line past Raven's house as far as the Ashley, and, during the middle 'fifties, this was improved and given the official title Great...
North Road. This track left Kaiapoi by way of a strip of firm ground between sandhills on one side and deep swamp on the other and further along a long, hooked finger of Maori bush curled up to within two miles of Raven's house, reaching the track at the point where the Rangiora road later branched from it. The first known habitation here was an accommodation house built by Alfred St John White in 1855 or early 1856. The first record of its existence appears in connexion with an auction sale held in its stockyards in May 1856. On this occasion G. H. Moore of Glenmark sold 140 head of cattle and thirty working bullocks which he had imported from Norfolk Island. It was taken over by Edward (Ned) Pankhurst in 1859. Pankhurst, who was a man of great physique and admirably suited for the handling of the teamsters and sawyers who frequented the place, called it "The City of Canterbury", and it presumably stood on the site of the present Woodend Hotel.

Thus with accommodation available, an improved track providing easy access from Kaiapoi, and bush within a stone's throw of the hotel, another area was almost asking to be settled. One of two Gladstone land-orders were taken up there, but the first small farmer to occupy land is believed to have been Henry Stone. Stone arrived in 1856 from Nelson, where he had been a New Zealand Company blacksmith since 1842. His farm he appropriately called "The Sandhills". Within the next two years others settled near him. These were: the Moody family, who leased part of the native reserve; Benjamin Bailey, who began farming there in 1857; and George and James Gibbs, who took on contracts for farming and repairing the Great North Road. The Gibbs brothers also constructed part of the road over Harper's Pass from the Hurunui to the Taramakau. Thomas Ayres, Richard Whitlow, Thomas Ball, George Norton, Charles Skevington, Charles Norton, James Mathias, Henry Wooding, Charles Martin, Thomas Davis, and James Gibbs Stanton, all farmers and sawyers, settled there in 1858-9.

One is hesitant to assess Ingram Shrimpton's interest in this area, Shrimpton, as we have seen, shared the pastoral land with Raven, but it is believed that he actually lived at Rangiora during the 'fifties. However, his sons Walter and John Ingram paid frequent visits to the swamps at the mouth of the Ashley after duck and on one of these John, who had been the first manager of the old Lyttelton Times, was accidentally shot. His body was taken, not to his home, but to the Saltwater Creek accommodation house across the river. This was in December 1856. Yet in February 1864 the Lyttelton Times advertised the sale of all Ingram Shrimpton's stock and furniture at his residence, Waikuku Creek, a small stream which drained the land between Ravenswood and the Ashley. It seems that he took over Raven's share of what was left of the run, and built his house at Waikuku, but ruined himself trying to stave off land purchasers and retired to Timaru.

Several small Waikuku sections were taken up along the road line about 1860 but the first farm appears to have been started in 1858 by William Morris, an immigrant by the Joseph Fletcher in 1852, who had worked as a road labourer on Banks Peninsula. Apart from Shrimpton's and Raven's freeholds, however, the largest slices of the run were bought by two purchasers, Henry Barnes Gresson and John Macfarlane. Gresson, practising as a solicitor in Christchurch from 1854, became noted as a judge of the Supreme Court of New Zealand (1858-75) and made a hobby of farming. During the early 'sixties he and Raven combined their resources and drained the swampy Waikuku Creek area, receiving payment in land. Gresson called his farm Waihora and put in a manager named Cooke Reynell. On his retirement from the bench he took up residence there and became a noted breeder of cattle and Leicester sheep. Macfarlane created the Coldstream estate in 1862, a block of land between Waihora and the Ashley. He built a homestead on it and used the farm to fatten wethers from his sheep station, Whiterock, to the north of the river. Their properties were separated by an accommodation road which today bears the name Gresson's Road.

In the meantime the nucleus of a township was appearing near Pankhurst's Hotel on the edge of Maori Bush. Francis Fuller, Raven's partner in the Gladstone venture, settled there during the late 'fifties, moving up from Kaiapoi, where he had built a house after the collapse of the scheme. Visiting him there in 1853, Sewell found him living under a cork cloth while a large family of immigrants called Russley occupied his home and lived off his substance and good nature. On retiring from the army, Fuller had embraced Wakefield's ideas with an almost fanatical enthusiasm. The Gladstone scheme had given him his chance, and after his arrival he had
talked continuously of model dairy farms, sheep stations and townships. Sewell found him not the trim military gentleman he once knew at the Adelphi in London but a rough and dejected sawyer. Yet despite his failure at farming Fuller made a final attempt to attach the beloved name, ‘Gladstone’ to a township. He owned land behind Pankhurst’s Hotel and this, it is presumed, was the site of a new township mooted in 1860. On 8 January of that year the *Lyttelton Times* published an advertisement offering sections for sale in the township of ‘Gladstone’, situated on the Great North Road at its junction with the Rangiora road, adjacent to Pankhurst’s Hotel. The township was subdivided into acre, half-acre and quarter-acre sections and contained a reserve for a church. The main road sections were offered at five pounds a quarter-acre and the back sections at fifteen pounds an acre. There was no immediate demand by prospective purchasers, however, and the name itself was not favoured by the settlers. Fuller returned to England and wrote a book expressing his own theories on colonization based on the successes and failures of the Canterbury Settlement. His brother, John Fuller, came out to North Canterbury a year or two later, and for a while was a prominent settler, helping to organize a local volunteer militia, but was killed in a fall from his horse only a few years after his arrival. Some of his descendants still live in the district.

The settlement had, by this time, acquired a name. It was called ‘Gibbs Town’ after the Gibbs brothers who had built three cob houses near the hotel. High flax and raupo still stood on all sides, every hollow contained water, but the bush line was gradually receding. A few more arrivals may be mentioned. They were Thomas Wilson, Robert Atkinson, Thomas Turner, Thomas Veysey, and Richard Meredith. It seems that as the population of the settlement increased so the name Gibbs Town gave way to Woodend. A strong Methodist congregation had been formed. In 1861 a mail service was put into operation, the mail being delivered to Raven’s house, sorted there and delivered by members of his family. Raven also appears to have built a flour mill on his property, but had little to do with its operation. It was called the Ravenswood mill and was owned in 1862 by *de Bourbel* and *Willes*, who ground flour for Miles the Christchurch merchant. A second mill was opened on Raven’s land by T. Steadman in March 1864. Stoner of Ohoka and Aron Bramley, another early Woodend settler, owned the Ravenswood mill in the later eighteen-sixties, and J. T. Peacock took over the Andes mill, as the other was called. A flax mill also called the Andes mill was later worked near by.

These mills kept the township going while the timber industry slowly died out and many of the settlers also cut flax to supply mills which were being established elsewhere. The first business to be opened at Woodend was a general store and blacksmith’s shop, built opposite the Gibbs’ houses in the early sixties by Thomas Booth, the founder of the Christchurch agricultural implement manufacturing firm of Booth, Macdonald and Co. By 1867 a bakery and general store had been opened by Joseph Nichol, two butchers - one by Thomas and Peter Green and the other by A. Hobbs - a brick kiln by Thomas Garlick, and another blacksmith’s shop by James Little. Charles Martin, and John Murfitt, Thomas Moody and Richard Whitlow were running wagons along the road to Kaiapoi, and several sawyers, Thomas Turner, Robert Clayton, James Horrell and John Bowmaker, had turned to the building trade. Three hotels were in existence by 1867, the Woodend owned by A. Ward, the White Crane, by Thomas Ball, and the Junction, by J. Kessen. Kessen’s and Ward’s hotels were new. Pankhurst’s Hotel was replaced by a two-storied brick building but this was destroyed by fire in 1866 while it was in Kessen’s possession. The White Crane, which was licensed by Henry Hinge in the early sixties, contained a ballroom in which the town’s social functions were held.

The sixties also saw the appearance of other well-known Woodend names: those of James Stanton, James Judson, Robert McQuillan, Stephen Mounsey, and Joseph Stalker. McQuillan leased part of the native reserve, Mounsey started a farm, ‘Setra Park’, on Gesson’s Road, and Stalker, in 1868, finally settled near Setra Park after losing his stock during the great flood of 1868 while farming at Church Bush.

Of the settlers in the Waikuku Creek area little more than names are known. William Morris was followed by the Stoke family, and by Richard Cousins; Robert Ligget (who had worked for Raven), Hiram Orchard, Charles Skevington (whose 430-acre property became a model farm), and Thomas Wilson, formerly a bushman. Their country was very swampy, and it took much hard work
before it was turned into first-class dairy land. The creek turned out to be as valuable an asset as the land. In 1869 a man called Joseph Bailey used it to drive a woolscouring works. These works were taken over by two men, Nettleton and McDonald, in 1872, the former having a reputation for being one of the finest woolclassers in the country. Thomas McDonald had migrated from Argyllshire, Scotland, to Wellington in 1840, spending his early years as a station cadet. Fully qualified, he was appointed manager of Horsley Down station by John Mallock in 1854, remaining there until 1872. In 1874 Nettleton left McDonald to carry on alone and established a similar industry in Charles Street, Kaiapoi. McDonald combined his woolscouring with a tannery and fellmongery. A flaxmill was also built on the creek in 1871 by a group called Thompson and Company, but in the following year they sold it to Dumerge and Place, who ran it in conjunction with the Mandeville mill which they had also acquired.

CHAPTER SEVEN

The Early Kowai Settlements

During the months of April and May 1850, while the northern survey was drawing to a close, Captain W. Murray Mitchell, a Nelson settler, Edward Dashwood, and a whaler named Harris were struggling down the east coast from Nelson to complete the first overland traverse of the country between Nelson and the Canterbury Plains. They were looking for a stock route, but before becoming entangled in the swamps near Kaiapoi in bad weather Mitchell had taken note of the pleasant rolling downs at the foot of Mount Grey which the party had come upon after crossing the Waipara, the same undulating park-land which had so pleased Captain Thomas and Torlesse. Mitchell, an officer of the Forty-eighth Regiment, was on sick leave from his post at Calcutta, and was spending it exploring the colony. After this journey he returned to Wellington, where he met John Robert Godley and intimated to the Canterbury Association's agent that he wished to settle within his territory. By chance a ship called the Hooply arrived at Wellington with two hundred head of horned cattle, whereupon Mitchell bought its cargo and sent them on down to Canterbury in August 1850 to be depastured near the Kowai.

In spite of the fact that the squatter was not the type of colonist whom Wakefield had favoured Mitchell was welcomed by Godley as an energetic and, above all, as an effective settler. After meeting him in Wellington Charlotte Godley described him as being far more gentlemanlike than the general run of young men in that settlement, and she probably influenced her husband to assist him. But the boundaries of Mitchell's run were not definitely established, for his stock, which he left in the care of a married couple named Thompson and some stockmen, grazed the country on both sides of the Kowai. Edward Ward visited the place in January 1851 and
NAMING OF ROADS AND STREETS (INCLUDING PRIVATE ROADS) POLICY

1 Introduction
The Waimakariri District Council is responsible for naming (and renaming) roads within its boundaries. Roads are named to reflect the identity of the local area and to ensure ease of identification for the Council, the public and key public and private services such as emergency, postal and courier services.

2 Policy Context
This policy applies where proposed roads and other vehicular accesses are being created either through subdivision development or the formation of existing unformed legal roads and to the naming of existing unnamed roads/vehicular accesses both public and private. This policy should form part of any subdivision design and approval process reference material.

3 Policy Objective
This policy specifies Council’s requirements for the naming of roads and vehicle accesses throughout the District to provide a consistent and comprehensive approach to naming of roads in the District.

The Waimakariri District Council is responsible for the naming of roads by the Local Government Act 1974 section 319(j).

4 Policy Statement

4.1 The Council’s four Community Boards have the delegated authority for the naming of new streets and roads and altering existing street names within their respective wards.

4.2 Re-naming of streets and roads will only be undertaken if the Council considers the change will result in a clear benefit to the community.

4.3 Where a street is named for the first time or a street name is altered then the District Land Registrar, the Chief Surveyor, NZ Fire Service, Telecom, MainPower, valuation service provider, NZ Police, Civil Defence, and the Canterbury Regional Council shall be informed of the new name or change.

4.4 Where an existing street is extended, the street extension will be the same name as that of the existing street.

4.5 All new private roads in the Waimakariri District shall be named in consultation with the applicant, and at the applicant’s expense, and relevant road signs shall be suitably annotated “Private Road”.

All private roads that are to be named, are to have a minimum of four lots with access from the private road.

4.6 A new street or road shall not be named the same or similar to a street or road already in existence in the District.

4.7 Council’s ‘List of Approved but Unallocated Road Names’
The list of unallocated potential road names for the Waimakariri District is maintained by Customer Services. Names approved for addition to the List of Approved but Unallocated...
NAMING OF ROADS AND STREETS (INCLUDING PRIVATE ROADS) POLICY

Road Names will remain there until they are either allocated to a road or removed as the result of a review of the list.

From time to time a road name may no longer need to be used as two or more roads may be jointed into one road or a road may be permanently closed. In both of these cases, the road name(s) may be put back on the list for potential reallocation, usually for a new or renamed road in the same general area.

The list of Approved but Unallocated Road Names will be reviewed by the Community Boards every six years.

4.8 Naming of streets in new subdivisions:

The rights of the subdivision developer to promote preferred road names for the subdivision will be taken into consideration, but the decision regarding road names will be made by the Community Boards by applying the clauses of this policy.

4.9 Approval Criteria and Weighting

The following factors shall be taken into account when selecting street, road or private road names in the Waimakariri District:

(a) The proposed name has local historical, cultural, environmental or geographical significance - e.g. Torlesse, Boys, Ashley, Cam.

(b) Maori names of local significance chosen in conjunction with local iwi representatives to ensure appropriateness of meaning and correct spelling.

(c) Significant and well known or previously well known names of farms, properties or run holdings - e.g. Coldstream, Carleton.

(d) Names of local residents who have achieved prominence in their chosen fields such as arts, sport, commerce, science, politics, local government, military, etc (e.g. Kippenberger, Kirk), or who have been long term residents.
# NAMING OF ROADS AND STREETS (INCLUDING PRIVATE ROADS) POLICY

## 4.10 Road Type

The road type should be one that most accurately reflects the type of roadway that is being named. The list below should be used where appropriate, however, this list is not exclusive – refer to AS/NZS 4819:2011.

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Abbreviation</th>
<th>Description</th>
<th>Open ended</th>
<th>Cul-de-sac</th>
<th>Pedestrian only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alley</td>
<td>Aly</td>
<td>Usually narrow roadway in a city or town.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Arcade</td>
<td>Arc</td>
<td>Covered walkway with shops along the sides.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avenue</td>
<td>Ave</td>
<td>Broad roadway, usually planted on each side with trees.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boulevard</td>
<td>Blvd</td>
<td>Wide roadway, well paved, usually ornamented with trees and grass plots.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Circle</td>
<td>Cir</td>
<td>Roadway that generally forms a circle; or a short enclosed roadway bounded by a circle.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Close</td>
<td>Cl</td>
<td>Short enclosed roadway.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Court</td>
<td>Crt</td>
<td>Short enclosed roadway, usually surrounded by buildings.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crescent</td>
<td>Cres</td>
<td>Crescent shaped roadway, especially where both ends join the same thoroughfare.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drive</td>
<td>Dr</td>
<td>Wide main roadway without many cross-streets</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Esplanade</td>
<td>Esp</td>
<td>Level roadway along the seaside, lake, or a river.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glade</td>
<td>Gld</td>
<td>Roadway usually in a valley of trees.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Green</td>
<td>Grn</td>
<td>Roadway often leading to a grassed public recreation area</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grove</td>
<td>Grv</td>
<td>Roadway that features a group of trees standing together.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway</td>
<td>Hwy</td>
<td>Main thoroughfare between major destinations.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lane</td>
<td>Lane</td>
<td>Narrow roadway between walls, buildings or a narrow country roadway.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Loop</td>
<td>Loop</td>
<td>Roadway that diverges from and rejoins the main thoroughfare.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mall</td>
<td>Mall</td>
<td>Wide walkway, usually with shops along the sides.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mews</td>
<td>Mews</td>
<td>Roadway in a group of houses.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parade</td>
<td>Pde</td>
<td>Public roadway or promenade that has good pedestrian facilities along the side.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Place</td>
<td>Pl</td>
<td>Short, sometimes narrow, enclosed roadway.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promenade</td>
<td>Prom</td>
<td>Wide, flat walkway, usually along the water's edge.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quay</td>
<td>Qy</td>
<td>Roadway alongside or projecting into water.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Rise</td>
<td>Rise</td>
<td>Roadway going to a higher place or position.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road</td>
<td>Rd</td>
<td>Open roadway primarily for vehicles.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Square</td>
<td>Sq</td>
<td>Roadway which generally forms a square shape, or an area of roadway bounded by four sides.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Steps</td>
<td>Stps</td>
<td>Walkway consisting mainly of steps.</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street</td>
<td>St</td>
<td>Public roadway in an urban area, especially where paved and with footpaths and buildings along one or both sides.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Terrace</td>
<td>Tce</td>
<td>Roadway on a hilly area that is mainly flat.</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>
NAMING OF ROADS AND STREETS (INCLUDING PRIVATE ROADS) POLICY

<table>
<thead>
<tr>
<th>Road Type Cont.</th>
<th>Abbreviation</th>
<th>Description</th>
<th>Open ended</th>
<th>Cul-de-sac</th>
<th>Pedestrian only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Track</td>
<td>Trk</td>
<td>Walkway in natural setting.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walk</td>
<td>Walk</td>
<td>Thoroughfare for pedestrians.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Way</td>
<td>Way</td>
<td>Short enclosed roadway.</td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Wharf</td>
<td>Whrf</td>
<td>A roadway on a wharf or pier.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

*AS/NZS 4819:2011 Appendix B, Road Types – New Zealand

5 Links to other policies and community outcomes
This policy should be read in conjunction with:

5.1 Local Government Act 1974 s319(j).
5.2 AS/NZS 4819:2011 Geographic information – Rural and urban addressing.
5.3 Community Outcome:

There are wide ranging opportunities for people to contribute to the decision-making by public organisations that affects our District.

- Public organisations make information about their plans and activities readily available
- Public organisations make every effort to accommodate the views of people who contribute to consultations

5.4 Waimakariri District Council, District Plan, Chapter 38, Road Names.

6 Adopted by and date
This Policy was approved by the Council’s Resource Management and Regulation Committee and subsequently adopted by the Council on 2 April 2013.

7 Review
Review every six years or sooner on request.
1. SUMMARY

1.1. The purpose of this report is to consider providing names for new roads as part of the Ravenswood Commercial Subdivision in Woodend.

1.2. The land parcel being developed for this stage is Lot 2 DP 327014.

1.3. The proposed names were supplied by the developer.

Attachments:

i. List of proposed names from the developer with the background.

ii. Plan of the subdivision showing the new roads to be named.

iii. Waimakariri District Council policy for road naming (S-CP4505).

2. RECOMMENDATION

THAT the Woodend Sefton Community Board:

(a) Receives report no 171121126109

(b) Approves from the following new road names over Lot 2 DP 327014 marked as 1-6 on the attached plan.

1. Woodford Road
2. Kesteven Place
3. Broomfield Place
4. Lilburne Street
5. Oakleigh Crescent
6. Abi Lane

3. ISSUES AND OPTIONS

3.1. The proposed road names have been put forward by the developer of the subdivision and have some significance to the area.

3.2. There are six new road names to be named and of the names suggested there are no names the same or directly similar in the District Council area.
3.3. The developer has supplied other alternative names should the first choice of names not be suitable to be used.

3.4. The name Lilburne had been approved for use in Stage 1 of the subdivision but recently has been replaced by a different name at the developer’s request. However it is available to be used in this stage of the development.

3.5. Options Considered
   3.5.1. Approve the naming of the new roads as proposed.
   3.5.2. Replace any proposed road with a road name of the Woodend Sefton Community Board’s choice.

3.6. The Roading Team agrees with the proposed road names.

3.7. The Management Team has reviewed this report and supports the recommendations.

4. COMMUNITY VIEWS
   4.1. It is considered that there would be minimal, if any, public opposition to this request. It does not impact or require any changes to other land parcels in the immediate vicinity.
   4.2. Maori not consulted.

5. FINANCIAL
   5.1. The Developers will meet the cost of the road name blade.

6. CONTEXT
   6.1. A strong sense of community.
   6.3. Policy/Delegation Reference - Authority to approve the naming of roads and streets.

Scott Morrow
Land Information Officer
<table>
<thead>
<tr>
<th>Road</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Options 3</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Left off first roundabout</td>
<td>Woodford Road</td>
<td>Sutherland Road</td>
<td>Wai-iti Road</td>
<td>Woodford was the pioneer of flour milling in North Canterbury; Sutherland was the first headmaster of Woodend School; Wai-iti was the name of an early Waimakariri sheep station.</td>
</tr>
<tr>
<td>2. Right off first roundabout</td>
<td>Kesteven Place</td>
<td>Higgins Place</td>
<td>Moody Place</td>
<td>Kesteven, Higgins and Moody were early settlers in the area.</td>
</tr>
<tr>
<td>3. 2nd street to right off Bob Robertson Drive</td>
<td>Broomfield Place</td>
<td>Birch Place</td>
<td>Kea Place</td>
<td>Broomfield and Birch Hill were early Waimakariri-Waipara Sheep Stations near John Raven's station; Kea is the bird of the year this year.</td>
</tr>
<tr>
<td>4. Street to left off the road above</td>
<td>Lilburne Street</td>
<td>Croydon Street</td>
<td>Aitken Street</td>
<td>Lilburne and Aitken were early settlers in the area. Croydon was the name of the town John Raven was born in.</td>
</tr>
<tr>
<td>5. Crescent off the road above</td>
<td>Oakleigh Crescent</td>
<td>Snowdale Crescent</td>
<td>Glen Crescent</td>
<td>Oakleigh was the name of a pastoral run John Raven acquired on the Rakaia; Snowdale was an early Waimakariri-Waipara sheep station.</td>
</tr>
<tr>
<td>6. One-way service lane off Bob Robertson Drive</td>
<td>Abi Lane</td>
<td>Wilkin Lane</td>
<td>Rhodes Lane</td>
<td>Abi is the name of the daughter of the CEO of the developer; Wilkin and Rhodes owned the sheep station next to John Raven.</td>
</tr>
</tbody>
</table>

Other early Waimakariri-Waipara sheep stations

- Mt Brown
- Mt Grey

Other Early settlers

- de Bourbey
- Moody