



SILVERDALE HERITAGE LED CHARACTER DESIGN GUIDELINES

November 2017
Guideline Document

Document Quality Assurance

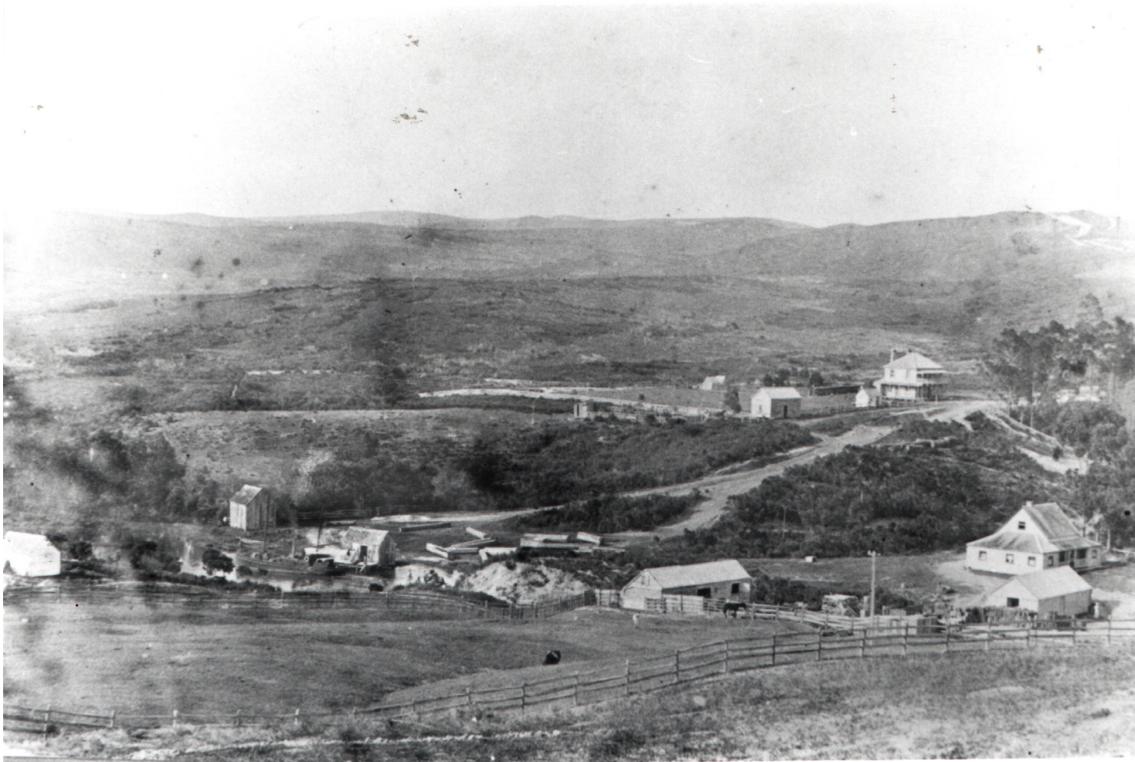
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Cover photograph: Silverdale Hall © Boffa Miskell, 2017

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Source: Silverdale and Districts Historical Society Archives, 24.9.86.



Mail Coach crossing the Wade Bridge, 1880s. Source: Silverdale and Districts Historical Society Archives, 24.17.8.

Introduction

The location of Silverdale Village has had special significance to both Māori and European communities historically. The Māori names for the place include Te Wēiti, meaning little river or river bordered by ti (cabbage trees), which is the river that flows through the town and Waiparaheka, referring to the sediment that settled in the area following floods. The early European names for the district and fledgling village was Wade, the Wade or Wadetown, an Anglicisation of Wēiti. The settlement has been named Silverdale since 1910.

The Wēiti River has always been an important feature of Silverdale. The tidal river was originally a 'highway' for both Māori and European settlers, until roading improvements of the 1920s affected the viability of waterborne transport.

Over many decades Silverdale has evolved from dispersed settlement on the southern side of the river to a more cohesive township as visible today. The first bridge across the Wēiti River was erected in 1860, connecting both sides of the settlement. This was replaced by a new concrete bridge in 1913.

Silverdale Street forms the old main street of the village comprised of predominantly retail and food and beverage businesses interspersed with community facilities and light industry. The village contains a collection of heritage buildings from the pioneer era in the Pioneer Village as well as the community hall, Holy Trinity Church and the Wade tavern to the south of the river, which lend distinctive built character to the place.

Recent residential and commercial growth has seen an expansion of Silverdale to both the north and south of the traditional village core. The new 'Silverdale Centre' adds large format retail along with a variety of specialist shops and significant carparking facilities to the north of Wainui Road. In the future the village core will be intensified with residential uses as well as continued current commercial uses, potentially benefitting the existing centre and enabling its growth, whilst ultimately changing its built form.

These guidelines were commissioned by the Hibiscus and Bays Local Board to support and strengthen the principles of heritage character led development for both buildings and spaces, with a particular emphasis given to Silverdale Street. The content of these guidelines is based on historic research, on-site investigation and key stakeholder engagement.



Purpose

The overall objective of these design guidelines is to provide parameters for those designing and building within Silverdale Village, in particular along Silverdale Street.

The intent of these guidelines is to promote new development of a high quality that responds to the existing built and natural character of Silverdale and creates a liveable environment for the existing and new community who will reside there. By helping to define and enhance the character of Silverdale Village the guidelines will also assist in strengthening its identity and function within the wider Silverdale area.

Application and Implementation

The Auckland Unitary Plan (AUP) provides the regulatory framework for new development within Silverdale Village. These design guidelines are non-statutory, however they provide practical assistance to landowners and developers to enable new development to better define and enhance the character of the village and connect with the wider environment.

The guidelines offer flexibility to allow innovation and good design solutions that will define and enhance the heritage and character of Silverdale.

This document is intended to provide Silverdale-specific guidance to support and supplement the advice for new development set out within the Auckland Design Manual (ADM). The Council will take into account the Silverdale design guidelines when considering any consent application.

These guidelines solely apply to the area defined in the map on page 6.

These guidelines set out a number of Te Aranga principles, tailored to Silverdale, to ensure new development in Silverdale Village, particularly within the public realm, includes engagement with mana whenua, acknowledging their role as kaitiaki.

Structure

These guidelines are structured into three sections. In order to best maintain and enhance the character of Silverdale Village, the guidelines focus on new development, including alterations or additions. The relevant sections in the ADM are referenced where applicable, in order to avoid duplication.

The guidelines are split into three sections:

- Section 1:** An overview of the history and development of Silverdale. This includes identification of areas for which the guidelines will apply.
- Section 2:** Guidelines for all mixed use development within the old town centre. These address building façade, signage and shopfront design plus servicing, access and car parking. These guidelines also address intensifying the residential activity within the Town Centre Zone of Silverdale.
- Section 3:** Guidelines for the public realm in Silverdale Village core.

Using the Guidelines

The example below explains how the guidelines should be used

Siting, Location and Building Form

Good site planning considers how a new development will interact with the public realm and contribute to the activity that will occur there. This includes considering the people that live, work and visit the area and the experience that they will have.

Context and explanation for why this guideline is important

Subdivision Pattern ●———— guideline heading

20m wide historical subdivision pattern

Building frontage to street and lanes

Lane

Silverdale Street

20m 20m 20m

Illustration or photograph with annotation relating to assessment guidelines

Ticks indicate good practice, crosses indicate practices to avoid

●———— Assessment guidelines

1. Subdivision of lots should replicate the historical grain circa 20m frontages to the street.



Section 1: Background Context and Analysis

Silverdale, with its location on the Wēiti River, has a natural environment that has made it an attractive place for small rural settlements. Timber extraction and pastoral farming were dominant industries from the mid-nineteenth century until the mid-twentieth century. While that obliterated much of the natural vegetation around the area, the retention of the DoC Reserve provides a backdrop to Silverdale Street, when viewed from the south, of an impressive stand of protected native vegetation.

Although the area now known as Silverdale was settled by Europeans from the mid-1800s, development was slow and Silverdale remained a small, predominantly rural town, servicing a largely rural population through until the late twentieth century, post 1970s. From the 1970s farms began to give way to other land uses in the Silverdale area.

After Silverdale became part of the Rodney District in the mid-1970s, the Hibiscus Coast was identified as an area of future commercial and industrial growth. Many of the buildings in Silverdale Street date from this time. By the mid-1980s Silverdale had grown substantially and had the largest industrial area in Rodney and the second largest commercial centre. A big part of this development was the factory shops that have drawn people to Silverdale, particularly along the shopping strip of Silverdale Street between the highway and Wainui Road. More recently new streets and areas were developed into additional retail centres and industrial locales, both to the north and south of Silverdale Village.

One of the features that distinguishes Silverdale from other similar settlements is its Pioneer Village. The Wainui Historical Society was established in June 1968 and has since been renamed the Silverdale and Districts Historical Society. The Pioneer Village was established in the 1970s on land leased from the Council that was formerly the Silverdale School grounds.

Other important buildings that provide a link to early Silverdale include the early Agricultural Hall (1896), now run by Auckland Council and utilised for a variety of community purposes including market days, community events and dance classes and the Wade Hotel (1914) on the southern side of the Wēiti River. The Hall, in particular, fosters a strong sense of place on Silverdale Street. In addition, Holy Trinity Anglican Church, on the northern side of Wainui Road, is the only remaining settlers' church in Silverdale that is still in use today.

Study Area Boundary





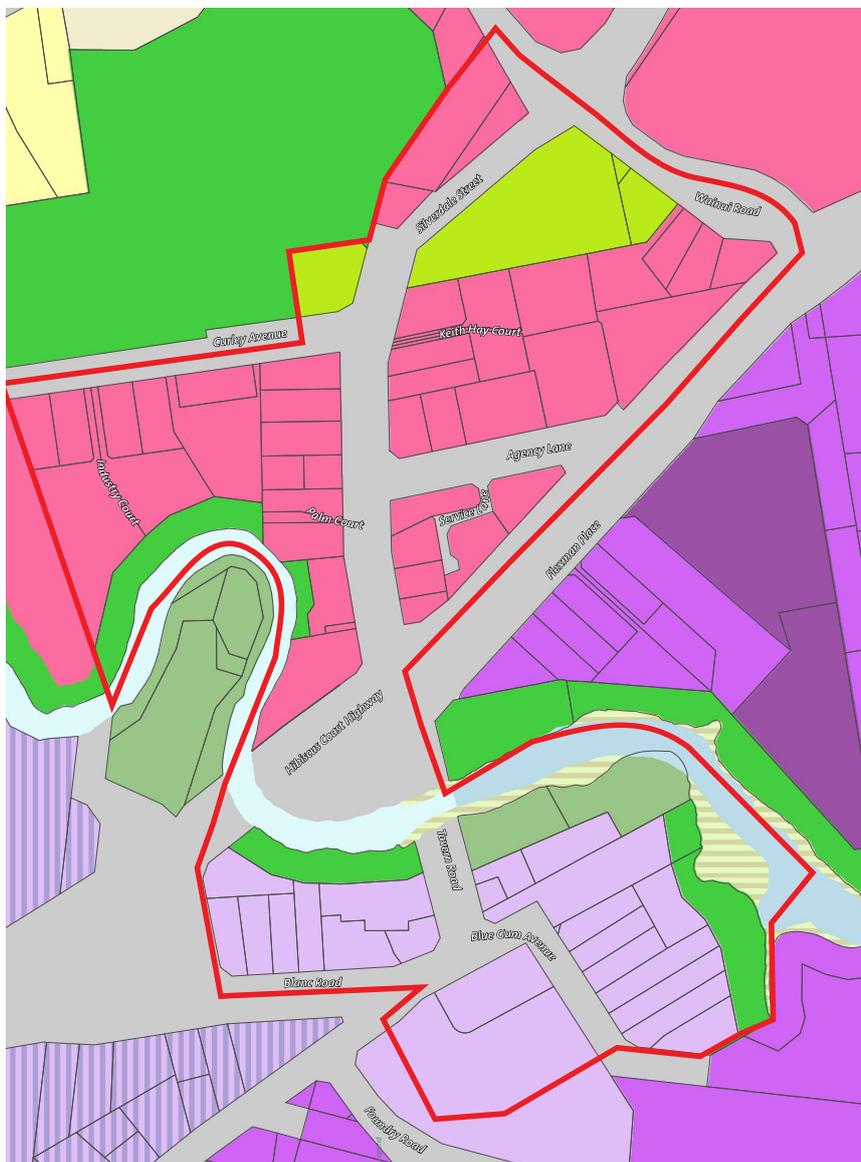
Village Centre Built Form

The commercial core of Silverdale lies north of the Hibiscus Coast Highway consisting of the Silverdale Village and new Silverdale Centre. This forms the principal retail and hospitality area in Silverdale with a mix of new big box development to the northern end of Silverdale Street, north of Wainui Road, and older fine grain development to the south of Wainui Road. It includes Silverdale Town Hall and the Pioneer Village. A Mixed Use zone is located to the south of the Highway and Wēiti River, containing a scattering of commercial premises and the historic Wade Hotel and Tavern.

The focus of these guidelines, is the village core between Hibiscus Coast Highway and Wainui Road. This is characterised by a semi-regular subdivision pattern with a typical street frontage of 20m and depth of 50m. Buildings are typically 1 -2 storeys and of varying ages. A significant number of these have been constructed within the last 30-40 years, partly due to road widening in the 1970s. Scheduled historic heritage buildings are the Wade Hotel and Tavern on the southern side of the Wēiti River, the well-utilised Silverdale Community Hall and the variety of buildings comprising the Pioneer Village. On the northern side of Wainui Road, in amongst new development, is the historic Holy Trinity Church.

The successive development of Silverdale Village has resulted in a variety of building styles, materials, setbacks and carpark arrangements, which has led to differing frontage treatments to the road reserve. The built form demonstrates a mix of building setbacks and it is common for carparking to be located between the road reserve and building or landscaped areas with a side entrance accessed from the carpark. The village core is zoned Town Centre Zone in the Auckland Unitary Plan Operative in Part (AUP). This allows a height of 16m or approximately 4 storeys . This is significantly higher than the existing 1-2 storey built form. The Town Centre Zone also allows for residential activities at the upper floors. Intensifying the residential within the wider Town Centre Zone is a key move in the Silverdale Centre Plan. Intensification will need to be carefully managed. Guidance is provided in Section 2.

Auckland Unitary Plan Zoning



- Legend**
- Residential:**
 - Single House
 - Large Lot
 - Business:**
 - Neighbourhood Centre
 - Town Centre
 - Mixed Use
 - General Business
 - Light Industry
 - Heavy Industry
 - Open Space:**
 - Conservation
 - Information Recreation
 - Community
 - Coastal:**
 - Coastal Transformation
 - General Coastal Marine (rcp/rp/dp)
 - Others:**
 - Strategic Transport corridor
 - Water
 - Land Parcels



Village Centre Public Realm

The public realm within Silverdale Village includes the roads, open space adjacent to Wēiti river, the Silverdale Scenic Reserve and Curley Avenue Significant Ecological Area at the northern end of the main street and the Pioneer Village.

Silverdale Street runs north from Hibiscus Coast Highway. It is a heavily trafficked road, with a left in and left out intersection. Angled parking on both sides of the street, combined with manoeuvring space and a central median, has created a wide carriageway. A four-way intersection, controlled by a roundabout at the junction with Wainui Road, severs the old town centre from the new Silverdale Centre.

While the Wēiti River is an asset for Silverdale, similar to many town centres in New Zealand, Silverdale Village may be described as 'turning its back' on the Wēiti River. Public access connections and permeability are low, blocking the river from the main street.

As Silverdale continues to develop and grow, the provision of a high quality public realm with strong connections to place will become increasingly important. There are opportunities within the village core to improve visual and physical connections to the Wēiti River that will enhance the amenity and identity of Silverdale. There are also opportunities to improve the pedestrian experience of the village and its connection to the Pioneer Village. Guidance is provided in Section 3.



Section 2: Guidelines

Built Form

The Auckland Design Manual (ADM) provides guidance on mixed use buildings, incorporating both residential and commercial uses to ensure compatibility and well-designed communities. <http://www.aucklanddesignmanual.co.nz/project-type/buildings-and-sites/mixed-use/MixedUse#/project-type/buildings-and-sites/mixed-use/MixedUse/guidance/introduction>

The following guidelines are intended to supplement, rather than replicate that guidance.

All development should start with a detailed analysis of the site and the surrounding context. More detail is provided within the ADM on how to carry out a detailed analysis.



Building Design and Appearance

The commercial area within Silverdale has grown incrementally and is likely to continue to do so with some new builds on existing lots or infill development to take advantage of the extent of Town Centre zoning in the Auckland Unitary Plan.

The built form could significantly change under the Town Centre Zone, which applies to the whole of Silverdale Village core and allows for growth and intensification. The purpose of the zone is to provide for a wide range of activities that provide for commercial activities and growth. The provisions typically enable buildings up to four storeys high and provide for residential use at upper floors. Development is intended to positively contribute to creating a sense of place and be of a scale, form and design quality that reinforces Silverdale Village as a focal point for the community.

Although Silverdale was part of the former Rodney District Council, the extant heritage buildings located within Silverdale present design aspects that are closely related to those found in other North Shore town centres such as Albany and the East Coast Bays settlements.

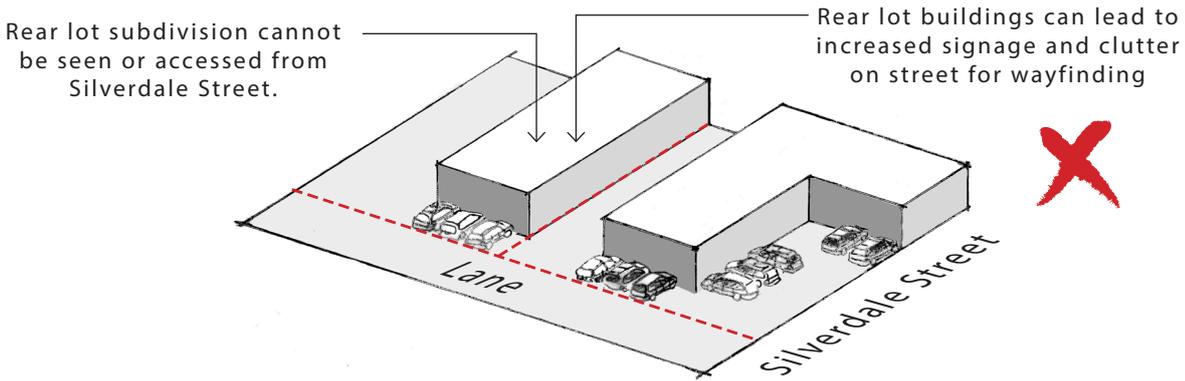
The goal is to achieve an attractive village streetscape, characterised by a sequence of buildings complementary to the Silverdale and Hibiscus and East Coast Bays character while allowing for a greater level of residential activity.

New buildings should be well-designed with a simple, well-proportioned form that relates to the historic architectural forms and scale evident in the early buildings of Silverdale, particularly adjacent to the main street.

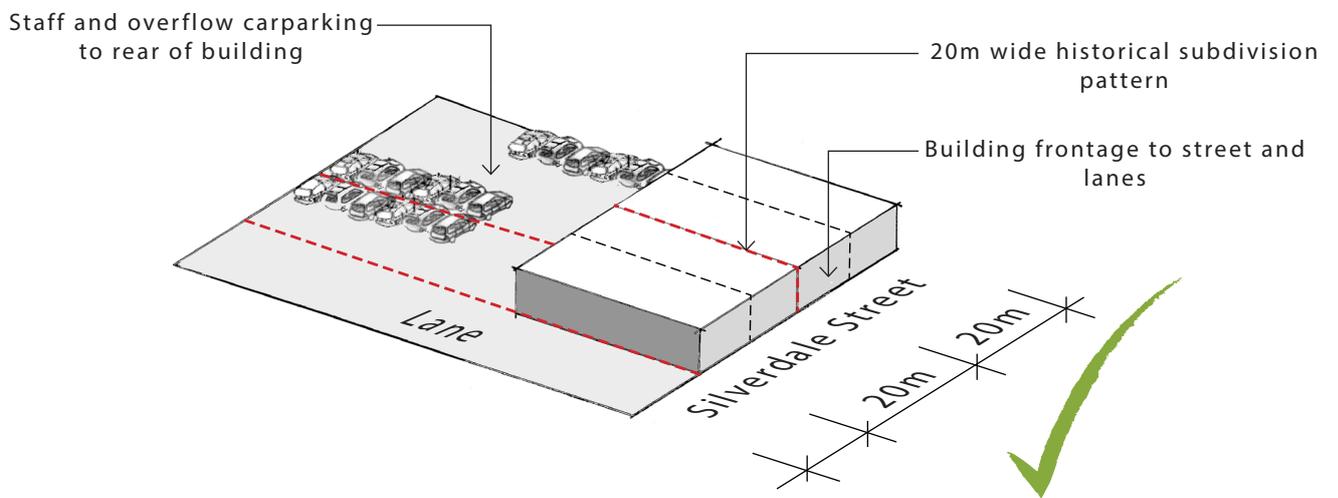
Siting, Location and Building Form

Good site planning considers how a new development will interact with the public realm and contribute to the activity that will occur there. This includes considering the people that live, work and visit the area and the experience that they will have. The placement of building forms in relation to other buildings defines spaces, generates activity and interest, provides for ease of movement and contributes to the perceived safety of a place.

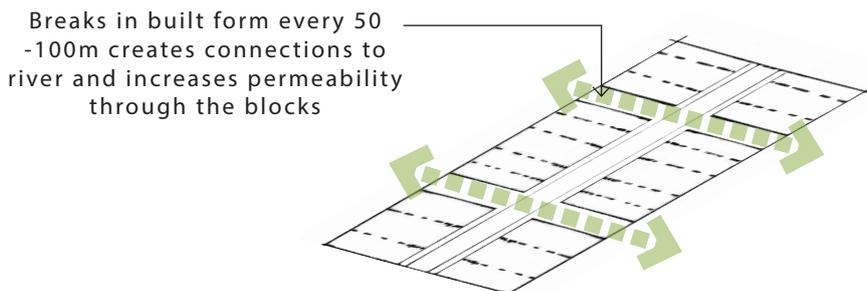
Subdivision Pattern



1. Subdivision of lots should replicate the historical grain of circa 20m frontages to the street.

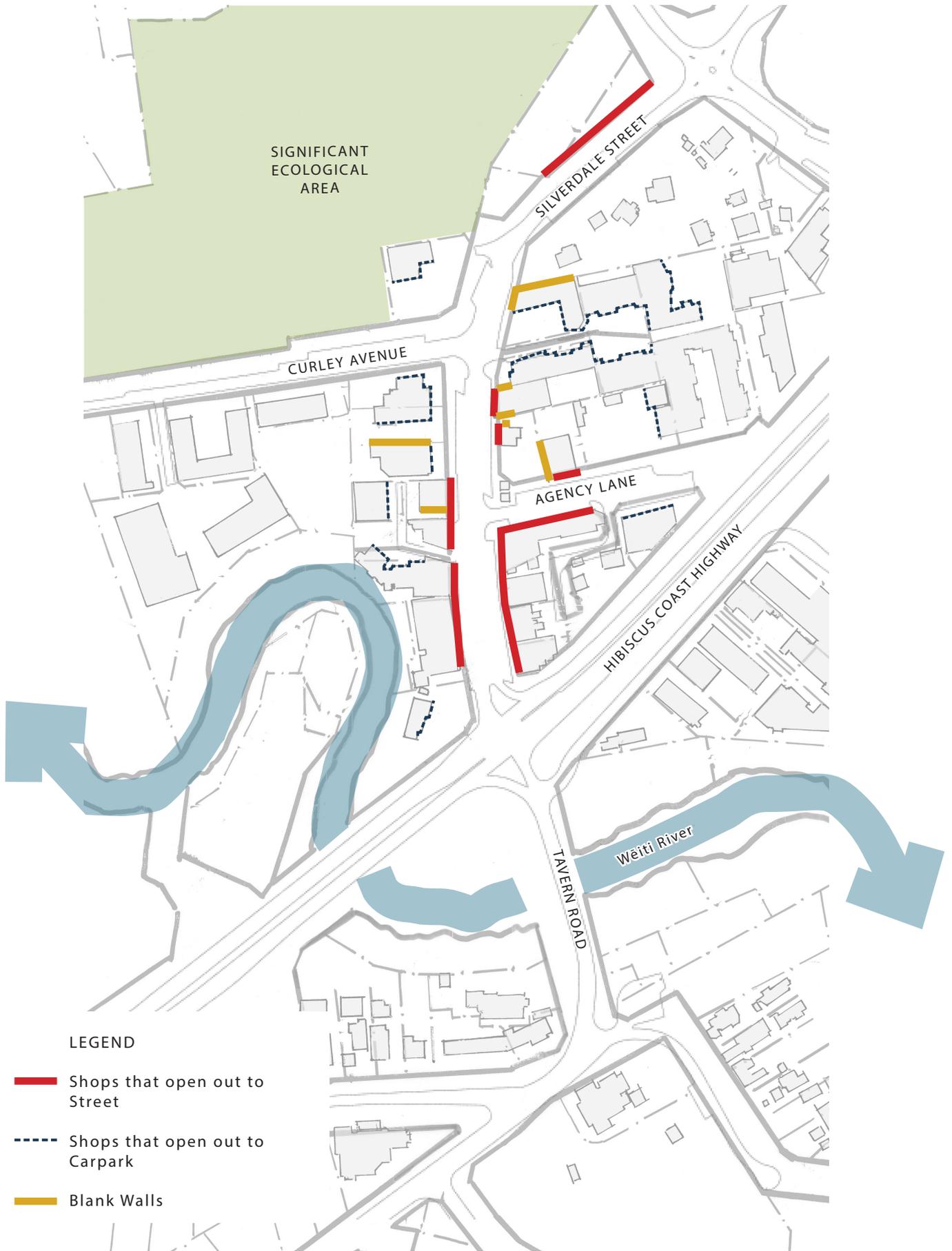


2. Subdivision of existing lots should be made to facilitate frontage to the public street environment and avoid the creation of rear lots that do not contribute activity to the street environment

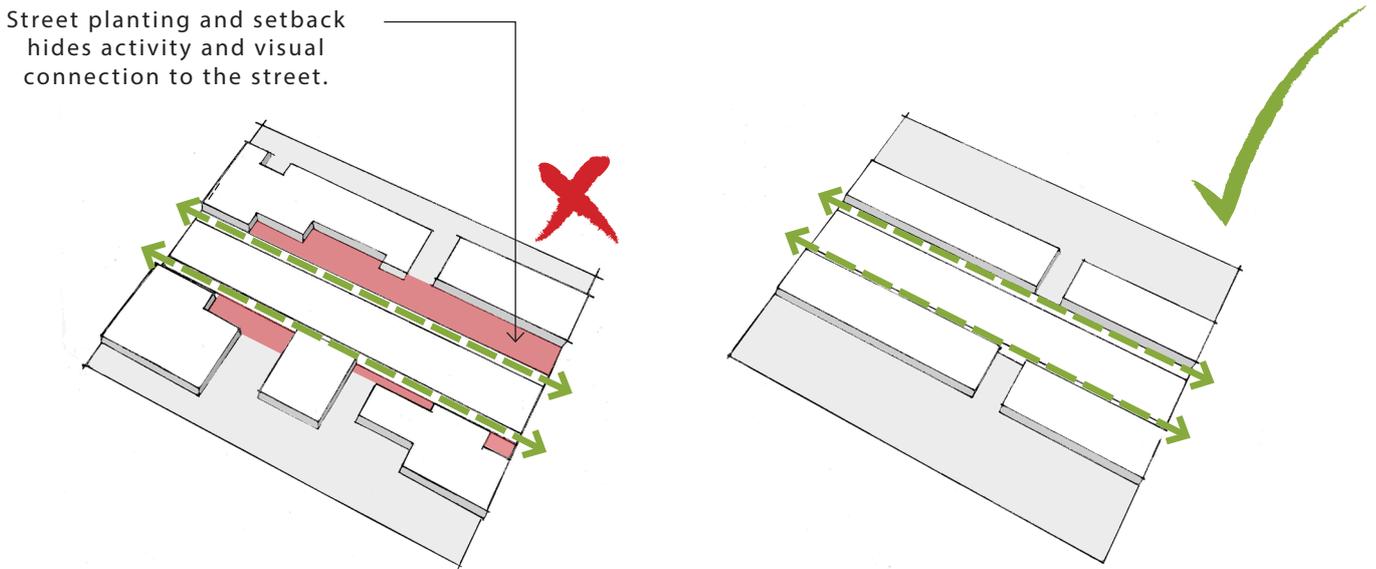
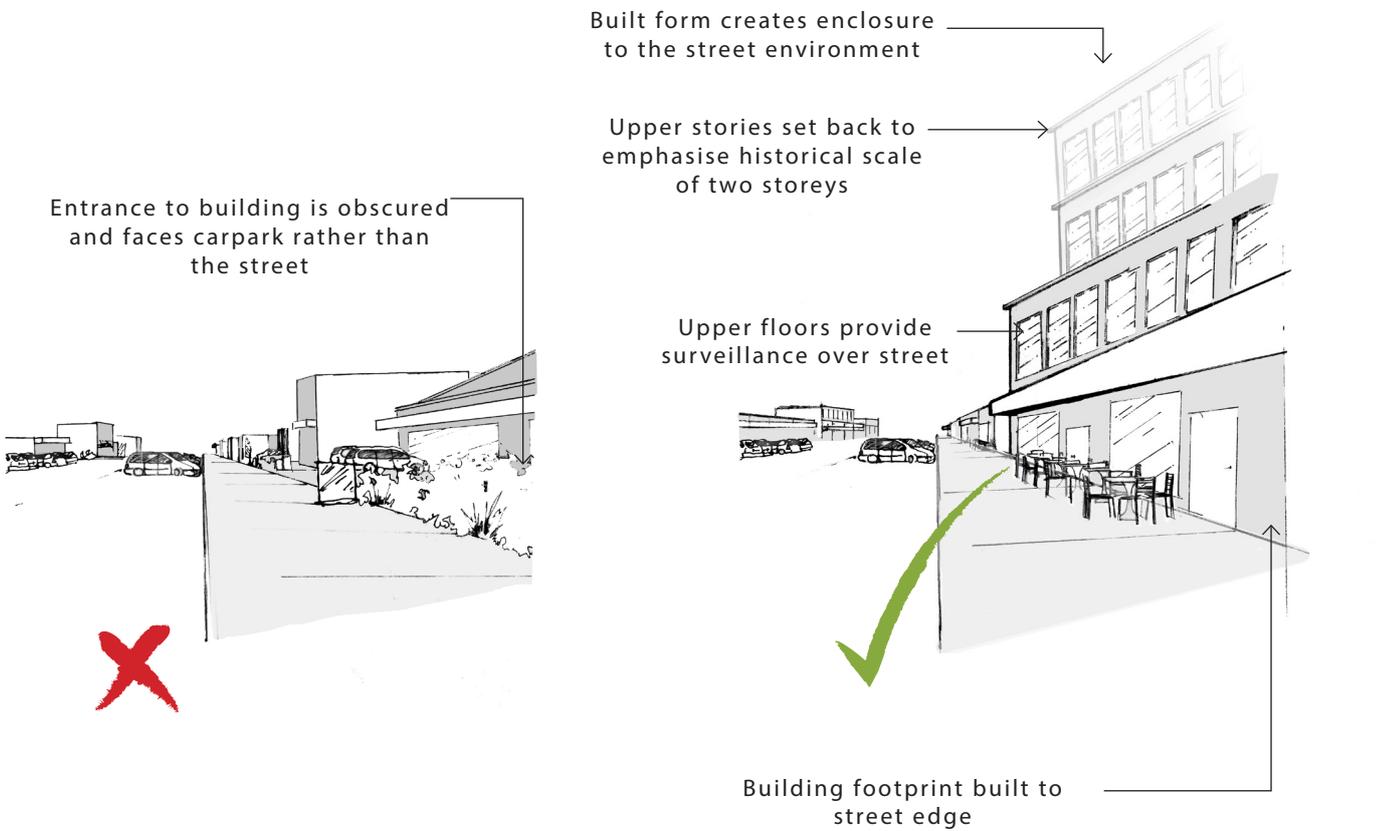


3. Regular breaks in the built form every 50-100m provide safe pedestrian connections to the Wēiti River banks and connect to a wider open space network

Setbacks and Street Frontage Analysis



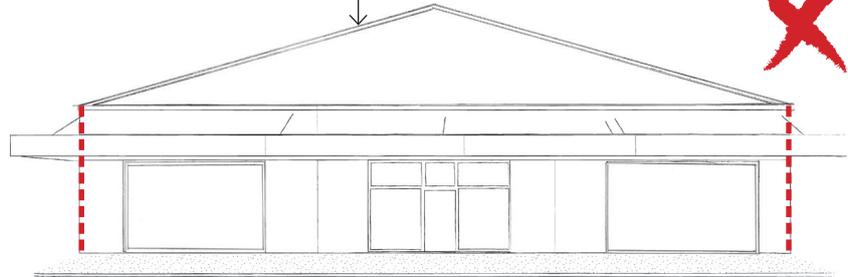
Setbacks



- Buildings should contribute to activity on the street, with no setback between the ground floor of the building frontage and the street

Building Rhythm

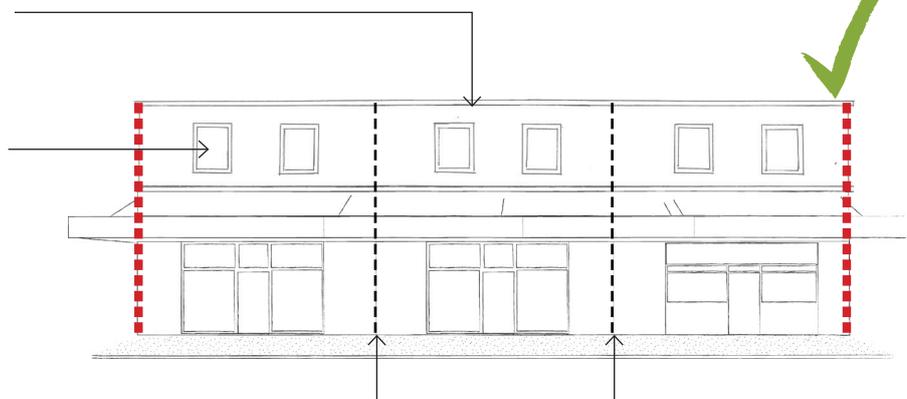
Roof line hides vertical grain and increases mass of building



Roof line allows the vertical grain to be emphasised and breaks up the mass of the building

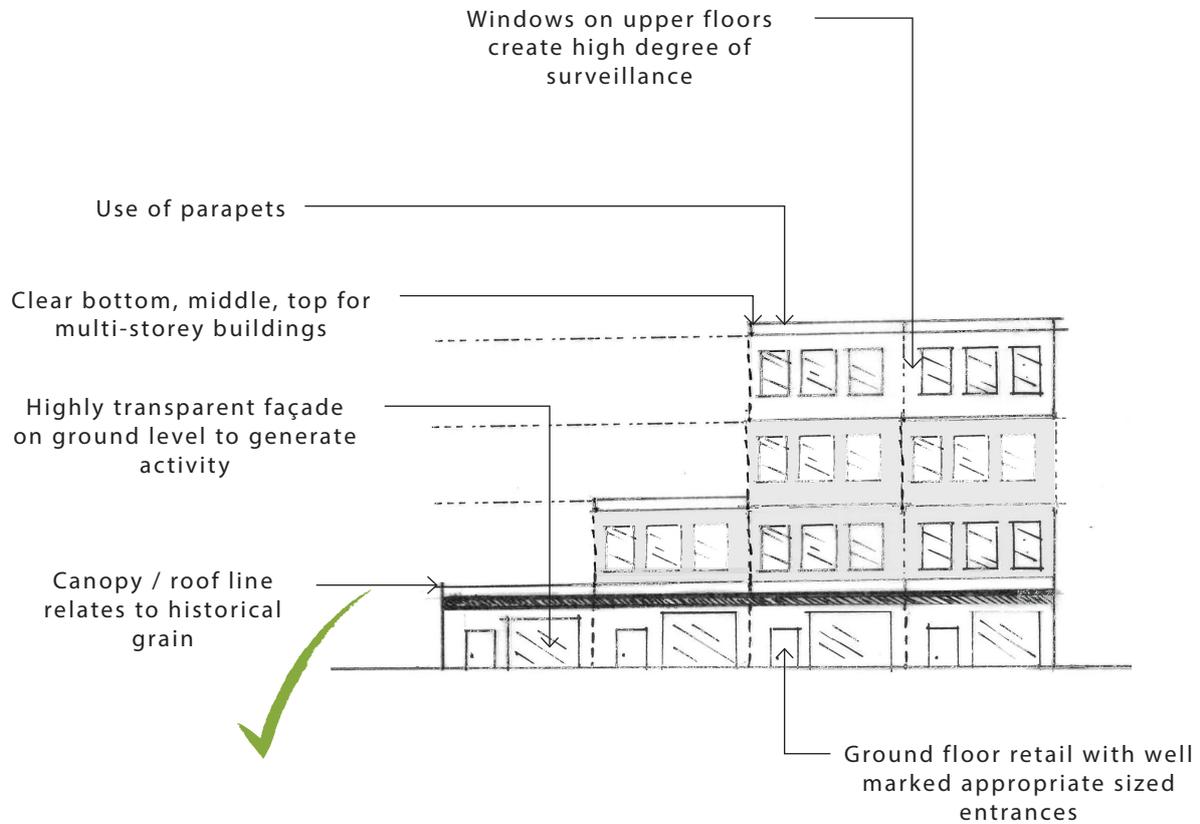
Punched windows create high level of detail and repetition to upper levels

Vertical rhythm reinforces historical grain



5. Building frontages should include vertical lines and forms to visually break the building mass into smaller frontages and be designed at a human scale that would be expected in a town centre
6. Buildings should utilise roof options that allow for the vertical rhythm to break up the bulk and mass of the building frontage
7. Punched windows to upper levels reinforce the repetition and rhythm of historic buildings and dwellings

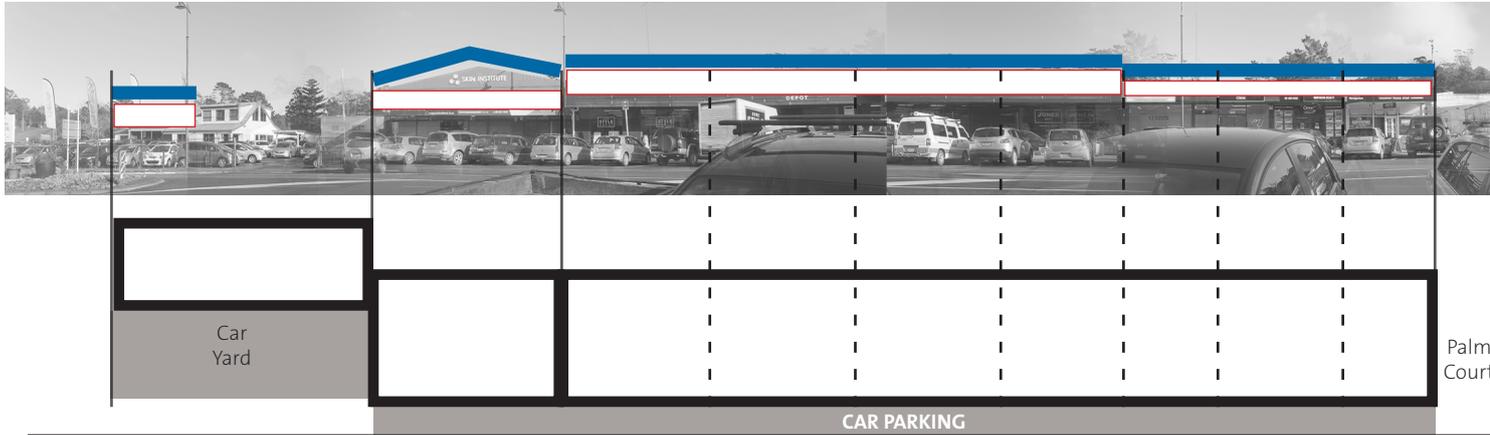
Building Façades



8. Retail should be located at the ground floor with welcoming, appropriately sized street level entrances for easy access for all members of the public while providing visual interest to the street front.
9. Commercial or residential upper floors should be designed in a way that provides a visual connection to the street providing passive surveillance.
10. Where buildings are greater than 2 storeys in height, the upper levels should be set back a minimum of 3m from the building frontage of the lower two levels. The finished building should retain the established horizontal and vertical modulation of commercial built form in the centre.
11. Areas for drying washing and storage should be provided to the rear of the building to avoid this occurring on front balconies.
12. False parapets can contribute the character of Silverdale Street, particularly if they are similar in shape and dimensions to existing ones.

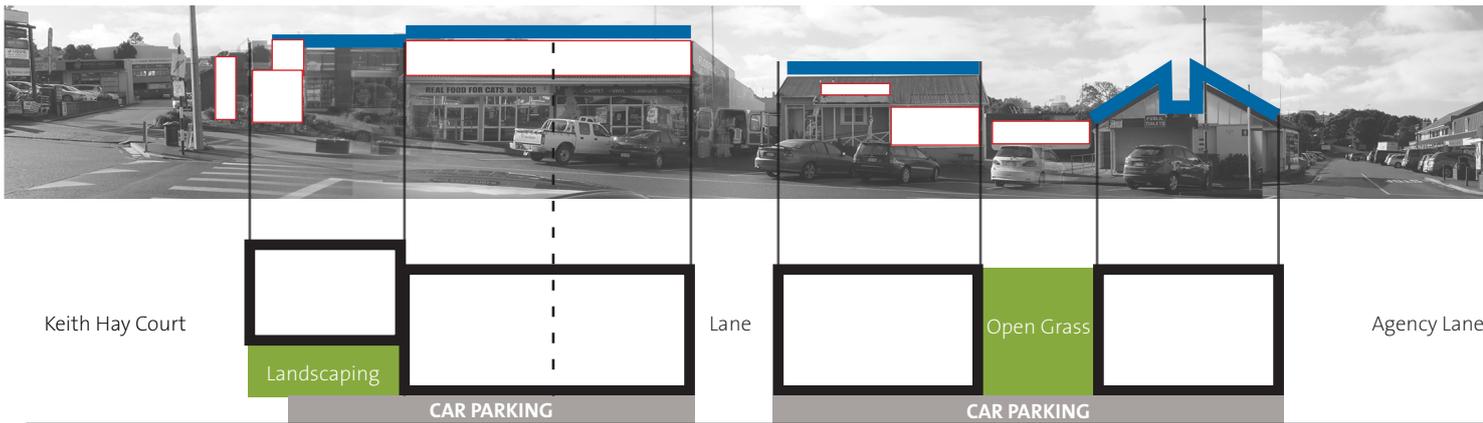
Street Environment Analysis

SILVERDALE STREET WESTERN SIDE

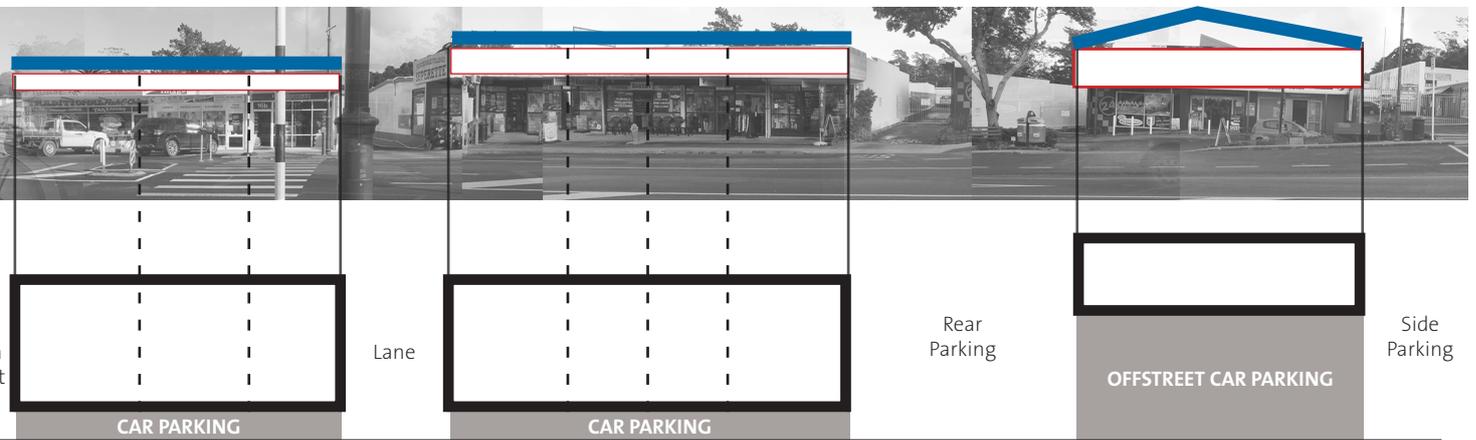


Silverdale

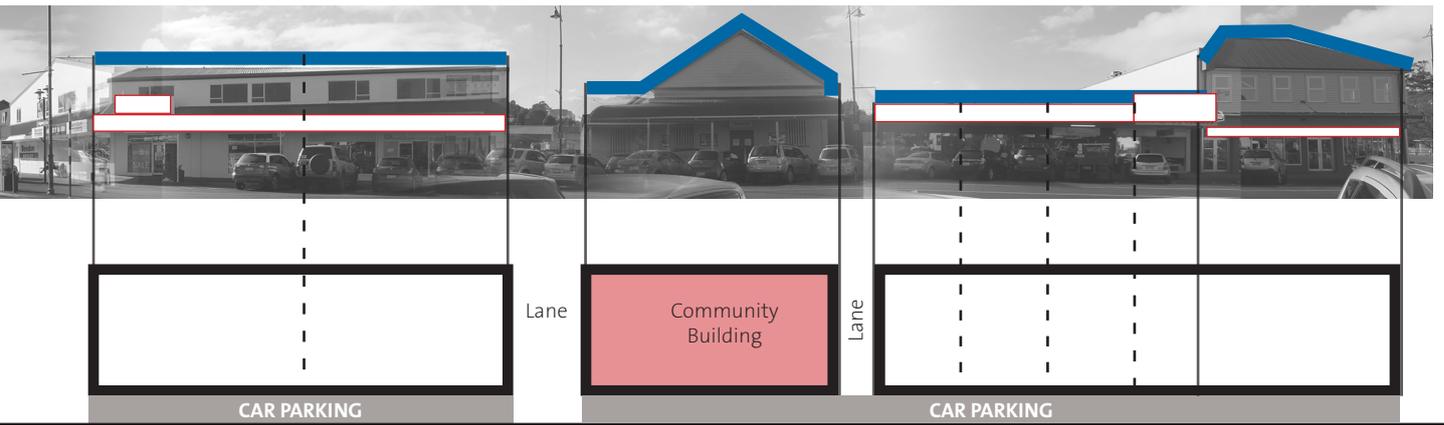
SILVERDALE STREET EASTERN SIDE



Silverdale

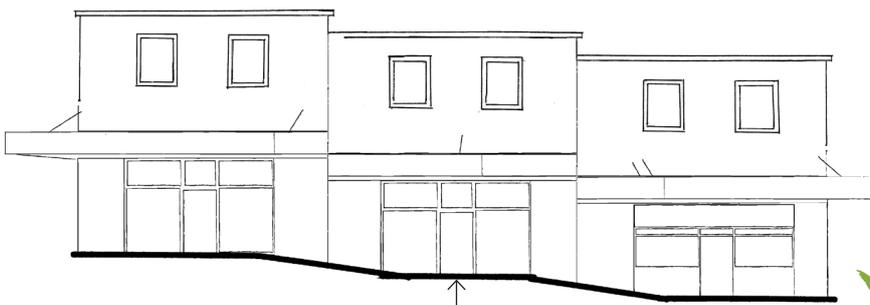


Street



Street

Steps and ramps add clutter on the street, increase building setbacks and create indirect access



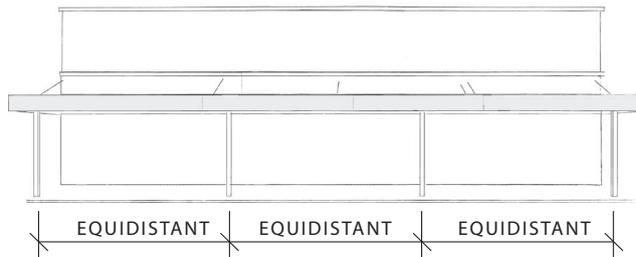
Street level entrances from main road

13. Level access to shops should be provided for universal access.

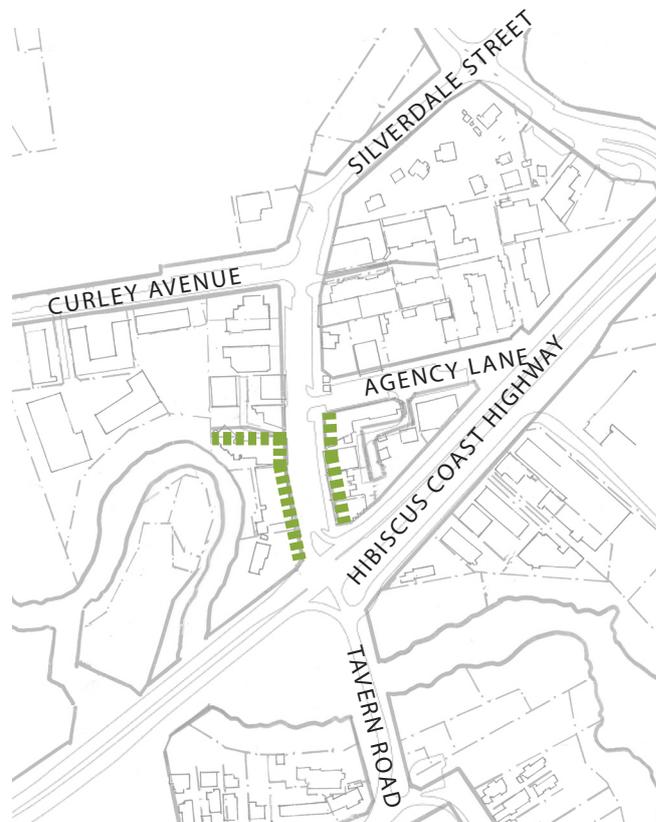
Verandahs

A key architectural feature of the historic buildings in Silverdale and other East Coast Bays centres are building verandahs and columns.

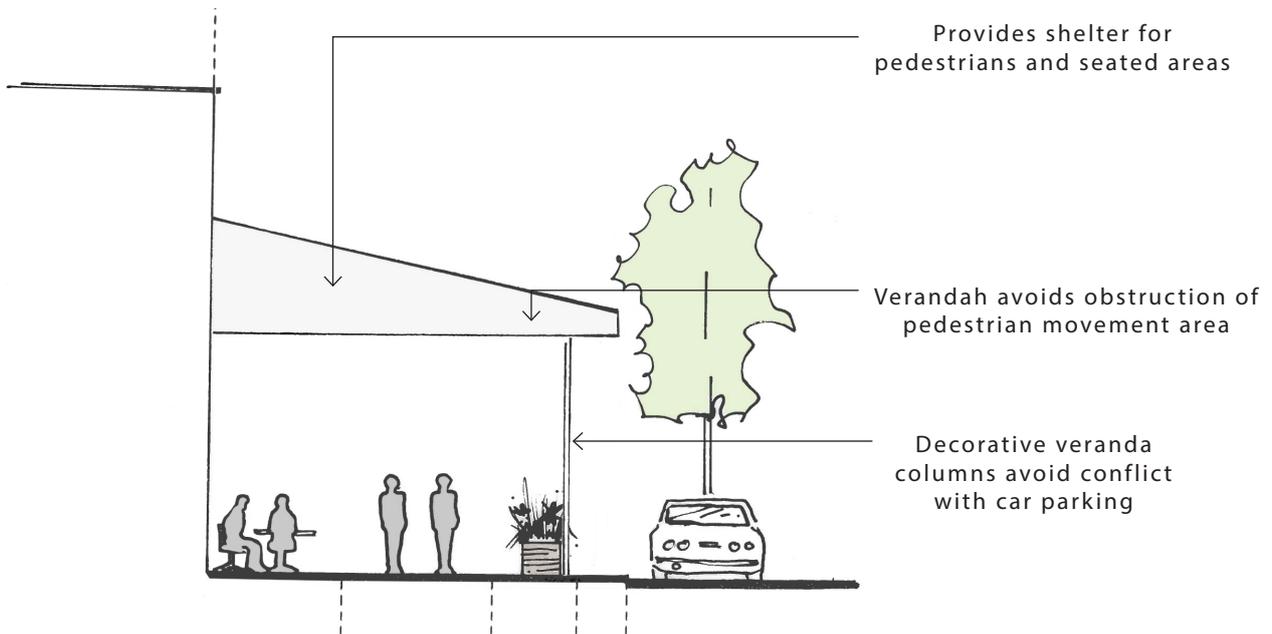
Well-designed verandahs do not restrict or clutter the pedestrian environment but provide shade and shelter from the elements, provide space for signage, add colour and contribute to the articulation of the building façade.



14. The shape of verandahs should be simple, and consider the height and widths of adjacent verandahs to facilitate connection and connectivity

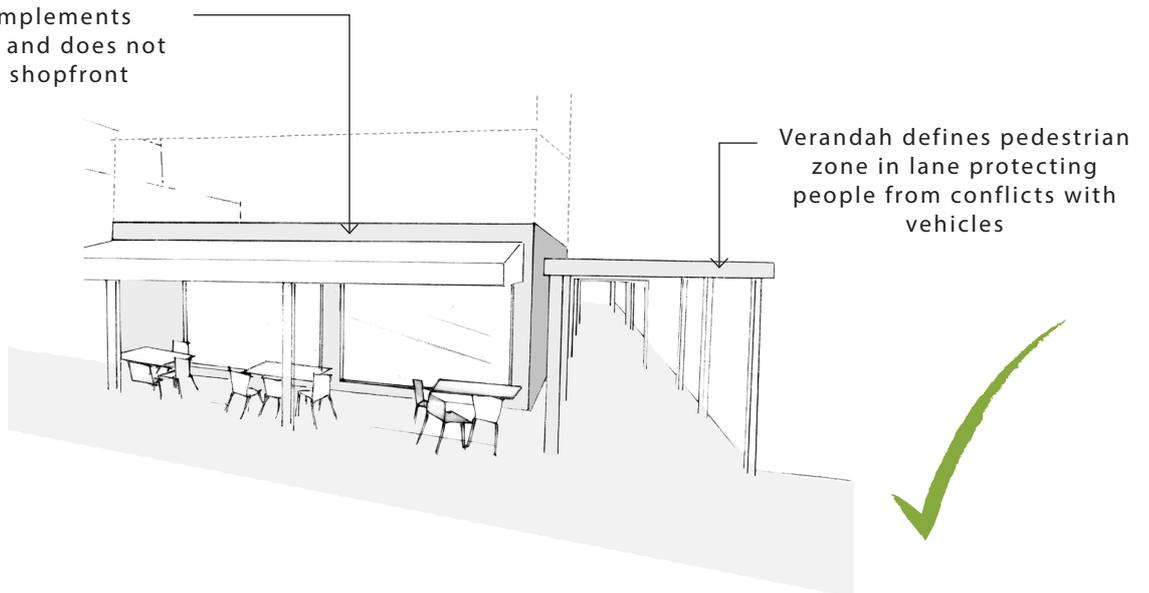


15. Verandahs should be located along Silverdale Street between Palm Court /Agency Lane and Hibiscus Coast Highway



16. Where verandahs are located, they should be designed and integrated as part of the building and should extend along the full frontage of the building and connect with adjoining verandahs to provide a continuous canopy cover for pedestrians
17. Verandahs should only be designed when there is sufficient footpath width of over 4.1m
18. Signage should form part of the overall composition of the building façade and contribute to the character of the building.

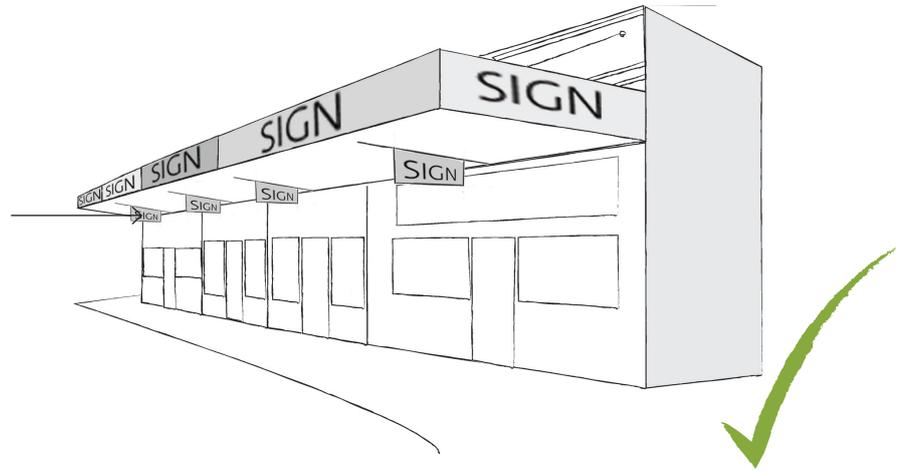
Verandah complements vertical rhythm and does not detract from shopfront



19. The shape of verandahs should be simple, and consider the height and widths of adjacent verandahs to facilitate connection and connectivity

Signage

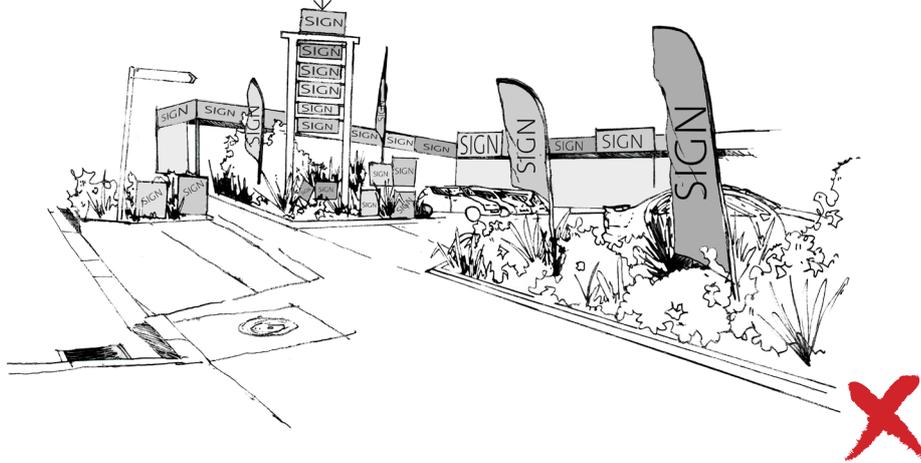
Location of signs relates to pedestrian viewpoints not vehicles



20. If signage is located above the verandah it should be an integral part of the building: it should be contained within a parapet at the top of the façade or aligned with windows or other architectural elements of the façade.

21. Signs should be smaller than typical architectural elements such as window openings or wall gaps between windows.

Street signage boards detract from buildings and reduce visual connection with building



22. Signs should not conceal openings or architectural features. Materials should be similar to those of the building. Painted wood and metal are appropriate in Silverdale village. Plastic and highly reflective materials are discouraged.

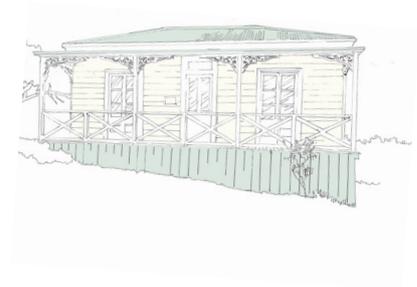
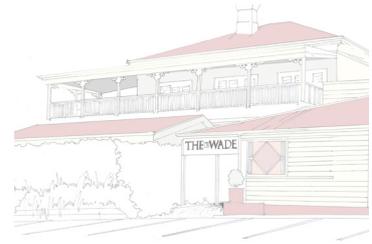
Colour and Materials

Colour and material offers building developers and owners a means by which to show architectural design expression. Silverdale sits in the northern part of Auckland and generally has a look and feel that is similar to other East Coast Bays town centres such as Albany, Browns Bay and Mairangi Bay.

The Silverdale Centre Plan seeks to support and strengthen the principles of heritage character led development, and as such a materials and colour palette has been developed that takes its cues from the dominant colours within Silverdale including both the natural landscape and historic built environment.



23. Use materials and colour that reflect the historic buildings and natural landscape of Silverdale in the public and private realms. It is encouraged to select colours from the proposed colour palette.
24. Owners of scheduled historic heritage buildings are encouraged to consider using heritage colours and information about these is available from major paint manufacturers and retailers or the Council.
25. Building materials should take their cues from the existing palette seen throughout the historic parts of Silverdale, particularly corrugated iron roofing and timber (weatherboard)



Section 3: Guidelines

Public Realm

Silverdale is undergoing significant change in population and as a result the volume of movement around and through the village is increasing. This is likely to increase further as new residential dwellings are consented and constructed.

The increase in population affords new opportunities for promoting a vibrant, thriving main street and place. Opportunities are created for new businesses that can cater for walking, cycling, public transport as well as those using private vehicles.

At present the Silverdale is severed by Hibiscus Coast Highway and the Wēiti River. This results in poor connections between the north and south sides of the village.

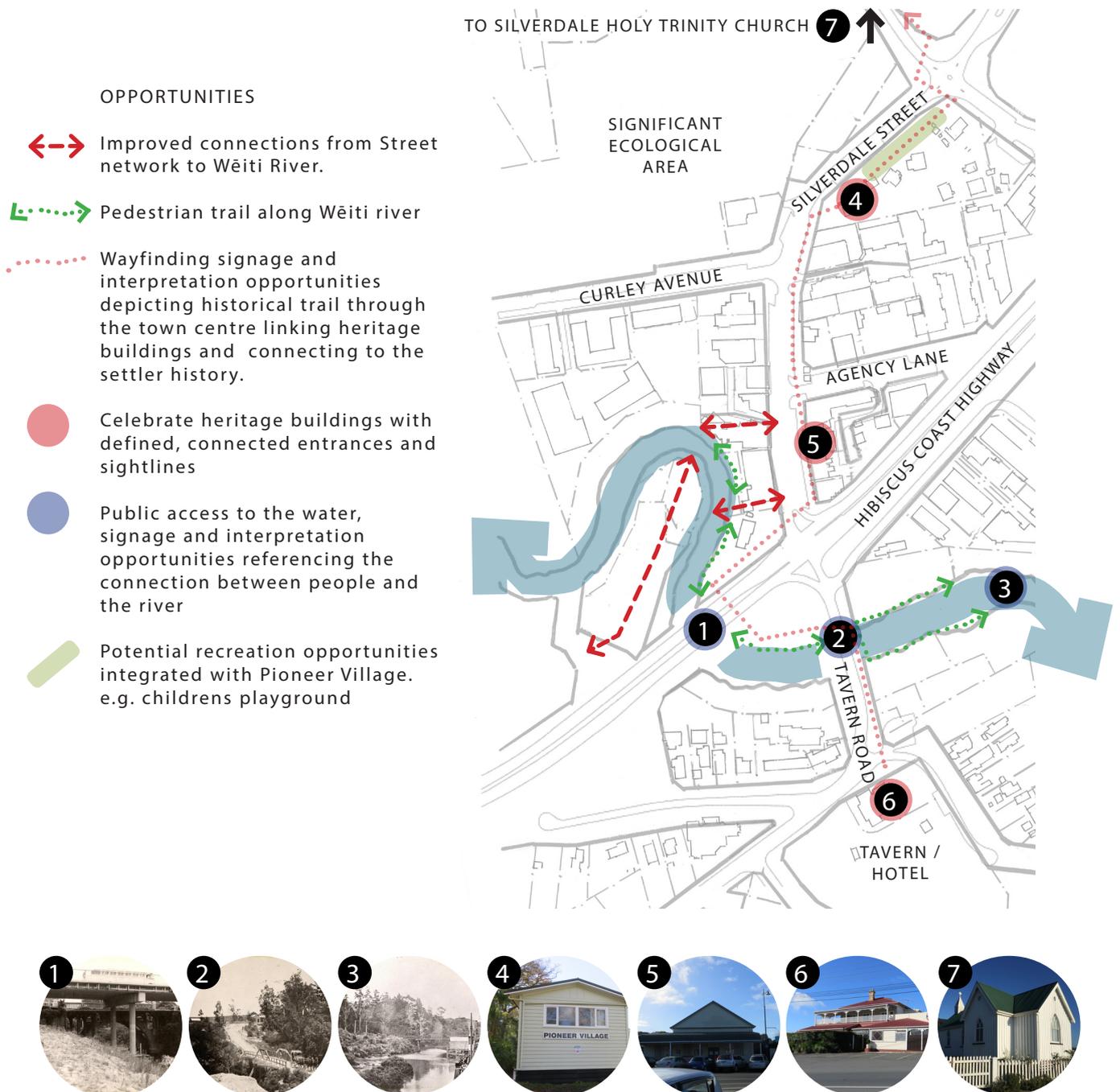
New development in Silverdale should also incorporate Te Aranga Design Principles http://www.aucklanddesignmanual.co.nz/design-thinking/maori-design/te_aranga_principles, the key objective of which is to enhance the protection, reinstatement, development and articulation of mana whenua in the cultural landscape to enable a greater connection and sense of place. New development must acknowledge mana whenua and afford local iwi the opportunity to reflect their cultural values throughout the development process and into the new cultural landscape.

These guidelines provide high level recommendations for the public realm to strengthen Silverdale Village's identity, promote ease of access for all modes of transport and engage with mana whenua across the decision-making process.

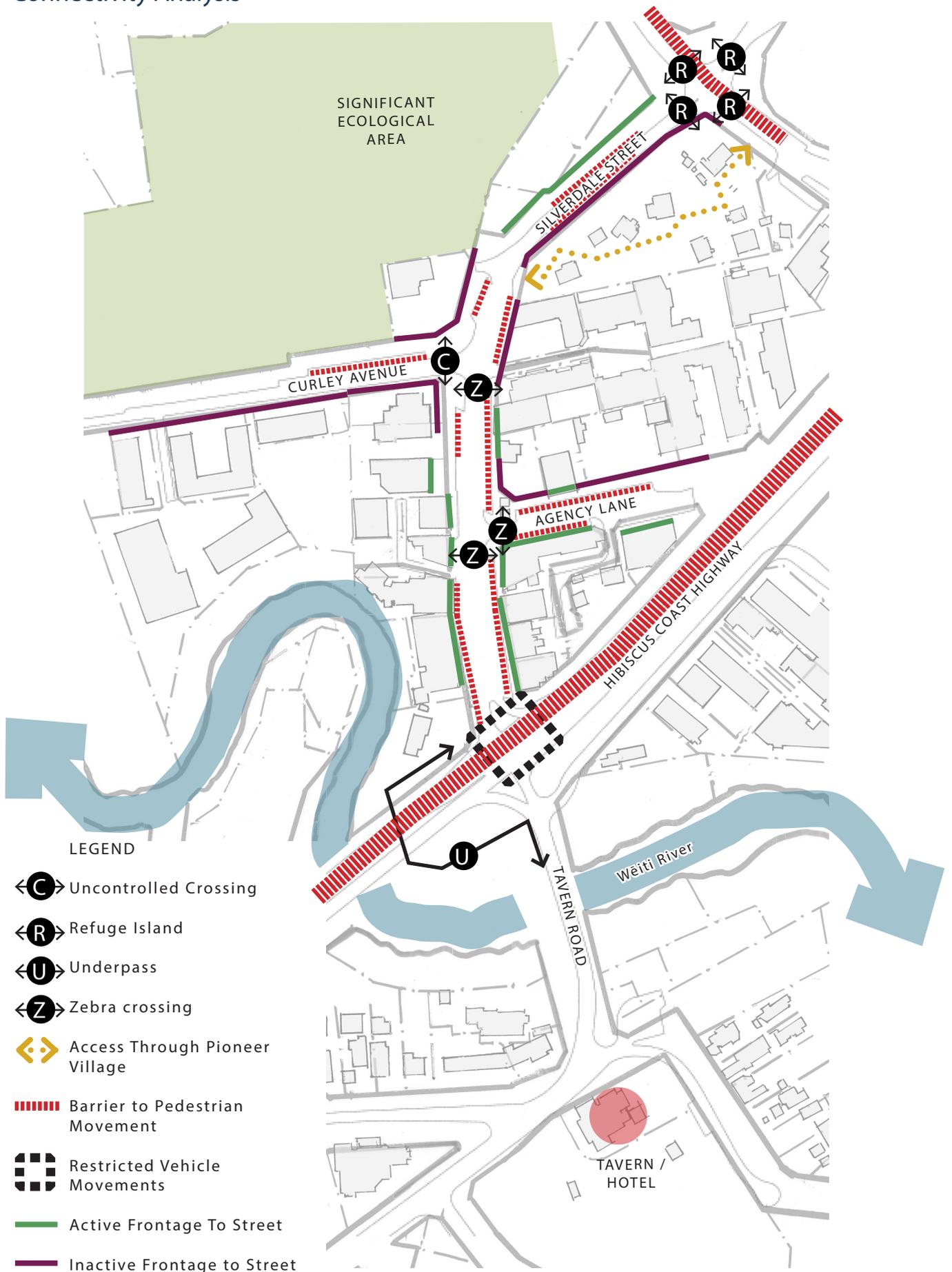
Public Realm Opportunities

Situated adjacent to the Wēiti River and anchored at each end by the Pioneer Village and Wade Hotel, the village has the opportunity to strongly connect to key elements from Silverdale's history to tell the story of the place both from the perspective of tangata whenua and colonial settlers.

The Wēiti River deserves acknowledgement. There is opportunity to reintegrate the village with the river to strengthen the identity and presence of both. Similarly there is opportunity to celebrate and reflect Silverdale's role in the early New Zealand timber industry and early settler society via increased wayfinding, connections and the materials used in the centre.



Connectivity Analysis



Visual and Physical Connections

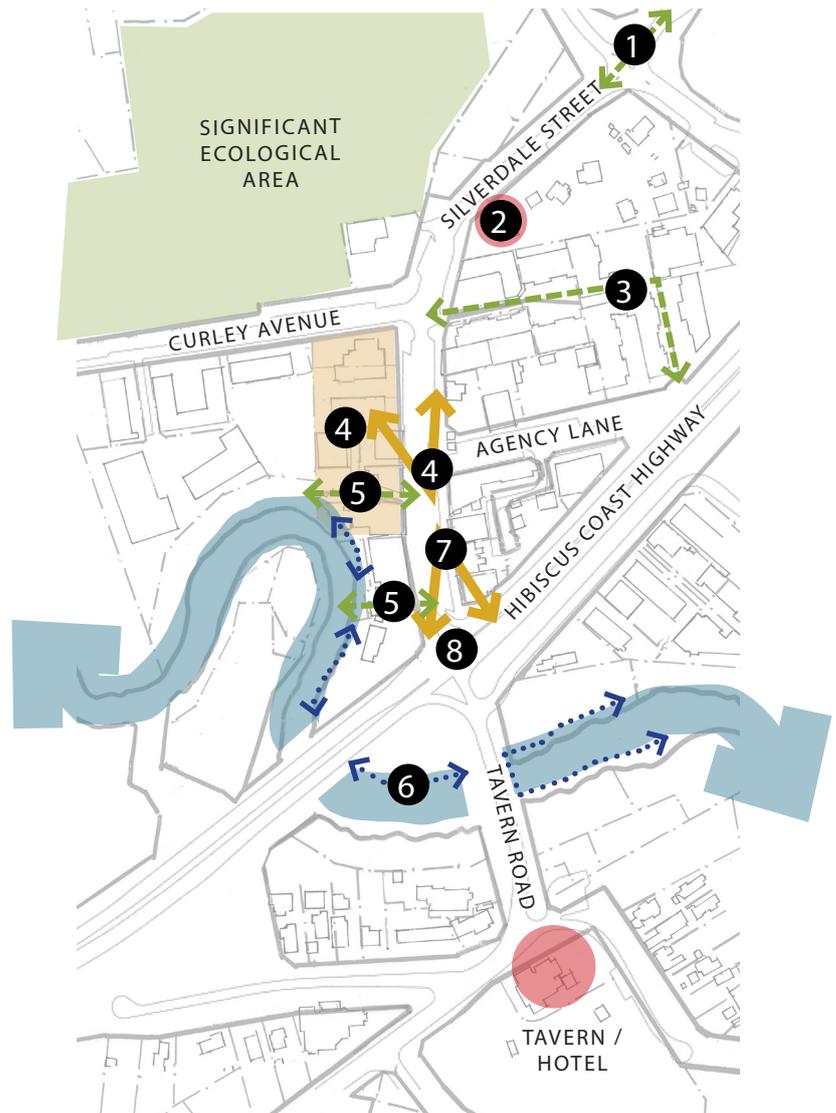
The inherent environmental amenity contributes to the local identity and uniqueness of a place. Improving both physical and visual connections to the Wēiti River and the DoC Reserve (SEA) can improve the quality, safety and beauty of the place.

NOTES

1. Improved connection across Wainui Road to facilitate pedestrian movement between retail areas
2. Emphasise relationship to Pioneer Village
3. Protected pedestrian zones for connectivity through block. Straight sight lines to end of lanes
4. Limit building height or retain viewshafts to keep backdrop of Significant Ecological Area
5. Regular connections to Wēiti River
6. Pedestrian trails along Wēiti River
7. Sight-lines to Tavern / Hotel
8. Signalised intersection to aid pedestrian crossing and improve activation of retail through vehicle access

LEGEND

-  Key Viewshafts
-  Pedestrian Connections Through Blocks
-  Pedestrian Connections Along Wēiti River

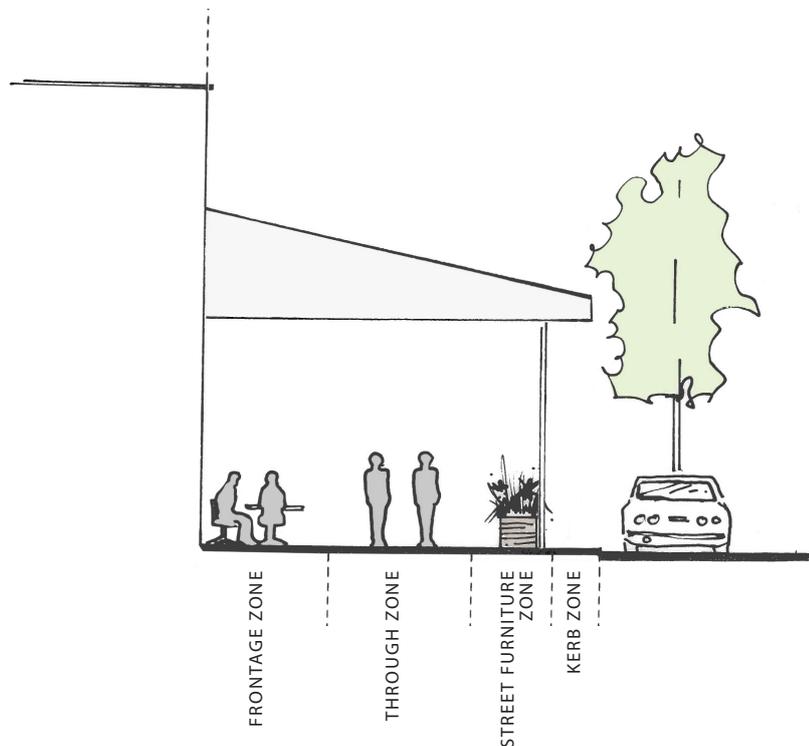


26. Opportunities to connect the Wēiti River to the town centre should be created at regular intervals; promoting walking and cycling along the river and interaction with the natural asset.
27. Lanes should connect, be safe for pedestrians, be enhanced by activities and avoid dead ends.
28. Building height should be limited to retain the visual connection and backdrop of the Significant Ecological Area to the north.
29. Signalised intersection should be investigated at the following junctions: Wainui Road and Silverdale Street and Silverdale Street and Hibiscus Coast Highway.
30. Improve the visual and physical connection between the Pioneer Village and Silverdale Street by creating an additional entrance and implementing a vegetation strategy

Streetscapes

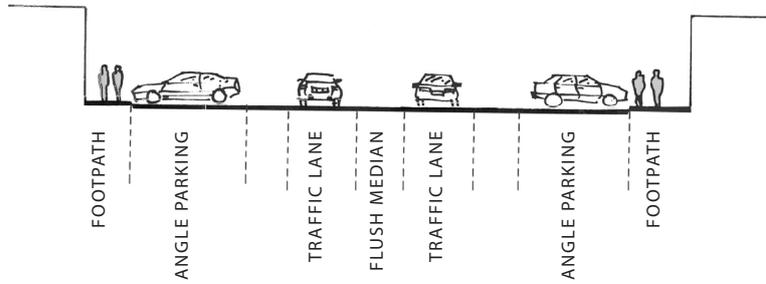
Streets are the primary public space within the village. They encompass the carriageway, parking bays, berms and footpaths. They provide for all movement connecting the town centre with its surrounds. Well designed streets should be comfortable, safe and easy for people to get around, particularly on foot. Allocating space within a road reserve to provide for all users is an important part of a thriving town centre.

FOOTPATH SPACE DELINEATION

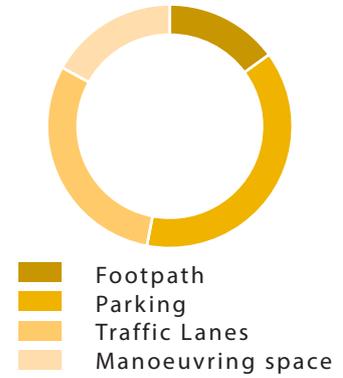


31. Recommend extension to the footpath widths to provide comfortable through route for pedestrians, kerb zone for parking and door opening, zone for street furniture such as bins, seats and light posts and zone for shops to open out onto.
32. Streetscape design should refer to Auckland Transport Code of Practice (ATCOP) Chapter 12 Footpaths and pedestrian facilities <https://at.govt.nz/media/309956/section-12-footpaths-and-pedestrian-facilities.pdf>

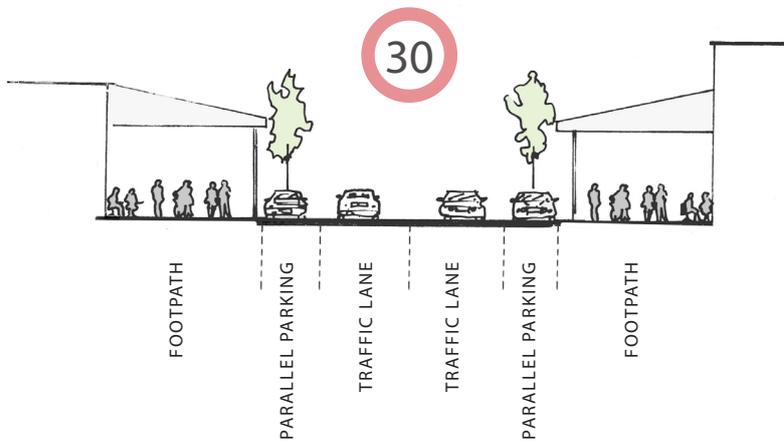
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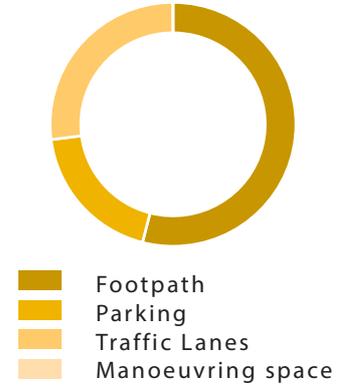
TYPICAL SPACE ALLOCATION



TYPICAL CROSS SECTION PROPOSED



TYPICAL SPACE ALLOCATION

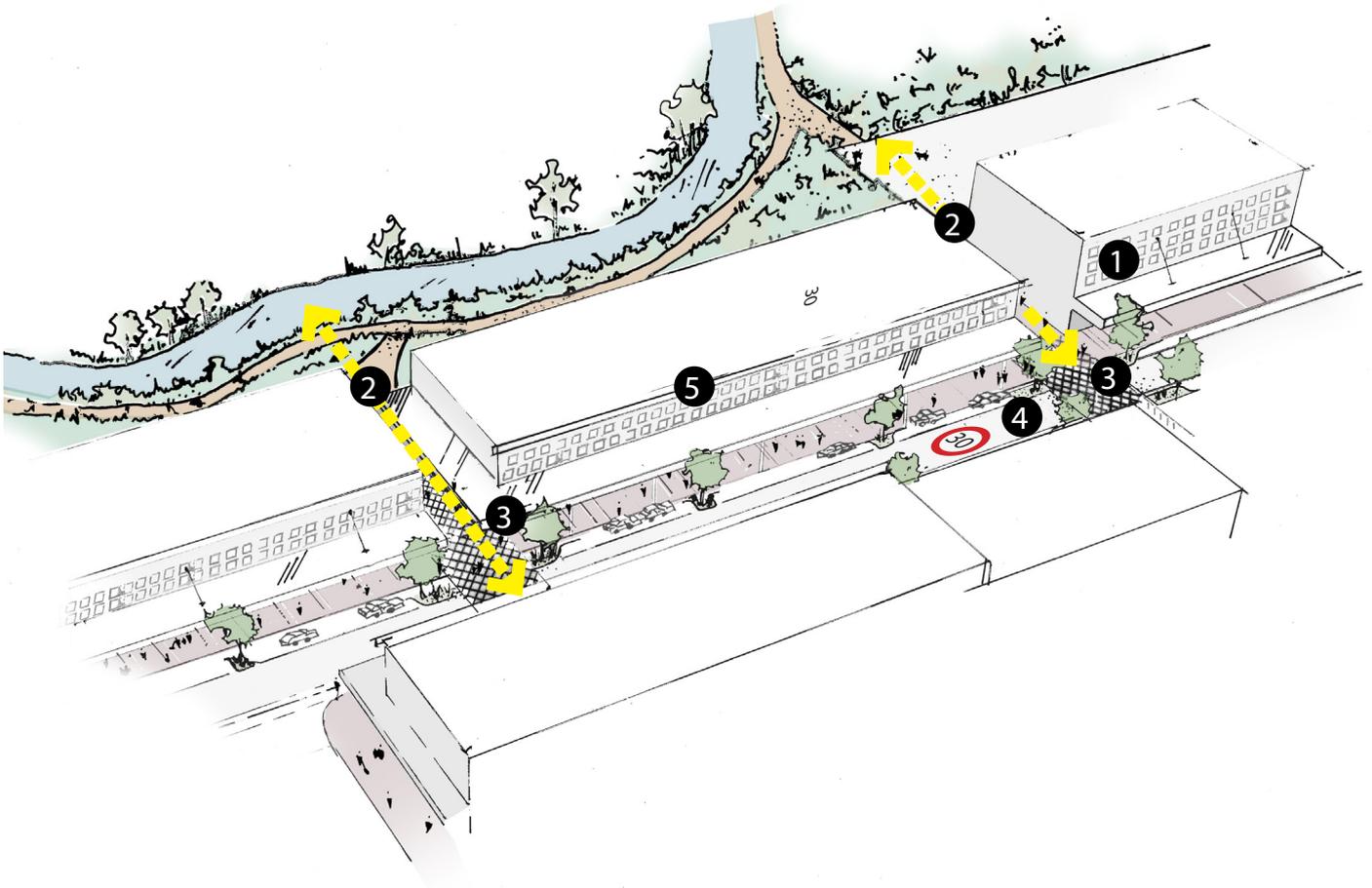


- 33. Recommend narrowing of carriageway to reduce speeds through bottom section of Silverdale Street. This can be achieved through removing manoeuvring space and central median.
- 34. Alter carparking from 90 degree to parallel parking and providing parking to rear of building.
- 35. Implement 30km speed limit on Silverdale Street to reduce 'rat run' and create a pedestrian friendly environment.

Safety

APPLYING CPTED (CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN) TO SILVERDALE STREET

1. Upper floors provide passive surveillance over streets, lanes and open space
2. Regular breaks in the block provide:
 - Surveillance and sightlines: See and be seen
 - Access: Safe movement and connections
3. Layout: Clear and logical orientation and use of materials following key pedestrian desire lines
4. Physical protection: Using active speed reduction measures
5. Sense of ownership: showing the place is cared for with well maintained public spaces, e.g. river planting, paths and main street.



36. Ensure adequate lighting of public spaces to allow all users to be comfortable at all times of the day and night, even when they are on their own.
37. Implement a maintenance strategy for the public realm to display signs of care and upkeep rather than graffiti, rubbish, overgrown weedy planting and broken street furniture.
38. Design roads, lanes and paths to have clear lines of sight ensuring members of society, young and old, can walk, cycle or move around freely unobstructed by hazards
39. Development should follow National Guidelines for Crime Prevention Through Environmental Design (CPTED) <http://www.mfe.govt.nz/publications/towns-and-cities/national-guidelines-crime-prevention-through-environmental-design-new>

Interpretation

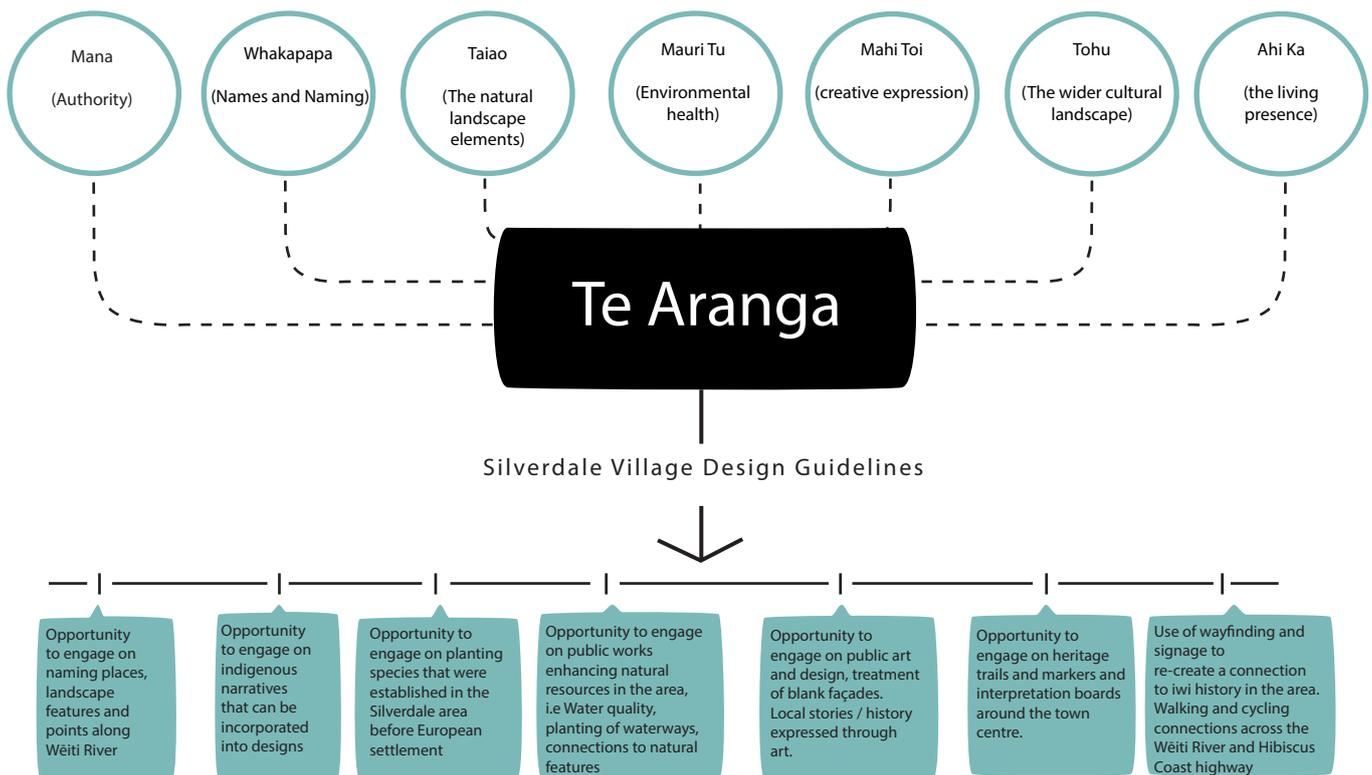
Interpretation is one of the key mechanisms for remembering the past and reflecting the history of Silverdale for present day and future communities. It promotes public understanding and appreciation of the various influences on the cultural landscape of Silverdale.

A key way of remembering the past is through the naming of streets and public spaces within new subdivision developments. Place naming plays a key role in the process of attaching meaning to places. It is important that these new public spaces and buildings are named to reflect the identity of Silverdale so that chosen names enhance the community's sense of identity and place.

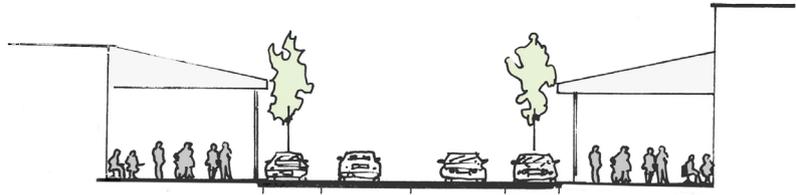
There is a rich history to be revealed in the public realm through collaboration and engagement. Mana whenua engagement and contribution in Silverdale offers design opportunities that can help benefit and shape the town centre in a way that recognises the unique place and history of the town centre.

Below are Te Aranga principles to ensure new development in Silverdale Village, particularly within the public realm, includes engagement with mana whenua, acknowledging their role as kaitiaki.

TE ARANGA AND KEY POSSIBLE OPPORTUNITIES



40. Engage with mana whenua where appropriate to incorporate ancestral names of places, and culturally historical narratives.
41. Where appropriate, non-Māori people and events associated with the landscape may inform the name and theme of the public open space and / or street.
42. Engage with mana whenua on planting opportunities, particularly along the Wēiti River to enhance water quality and potential for cultural harvest.
43. Prepare an interpretation strategy to tell the comprehensive history of Silverdale



44. Propose plant species that reflect the natural environment and previous ecologies of the region using cues from existing species in the area or historical references and narratives.



Historical points of River access



New structures connecting people with the river at historical locations

45. Use historical site features to inform and enhance the design. Features such as previous land use, significant public amenities or vegetation and sites of historical significance can evoke a unique 'Silverdale' identity. For example marking historical river transport access locations.

46. Design and place interpretive signage such as plaques, boards or story sticks, public art and sensory elements in public spaces to tell a detailed story of the history of Silverdale. Where possible engage with former landowners and mana whenua to obtain information, stories and historic images.



Use of architectural detail

Predominantly timber materiality



Furniture aesthetic reference to timber industry

47. Create a design language of furniture and aesthetics that reflects Silverdale's history. This can be achieved through materiality and form. Examples are given in Section 4: Recommendations section of these guidelines.

Public Art

Historically themed public art can also be a way to interpret the history of place and build meaningful spaces. This could be incorporated into new public spaces to evoke the various histories of those places, connecting with the past and nurturing a sense of belonging. There are already murals throughout the village drawing reference to local history, these could form part of a wider strategy for beautification of Silverdale.



48. Use interpretive signage, art and sensory elements to depict the history of Silverdale.
49. Temporary art can be used to cover blank walls and provide visual interest
50. Engage with mana whenua on any potential art strategy including opportunities to collaborate with local iwi artists

Section 4: Recommendations

Streetscape

STREET TREE AND AMENITY PLANTING



Possible examples of street tree planting include Kohekohe (New Zealand) referencing the former preponderance of that species and suitable exotic species reminiscent of settler history. Similarly Ti kouka (cabbage tree) and Harakēkē (flax) draw reference to historic landscape and can be used for amenity planting along Wēiti River.

FURNITURE



Specify furniture featuring prominent use of timber and level of detail to complement heritage building aesthetic and reference timber saw mill history.

RAIN GARDENS



Use of native planting in raingardens to treat stormwater and provide amenity to streetscape. Refer to Landscape and Ecology Values Within Stormwater Management <http://www.aucklandcity.govt.nz/council/documents/technicalpublications/TR2009083.pdf>

Wēiti River

RIPARIAN PLANTING



Native riparian planting in conjunction with Mana Whenua engagement on river bank and river corridor. Refer to Technical Publication 148 for riparian planting species <http://www.aucklandcity.govt.nz/council/documents/technicalpublications/TP148%20Riparian%20zone%20management%20strategy%20guideline%20planting%20guide%20Planting%20guide%20-%20202001.pdf>

RIVER TRAIL



Provide safe, regular connections to the river and its ecology at meaningful locations. Opportunity to showcase the Silverdale stretch of Te Araroa (New Zealand's Trail)

SIGNAGE / INTERPRETATION



Place signage and interpretation at key locations in the village and along the river trail to provide a narrative of local history

SEATING



Design references to Silverdale as a saw mill settlement through aesthetics and materiality

LIGHTING



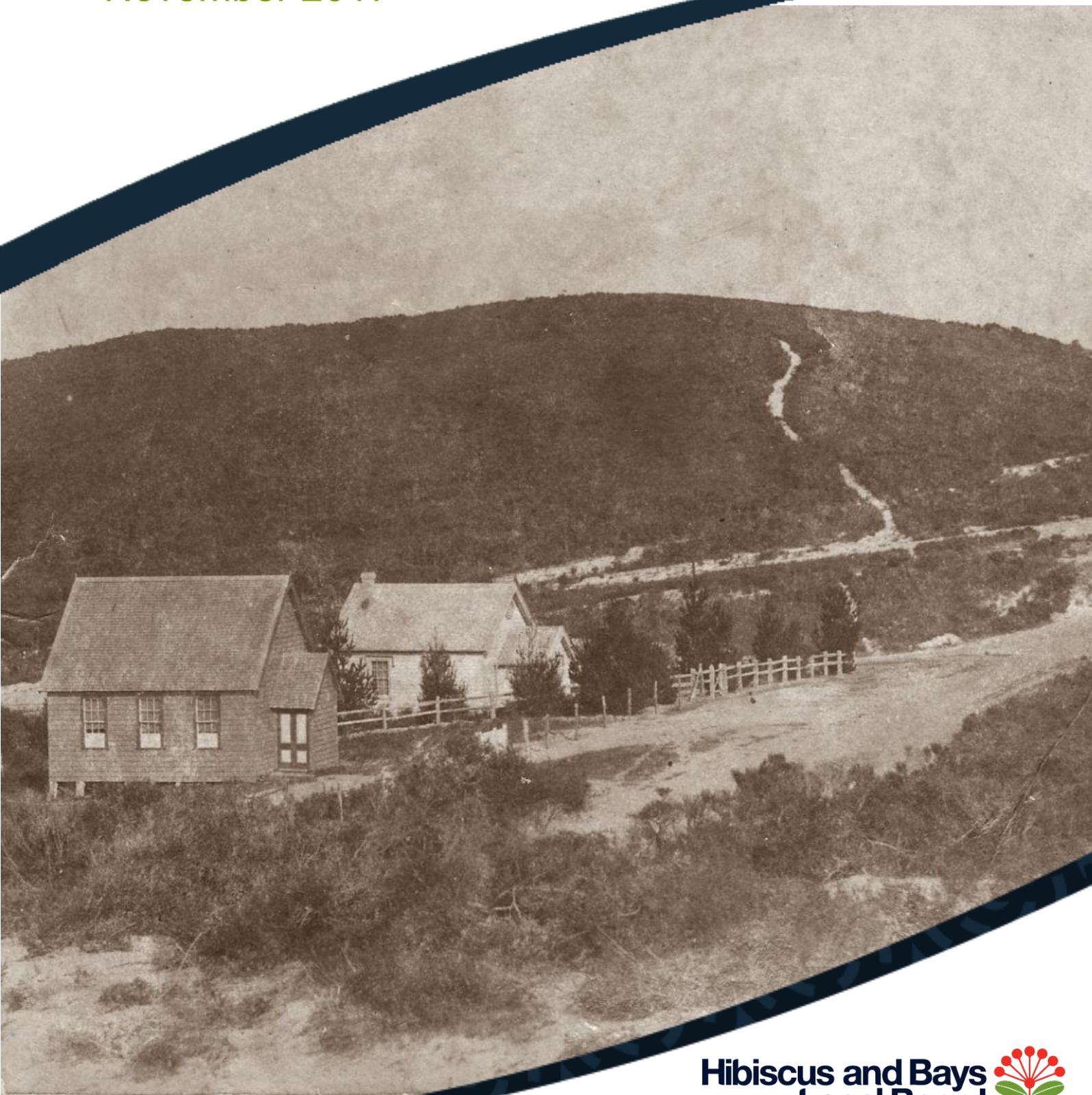
Comprehensive lighting strategy between river walk and town centre

Appendices

Silverdale Historic Context Report November 2017

Silverdale Historic Context Report

November 2017



Document Quality Assurance

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Cover illustration: Wade Village, c1875, with the Methodist and Presbyterian Churches on the left. The identity of the building on the right is unclear but it could be a very early hall. Source: Silverdale and Districts Historical Society Archives, 24.9.198.

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¹ All images have been supplied with permission by Silverdale and Districts Historical Society

INTRODUCTION

This report was commissioned by the Hibiscus and Bays Local Board and Auckland Council. It documents the historic context of Silverdale and identifies some of the places and people of interest in Silverdale's development and history. It is structured by themes. It acknowledges the influences on Silverdale's past and present growth and change.

The information contained within this document is high level, it is by no means a comprehensive historical account of Silverdale. It has been informed by an array of local sources in particular *Makers of the Wade*, by Robin Grover (2013) and augmenting that publication with research from other historical records and input from the Silverdale and Districts Historical Society who have a knowledge of and interest in the heritage of Silverdale.

Silverdale has a distinctive identity as a river-oriented settlement, a former kauri gum and timber milling centre and port for transporting the logs and gum to Auckland, and more recently as an outlet store destination. It also has a significant Maori history. Until very recently, its growth has been slow, and it was a dispersed rural village. The historic main street is now under tremendous pressure born by vast areas of new residential and commercial development surrounding it.

The information in this document has been used to inform development of design guidelines for the future development of old Silverdale – Silverdale's main street and the immediately surrounding area. The guidelines are contained within a separate document that is intended to support landowners, potential developers and the wider Silverdale community to create a unique destination for the town centre that attracts locals and visitors and of which local people can be proud.

1 CHAPTER ONE: LAND AND PEOPLE

This section outlines features within the physical environment of natural and cultural heritage interest. The natural landscape is an important underlying theme as it forms the backbone of the place the community inhabits; it provides significant amenity value and has the potential to be of scientific and, or ecological value.

The specific traditional relationship of Mana Whenua with the area is broadly discussed in this chapter, although greater detail on both Maori and European settlement is provided within *Building the Place*.

1.1 Landscape Characteristics

Silverdale, like much of the east coast of Auckland from the North Shore of the Waitemata through to Orewa, was typical “gum-land”, a deforested upland of moderate relief dissected by insequent streams.ⁱ The landform is relatively low-lying, with modulating hills of 120-180m. Geologically Silverdale is part of the Onerahi series of green sandstones, siliceous mudstones and limestones, which dates back to the Upper Cretaceous – Miocene era.ⁱⁱ This overlies Waitemata sandstone from the lower Miocene era.ⁱⁱⁱ

The Wēiti River, which Silverdale straddles is significant to the location and form of the early settlement. The Wēiti is a swampy, sluggish river, silted up after deforestation both pre- and post-European settlement washed soil down to the river’s edge, drawing the mangroves on the edge to reach further into the river.^{iv}

The native bush clad Silverdale Scenic Reserve provides a vegetated backdrop to the northern edge of old Silverdale village. Historic maps indicate that this land has been designated as a reserve since the earliest days of European settlement. The Scenic Reserve is part of an extensive Significant Ecological Area (SEA) which extends along much of the western edge of the Wēiti River from its source at Pine Valley approximately 7km to the west of Silverdale through to the western side of Silverdale, providing indigenous habitat as well as local recreation. Two separate SEAs are identified adjoining the Wēiti River to the east of the Silverdale Street bridge in the vicinity of the historic landing reserve.

Pastoral farming has historically been a predominant land use in the area, including many dairy farms. While the wider area, beyond the bounds of this study, still includes many large landholdings, there is an extensive area of land identified for future urban development around Silverdale. Silverdale, itself, has been dramatically altered by residential, industrial and large scale retail development, such that there is no evidence remaining of the former agricultural industry.

1.2 Māori Relationships with the Area^v

Archaeological records indicate that Māori occupation of the wider area surrounding present day Silverdale was concentrated at the mouth of the Wēiti River, near the coast, and on the Whangaparaoa Peninsula. The area had been originally named Whangaparaoa in the century when the Tainui Canoe visited the area. Descendants of Tainui crew members settled the Whangaparaoa and Te Wēiti areas. They included Taihaua and Taikehu who were part of Ngaoho and Ngāti Tai. Later Tahuwhakatiki from the Te Arawa canoe settled amongst the people of Whangaparaoa.

The Ngāti Kahu identity emerged in the 17th century when Te Kawerau defeated Ngaoho in battle and they settled at Whangaparaoa, forging relations through marriage with Ngaoho. A Te Kawerau chief, Maeaeariki settled at Orewa and had a son Kahu. The descendants of Kahu became known as Ngāti Kahu.

The Whangaparaoa was well known for its abundant shark fishing grounds. Over the next two centuries Ngāti Kahu came under pressure from the Hauraki tribes of the powerful Marutuahu Confederation, which wanted control of the important shark fishing grounds. Ngāti Kahu subsequently, through peace settlements and marriage, formed ties with Te Taou, a subtribe of Ngāti Whātua.

The 1820s saw the musket armed Nga Puhi attack Ngāti Kahu at Rarowhara, a large pā on the northern side of the Te Wēiti river mouth. The defeated Ngāti Kahu survivors took refuge initially at Ararimu Valley north of Riverhead and later in the Waikato. After a decade in exile they returned to the Whangaparaoa in the 1830s and re-established their cultivations including those at Waiparaheka (Silverdale), although their main settlement was at Te Haruhi, Shakespear Bay.

Successive land transactions with European settlers meant that by the middle of the 19th century Ngāti Kahu no longer retained any land in the Whangaparaoa area.

Today many hapu claim mana whenua over the area, however there are no strong ties. Silverdale is now home to Te Herenga Waka o Orewa, a pan-tribal urban marae. Te Herenga Waka o Orewa (the tying together of the canoes of Orewa) was established in 1989 to support the Hibiscus Coast community. For many years the group tried to establish a marae in the area but this did not come to fruition until late 2017 when the pan-tribal Marae was opened at Blue Gum Avenue.^{vi}

1.2.1 Māori Place Names

The study area includes a number of place names of Māori origin. Understanding the meaning and origin of place names assists in understanding the history of the place.

Te Wēiti, meaning river bordered by cabbage trees, is the name of the river that flows through present day Silverdale. Inland from the site of Silverdale, the stream valley was known as Te Taruna.

The lower part of this valley near Silverdale was known as Waiparaheka, referring to the sediment that settled in the area after floods. This was the small occupied settlement at the time of European arrival in the area.

West of Silverdale was an area known as Pukekohe due to the preponderance of Kohekohe trees growing in the area.^{vii}

2 CHAPTER TWO: GOVERNANCE

2.1 Local Government

This section chronicles the development of local government in Silverdale.

The Wēiti (Wade) Highway Board was established in 1867 under the Highways Act of the same year. The first meeting of the new body was held at the Wade Bridge Hotel on 22 October.^{viii} With little in the way of funds, the Board struggled to meet the roading needs of the district and was eventually absorbed by neighbouring boards.^{ix}

In 1876 the area became part of the newly formed Waitemata County, with the Wade settlement becoming part of the Wēiti Riding of the new Council.^x

The Counties Act, 1886, increased the number of ridings in Waitemata County from six to eight, with the Wēiti Riding becoming part of the new Wainui Riding.^{xi} In 1911 the Wainui Riding was divided in two in order to provide a more equitable representation, forming the new Wainui and Pukeatua Ridings.^{xii}

In 1924 the people of Silverdale formed a committee to push for Silverdale to get its own riding.^{xiii} Part of the problem was that the river marked the boundary between the Pukeatua and Wainui Ridings, splitting Silverdale between the two. This proved to be a significant hindrance to the progress of the district.^{xiv} The following year consideration was given to forming a new riding that would be known as Orewa, taking in parts of the Pukeatua and Wainui Ridings and including Silverdale and the Whangaparaoa Peninsula. The impetus for the proposed riding was the need for better roads, something that was supported by the coastal and more populous areas, but not by the farming hinterland.^{xv} However, the formation of a new smaller riding was not supported by the Council, or the Surveyor General who noted that such a change would require costly remapping.^{xvi}

The coastal parts of the Wainui Riding saw substantial growth from the 1950s and the opening of the Auckland Harbour Bridge in 1959 promised to improve road access to the area. At this time the Waitemata County Council promoted population growth in the area with its district planning scheme that zoned areas throughout the county for urban purposes including parts of West Auckland and the North Shore, as well as Orewa, Whangaparaoa and part of Silverdale. The plan allowed for the 1959 population of the County, which then stood at 37,200, to grow to 120,000 within twenty years.^{xvii}

In 1965 the number of ridings was reduced from twelve to ten with the Pukeatua Riding being abolished and the Wainui Riding reconstituted.^{xviii}

In the late 1960s Silverdale got its own council office building when the Waitemata County Council erected a district office on the southern side of the river, on the site of the former library. It was one of five local offices serving the County area. The Silverdale office served the Wainui, Orewa and Whangaparaoa areas. These offices were removed the following decade when the Waitemata County Council was disbanded.^{xix}

In 1974 Silverdale became part of the Hibiscus Coast Riding of the Rodney County Council.^{xx} In 1989 Rodney County Council became the Rodney District Council.^{xxi} With the reorganisation of local government in Auckland in 2010 a new super city, Auckland Council, replaced the Auckland Regional Council and seven city and district councils. Silverdale is now within the Auckland Council boundaries as part of the Albany Ward, within the Hibiscus and Bays Local Board area.

2.2 Communications

2.2.1 Overview of Post Offices

Postal services have traditionally been a significant enabler of communication. For the early pioneers of Silverdale, mail played an important part in their lives, being one of the only means of communication. Even then a ship could take three months to journey between Great Britain and New Zealand with parcels.

In New Zealand, the postal service was in its prime from the mid-19th to late 20th century. The Local Posts Act (1856) authorised provincial councils to set up local post offices. In 1854, there were fewer than a dozen post offices across the nation, but by 1880 there were 856.^{xxii} With the introduction of the telegraph and particularly the telephone, telephone exchange buildings became significant features in the built landscape.

2.2.2 Silverdale Postal Services

An irregular postal service was underway in the mid to late 1850s. The mail came by boat and John Graham whose house was nearest to the wharf acted as postmaster. His son Andrew would climb the hill behind their house to hoist a flag to signal that the mail had come in.^{xxiii}



Figure 1: Mail Coach crossing the Wade Bridge, 1880s. Source: Silverdale and Districts Historical Society Archives, 24.17.8.

In 1858 tenders were called for a once a week mail run from Auckland to the North Shore, Lucas Creek, the Wade, Mahurangi and Matakana. The mail run involved an overland service delivered on foot, the postie departing from Stokes Point with his mail bag in the morning and arriving at the Graham residence in the late afternoon. There he would be given a meal and a bed for the night before leaving for Warkworth in the morning.^{xxiv} Later, a series of local settlers served as postmaster, with their homes serving as the post office.^{xxv}

In 1883 the Chief Postmaster advised that a post office would be opened at the Wade. This was in response to a petition from local settlers.^{xxvi} In 1883 the post office was relocated to Bond's store on Silverdale Street, on the northern side of the river. The post office continued to be run by local storekeepers from their shop premises.^{xxvii} During the First World War it was run by local orchardist Frank Mappin (later Sir Frank) while the previous postmaster Alexander McArthur was away serving in the war.^{xxviii}

In 1922 Bond's store and post office was burnt down. Two years later a new purpose built post office building with a telephone exchange was erected on a site that had been given for the purpose several years earlier by Frank Mappin.^{xxix}

Road widening in the early 1970s required the relocation of the post office and it was moved further up Silverdale Street.^{xxx} NZ post services are still located on Silverdale Street, within the shop that houses Hammer Hardware.

2.2.3 Telephone Exchange

A telephone bureau in the post office served the local population for a number of years. Local efforts to gain support for the establishment of a telephone exchange met with success in 1922 when 50 locals expressed a wish for a telephone connection, far more than the 20 subscribers required by the Post and Telegraph Department to justify a telephone exchange.^{xxxii} A local telephone exchange was subsequently erected in Silverdale Street alongside the Post Office in 1924.^{xxxiii} Road widening in the early 1970s required the relocation of the telephone exchange and it was moved further up Silverdale Street.^{xxxiii} In 1974 a new telephone exchange at Red Beach replaced both the Orewa and Silverdale exchanges and upgraded the area to the free Auckland-wide dialling system.^{xxxiv}

2.3 Justice

In the 19th century and early decades of the 20th century there was no local courthouse or police station in Silverdale so the local magistrates who held quarterly sittings at Silverdale utilised the Wesleyan Chapel as their courthouse.^{xxxv}

In the mid-1920s the people of Silverdale were keen to have a local police presence. They were supported in this aim by the Justices of the Peace Association but their efforts came to nothing. Instead, arrangements were made for Silverdale to be served by the Takapuna Police Station. Minister of Police, James Parr, noted that the people of Silverdale were so law abiding that there would be little for a local policeman to do.^{xxxvi}

Today Orewa is the nearest police station to Silverdale. The area has not had a permanent police presence at any stage in its history.

2.4 Fire Service

On 22 September 1952 the Silverdale Volunteer Fire Service was inaugurated. Its first station building was a former army hut that was relocated to the corner of Curley Avenue and Silverdale Street. Behind the hut was a prefabricated classroom from the local school that the fire service used as a meeting and recreation room until it was dismantled after storm damage in the 1970s.

On 21 February 1970 a new fire station was opened at Orewa and this served the Silverdale area.^{xxxvii} Today Silverdale is served by the Silverdale Fire Station on the Hibiscus Coast Highway near Red Beach. The former site of the Fire Station is now occupied by the St John Ambulance base.^{xxxviii}

2.5 Healthcare

2.5.1 Medical Services

In 1926 a deputation of Silverdale residents met with members of the Auckland Hospital Board to request a district nurse for the area. At the time medical attention could only be secured at considerable inconvenience and cost, requiring a doctor to be sent from Devonport.^{xxxix} The Board subsequently agreed to provide a nurse on condition that locals raise a £50 subsidy annually.^{xi}

By the late 1920s Nurse Cropp was serving as the Silverdale district nurse. The area she served encompassed Silverdale, Arkles Bay and Dairy Flat.^{xli} From 1930 until 1935 Sister Faithful held the post of district nurse for Silverdale.^{xlii} Succeeding Sister Faithfull was Sister Ellen Craig who had a surgery in her house on Curley Avenue. Here she would administer injections and check-ups, and when required her kitchen table would be requisitioned by a visiting doctor from Takapuna for minor surgery.^{xliii}

A Plunket nurse visited the area twice a month from the 1960s, with local mothers collecting money to buy a car for the nurse and provide her salary.^{xliv}

Recent development in Silverdale has seen medical facilities established including the Silverdale Medical Centre in Polarity Rise.

2.5.2 St John Ambulance

In 1968 a local sub-centre of St John Ambulance was formed at Silverdale. Silverdale's first ambulance was in service in September 1971 and was staffed by volunteers. With no St John base, the ambulance would be parked outside the dwelling of the officer on duty. In 1980 a new ambulance station with accommodation for four ambulances was opened in Silverdale Street on the site formerly occupied by the Fire Station. In 2005 the ambulance station was extensively upgraded at a cost of \$600,000.^{xlv}

3 CHAPTER THREE: INFRASTRUCTURE

This chapter explores Silverdale infrastructure development starting from early settlement through to the middle of the 20th century.

3.1 Transportation

3.1.1 Water Navigation

Silverdale sits on the once navigable Wēiti River. Over time the river has filled with silt, a product of the deforestation of the watershed above it.^{xlvi} The settlement began at the edge of the river and water transport was initially of great importance.

A weekly cutter service provided transport from Auckland to the Wade, but the trip could be both difficult and long. Reverend William Morely recalled a trip to the Wade that took much longer than expected. After sailing through the day they reached the river but the tide went out, leaving the boat stranded on a sandbank. Hungry and tired, the passengers and crew had to wait until the next day when the tide rose sufficiently to refloat the vessel.^{xlvii}



Figure 2: Wēiti River with boat tied up at shed, c1900. Source: Silverdale and Districts Historical Society Archives, 24.18.2.

In early 1863 a store house and jetty were erected at the Wade township landing.^{xlviii} The landing reserve was located to the east of the bridge and Silverdale Street, on both the northern and southern side of the river as depicted in the 1883 survey map below. The map also depicts a jetty located further east of the landing, by a bend on the northern side of the river. A later map from 1942 depicts a wharf in a similar location but on the southern side of the river, in the approximate location where there is still access to the river to this day.

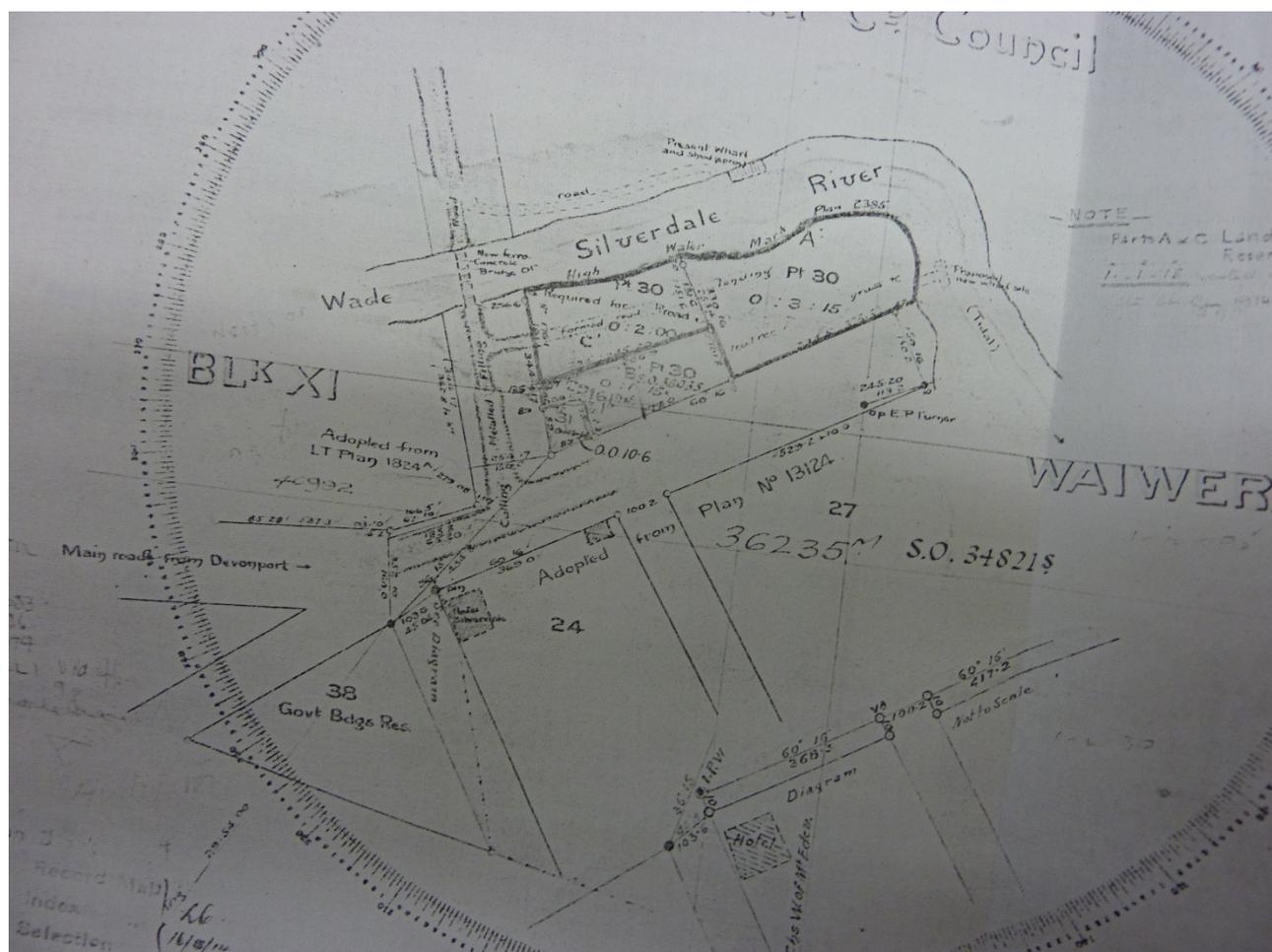


Figure 3: Reserves and Domains – Silverdale Domain 1913-1988, depicting a wharf on the northern side of the Wēiti river (Wade/Silverdale river) and the site of a proposed wharf on the southern side of the river. BADY A1645 1109 Box 389 c 8/3/20 Part 1, Archives New Zealand, Auckland

It was reported at the time that ‘facilities for getting down to the Wade, Orewa, Hot Springs [Waiwera], Mahurangi [Warkworth] and other districts north, are now almost daily offered as boats are continually running to the Wade for the purpose of bringing up timber, bricks, sand and lime.’^{xlix}

In the 1870s the Wade and Puhoi Steam Boat Company’s 28 ton *Tam O’Shanter* steamed its way up the river to the Wade settlement. The trip would take around four hours and schedules were dependant on the tides. Subsequent vessels including the *Orewa*, *Kotiti*, *Kapui*, and *Omana* plied the waters of the Wēiti River bringing mail, cargo and passengers.^l

Roading improvements in the late 1920s affected the viability of a regular steamer service. The Northern Steamship Company's *Omana* stopped servicing the route in 1930.^{li}

3.1.2 Bridges and other Roothing Infrastructure

In the early days the river provided the easiest means of transport to and from Silverdale, but bridges and roads were also needed to access the land beyond the river's edge. In 1858 the Auckland Provincial Council called for tenders for a bridge across the Wēiti River at the landing place, located on either side of the river to the immediate east of what is now Silverdale Street. No tender was accepted.^{lii} In 1860 the first bridge across the river was erected at Silverdale, connecting both sides of what was now a fledgling settlement.^{liii}

Roads were not well defined in the early days so overland navigation was not particularly easy. It was noted in 1864 that the new Catholic chapel erected at the top of the hill would act as 'guiding star to those visiting our quiet settlement'.^{liv}

Winter weather could make the roads completely impassable as happened during a particularly wet season in 1867 and many winters to follow.^{lv} Poor roading conditions continued to affect the area for decades.

The early Silverdale settlement was located on the second Great North Road, the first being located further to the west where it avoided crossing the wider parts of the Wēiti and Orewa Rivers. Soon the second Great North Road became the preferred route for overland transport. It diverged from the first Great North Road a few miles south of the Wēiti River and passed by the first Kelly homestead and crossed over the Wēiti at the place now known as Silverdale before heading north to cross the Orewa River near its mouth.^{lvi} At that stage it was nothing more than a clay track and in the early days there was no bridge across the Wēiti to ease the trip north.

Silverdale benefitted from the development of the route north through Silverdale that crossed the mouth of the Orewa River and then headed along the coast to Waiwera, as well as improvements to the East Coast Road that connected the North Shore with Silverdale via Okura.^{lvii}

In 1913 a new concrete bridge was erected over the Wēiti River at Silverdale. However, it was soon found that the approaches to the bridge were sinking and remedial works were needed.^{lviii}



Figure 4: The new Silverdale Street bridge with the old concrete bridge behind. Source: Silverdale and Districts Historical Society Archives, 24.9.72.

In the 1920s the East Coast Road from Devonport to Silverdale was still in a very bad state as it approached Silverdale and it was a considerable impediment to trade. However, requests for improvements to this part of the road did not gain any traction. The local authority was the Pukeatua Riding of the Waitemata County Council which was dominated by members from the Albany side of the district who would not vote for funds to upgrade the road. In desperation, it was suggested that the Wēiti Riding, which included the area to the north of the river, might fund part of the cost.^{lix}

In 1926 over 100 cars were held up near Silverdale during the Christmas-New Year break, due to the poor condition of the East Coast Road. Unable to persuade the local council, the people of Silverdale approached the Minister of Works, offering to provide the labour for spreading metal on the troublesome stretch of road providing that the government funded the necessary materials.^{lx}

There were three roads that could potentially have been funded by the government as the main road north to Whangarei. Only one of these routes would be classified as the main highway and funded through central government so there was considerable discussion

and lobbying from various parties.^{lxi} In the end the central route through Albany, Dairy Flat and Silverdale, rather than East Coast Road, was chosen.^{lxii}

Roading improvements were carried out in the late 1920s and early 1930s with the road from Birkenhead to Silverdale metalled in the late 1920s. The work took three years and cost £6800.^{lxiii} In the early 1930s funds were provided for metalling the bare parts of the East Coast Road.^{lxiv} These improvements made a considerable difference to the accessibility of the district.

Road transport became more important as the 20th century wore on, requiring roading improvements to cope with increased traffic and improve safety. In the late 1940s a new deviation was completed at Silverdale that saw the main highway bypass Silverdale Street. This new stretch of road was just over a mile long and included a new 260 foot (80 metre) long reinforced concrete bridge over the Wēiti River. It was built to avoid 'several bad bends and a dangerous one-way bridge.'^{lxv}

Further improvements came in the 1970s when the highway was widened. Other more recent roading improvements have seen northbound traffic diverted away from Silverdale and through the northern motorway extension and toll road. Recent residential and business development has seen a widening of Wainui Road and extension of both Wainui and Silverdale roads to accommodate the growth.

3.1.3 Bus Services and Carriers

A twice weekly coach service was in operation in 1879, stopping at the Wade Hotel.^{lxvi} Horse bus services were later replaced with motorised services. In the late 1920s Lister's Motor Services were running cars from Auckland to Silverdale and north to Puhoi.^{lxvii} Gubbs Motors were running a similar service in the 1930s early 1940s with Tate Motors taking over from the early 1940s.^{lxviii}

Local carrying services have been provided by Neville Brothers since 1926 when Bert and Frank Neville established the firm. From 1930 the company was based in Silverdale Street where Keith Hay Court is located. The firm is now located in Kahikatea Flat Road and continues a family run business.^{lxix}



Figure 5: Tates Motors Bus. Source: Silverdale and Districts Historical Society Archives, 24.2.51.

3.1.4 Road Names

Road names can provide insight into the history of an area, indicating settlement patterns and community values. On the southern side of the Wēiti River road names such as Tavern Road, Forge Road and School Road (known as Foundry Road since the 1980s) give us an insight into early businesses and activities that were located in the area. The Wade Tavern remains located on Tavern Road.

Keith Hay Court, one of the side roads off Silverdale Street, got its name from Keith Hay Homes that purchased the former Neville Brothers property in Silverdale Street and erected Silverdale Home Park on the site. Opened on 3 December 1978 the site had two Keith Hay show homes that were available for the public to view. The show homes were later moved and the current buildings erected.^{lxx}

3.2 Water Supply

As a small population centre, Silverdale initially had to rely on local water supplies. In 1913 the people of Silverdale requested that the Waitemata County Council provide a water supply from the government reserve located on the western side of Silverdale Street, between Curley Avenue and Wainui Road. Evidently a water diviner had identified a water source within the reserve, known as Waiwera Domain due to its location within the Waiwera Parish.^{lxxi} Attempts to sink a bore on the Waiwera Domain ran into problems and the Silverdale Development League was subsequently formed to continue the work.^{lxxii} However, the Waitemata County Council was unhappy with the boring operations and in 1914 cancelled permission to utilise the Domain for this purpose.^{lxxiii} The Domain also

proved to be unsuitable for its purpose as a place of recreation being steeply sloping and scrub covered, so was eventually disposed of by the Crown.^{lxxiv}

Due to the above, locals remained reliant on wells, streams and collected rainwater for many decades. The first public water supply in the Hibiscus Coast area was provided to the people of Orewa in 1967. This early supply, from local bores and reticulation, was extended to Silverdale in 1970 when the local school was connected with a piped water supply.^{lxxv} In 1994 the whole Hibiscus Coast area was connected into the Auckland City water supply.^{lxxvi}

3.3 Sanitation and Sewage

As a small population centre Silverdale relied for many years on septic tanks. In the 1950s Silverdale became part of the number 4 area of the North Shore Drainage Board. The Board initially considered that the Hibiscus Coast area would not need a sewerage treatment plant until after 1975. However, population growth proved to be more rapid in the Hibiscus Coast area than had been anticipated and a 1964 report to the Waitemata County Council recommended that a staged sewerage system be instigated. In 1968 the Waitemata County Council took over the responsibilities of the North Shore Drainage Board in the Hibiscus Coast area. The more populous areas of the Hibiscus Coast were connected to sewerage facilities first, with treatment plants and reticulation of the Orewa and Waiwera areas occurring in the early 1970s.^{lxxvii}

It was not until the following decade that piped sewerage services reached Silverdale, by which time the Rodney County Council was the responsible body. In March 1981 it was reported that reticulation and the main trunk sewer to Silverdale were almost complete.^{lxxviii}

3.4 Electricity

Electricity generation in New Zealand first began in 1888 in the small town of Reefton in the South Island.^{lxxix} ²However, in the late 19th and earlier part of the 20th century, there was little lighting in the Silverdale area at all. Carbide acetylene gas-powered street lights were present before the introduction of electricity in the town centre and some homes. The introduction on mass of reliable electricity and associated appliances revolutionised working and living conditions for many farmers, industries, housewives and shop owners in the area. Development had the opportunity to expand considerably through this technological advancement.

In 1935 Silverdale was connected with electricity becoming part of the Waitemata Electric Power Board network.^{lxxx}

² Reefton was the first location in the country to have a public supply of electricity. In addition, the town was the first to switch on an electric street lighting system in the Southern Hemisphere. Information accessed from : <http://www.reefton.co.nz/>

4 CHAPTER FOUR: BUILDING THE PLACE

This chapter sets out the residential and commercial settlement and development of the Silverdale area. In particular addressing historical patterns and trends and how these may have changed over time. The colonisation period which involved a significant number of acquisitions of land from the Māori population by the Crown is also discussed.

4.1 Early Settlement in Silverdale

4.1.1 Overview of development

Although land within area now known as Silverdale was purchased by Europeans for settlement as early as 1839, it remained sparsely populated through the 19th century and well into the 20th century. It was not until the latter half of the 20th century that Silverdale really began to grow and expand.

4.1.2 Māori Occupation and Settlement Sites

Prior to European settlement, Māori occupation of the area was concentrated at the mouth of the Wēiti River, towards the coast and on the Whangaparaoa Peninsula. The river itself provided an important transport route, connecting the east and west coasts via water and an overland walkway.

When Europeans arrived in the area in the late 1830s only small numbers of Ngāti Kahu, who were mostly of Kawerau descent, occupied the locale at Waiparaheka. They were also related to Ngāti Rongo of Mahurangi and Ngāti Poataniwha of the Upper Waitemata. More information on relationships with the land and area is provided within section 1.3.

4.1.3 Colonisation, Land Confiscation and Early Settlement

Land to the south of the Wēiti River was part of the 20,000 acre Te Wēiti block that was acquired from Māori chiefs of Ngāti Whātua, Ngāti Paoa and Ngāti te Matua by Henry Tayler in a pre-Treaty transaction in 1839. Notably Ngāti Kahu were not involved in the negotiations. Tayler established a sawing station near Stillwater and felled local timber. In the early 1840s further land sales in the area were negotiated directly between Māori and European buyers. These included John Hatfield and Mr Buckingham, who purchased much of the land between Silverdale and Orewa, while John Williamson secured an area inland from Silverdale.

These purchases were later investigated by the Old Land Claims Commission and the Crown also went on to acquire the Mahurangi Block from several iwi over the course of 15 years between 1840-1865. The Mahurangi Block encompassed all the land from the North Shore of the Waitemata in the south to Te Arai Point in the north. It contained some 220,000 acres in total.^{lxxxix} By 1854 the Crown had secured ownership of Wainui from Kawerau chiefs including the land on which Silverdale was built, though an area west of this, Waiparaheka, was retained by Ngāti Whātua until acquired by the Crown in 1857.^{lxxxii}

Government land sales followed, including both the larger blocks suitable for farms and the smaller two and three-acre blocks that had been surveyed as the future site of the township.^{lxxxiii}

The family of Maurice Kelly, who initially established a sawing station up the river from the future township, was a key player in the development of the settlement, establishing a succession of hotels on the southern side of the river. Other early arrivals, including the Graham, Polkinghorne, Brunton, Blake, Moffat, Harris, Moyle, Frith, Lees and Stoney families, established farms and stores but the population remained small for many years.^{lxxxiv} The area was also visited by many itinerant gum diggers and sawyers in the 19th century.



Figure 6: View of Silverdale in the early 20th century. Brunton's Store is the triple gabled building to the left of the clump of trees. The halls can be seen to the right of the image. Source: Silverdale and Districts Historical Society Archives, 24.9.77.

4.1.4 The Naming of Silverdale

Silverdale has been known by a number of names over the years. For many years the district and village was known as “the Wade” or “Wade”, an anglicisation of Wēiti (the name of the river). It has also occasionally been referred to as “Mauriceville” or “Mauricetown” (after Maurice Kelly) and “Wadetown”.^{lxxxv} In 1910 a meeting of local residents decided to rename the town Silverdale. The *Observer* jokingly noted that “Muddydale” or “Gummydale” would appear more appropriate.^{lxxxvi} The name was evidently suggested by Henry Frith, a new settler from Matlock in Derbyshire. It is thought that the idea for the name came from a place near his hometown called Silverdale.^{lxxxvii}

4.1.5 20th Century Suburban Development in Silverdale

During the 20th century, once the extractive trades of timber and gum had ceased, Silverdale became a small rural servicing centre for the farming community around it.

From the 1970s the area gained new importance as a retail and industrial centre. Many of the buildings in the main street were erected at this time.

Silverdale remained a small town servicing a largely rural population through until the late 20th century. Most of the dwellings that are located in Silverdale today have been erected since the 1970s. Since 2010 Silverdale has been experiencing its greatest period of growth and expansion in both residential and commercial development.

More recently new streets and areas were developed into additional retail centres and industrial locales. The past decade has witnessed significant growth, in particular to the north and west of the original settlement. This has included large areas of residential development as well as bulk retail to service the growing population.

4.2 Commercial and Retail Development

This section sequentially discusses the commercial development of Silverdale. Covering the characteristics of the very early colonial development, through to the development of the town centre across the 20th century.

4.2.1 Hotels

By early 1855 Maurice and Mary Kelly had established Sawyers Arms Hotel, the first hotel in the area.^{lxxxviii} This was likely a fairly basic affair, probably located at their sawing station up the river from the site of Silverdale.

By late 1865 two hotels, Henry and Harry Stoney's Wade Bridge Hotel and the Kelly's Separation Hotel, were up and running at Silverdale.^{lxxxix} The Kelly family were somewhat of a driving force behind the development of Silverdale in the early days and on the southern banks of the river at the Wade landing they established a new hotel, known as the Wade Hotel.

In 1880 the Wade Hotel was destroyed by fire but it was soon replaced by a new Wade Hotel located on a nearby site. This hotel was a fine building designed by Auckland architect James Wrigley.^{xc} By 1914 the licensing authorities required improvements to be made to the hotel. Instead, Mossy Kelly, descendant of Maurice Kelly, built a new hotel next door and the old building was subsequently demolished. The Wade hotel remains in situ on Tavern Road, serving the people of Silverdale.^{xci}



Figure 7: Wade hotel. Source: Silverdale and Districts Historical Society Archives, 24.9.1.

Along with the hotels, several stores provided accommodation in the 19th and early 20th centuries, including the Bonds store and Bruntons.^{xcii}

4.2.2 Stores

The first store at Silverdale appears to have been run by George Fellowdown who probably ran a basic store from his house before erecting a more substantial store facing the river. Fellowdown's store was later sold to Mary and John Moffat and then to the Bruntons. By 1901 Thomas Lees was utilising it as a gum store when it was destroyed by fire.^{xciii}

Another early store was operated by Henry and Harry Stoney from 1865 at the Wade Bridge Hotel which also served as the post office.^{xciv}

In 1875 the Bond brothers established a store alongside Fellowdowns to serve the area. This was the first of a number of stores established by the family in the Auckland region.^{xcv} Thomas Lees was also operating a store in Silverdale around the same time.^{xcvi}

In the 1890s the Bond Brothers erected a new store on the eastern side of Silverdale Street, not far from their earlier premises.^{xcvii} Bond Brothers ran not only a general store but were also kauri gum traders for the diggers that visited the area in search of fossilised Kauri resin. The store also served as the local library and reading room, something that had initially been established in 1872 before the arrival of the Bond family.^{xcviii} As stated in 2.2.2, the Post Office was also located within the Bond Brothers store from 1883, though a sporadic postal service had been in operation from the late 1850s.^{xcix}



Figure 8: Bonds Store. Source: Silverdale and Districts Historical Society Archives, 24.9.75.

There was considerable rivalry between the Bonds and Lees with their rival stores on opposite sides of the Silverdale Street. In the late 19th century the Bonds decided sell and it was Lees who purchased the store from them. This store remained the largest in the village and was owned by AJ Entrican and run by Mr Trebilco in 1922 when it was destroyed by fire.^c

The stores that had served the people of Silverdale in the early days were gradually replaced by other businesses as the 20th century wore on. The general store that had served the community became a thing of the past small butchers, dairies and other specialist shops were established.^{ci} Silverdale remained a small rural servicing centre, with just a few shops and a population of around 40 households in 1970.^{cii}

All of this was to change. The Hibiscus Coast was designated as a dormitory suburb for Auckland and required more land for commercial and industrial purposes if it was to fulfil this purpose. Silverdale businesspeople were keen to see the town develop and lobbied for infrastructure improvements and changes in zoning to allow more commercial and industrial enterprises at Silverdale.

By the mid-1980s Silverdale had grown substantially and had the largest industrial area in Rodney and the second largest commercial centre. A big part of this development was the factory shops that drew people north from Auckland in search of a bargain. The strip shopping area of Silverdale Street between the highway and Wainui Road was substantially redeveloped and before long commercial enterprises had to look beyond this stretch of road for land to build new shops and businesses. In recent years, new streets have been laid out providing and extended commercial area.^{ciii}

Silverdale is now earmarked to be the future commercial heart of the Hibiscus Coast. This aspiration has seen several hectares of land be dedicated to retail and commercial development to service a wider residential population.



Figure 9: A view of Silverdale Street looking south, 1972. Source: Silverdale and Districts Historical Society Archives, 24.9.134.

5 CHAPTER FIVE: WORK

This theme explores the history of work in Silverdale from early European settlement in the mid-19th century through to the present day.

5.1 Agriculture and Industries

5.1.1 Timber extraction and milling

Timber licenses were granted for areas of Crown land in the 1840s to allow the timber to be cut. During 1845 and 1846 virtually all the easily accessible timber had been stripped from the land edged by the Wēiti River,^{civ} however timber was still readily available. In the 1850s Maurice Kelly's sawing station at Wēiti was employing between 30 and 40 people and was one of the larger enterprises of its kind in the Auckland Province at the time.^{cv} Most of the people living at the Wade at this time were likely to have been employed by Maurice and Mary Kelly.^{cv} Timber extraction continued to be an important part of the local economy through the 19th century. Timber was hauled out of the bush by bullock teams and delivered to the river where it was rafted to Auckland to be sawn at the Auckland mills.^{cvii}



Figure 10: Logs can be seen at the centre of this early view of the village, possibly 1880s. Source: Silverdale and Districts Historical Society Archives, 24.9.86.

During the 20th century timber mills were established at Silverdale. In the 1940s there was a sawmill operating in Wainui Road opposite the present site of the Silverdale Pioneer Village.^{cviii} Segedin's Mill began operating in 1956 on Foundry Road, while the Cashmore's established a sawmill on the opposite side of the street in 1962.^{cix}



Figure 11: Workers with Kauri logs at Segedin's Mill, 1940s. Source: Silverdale and Districts Historical Society Archives, 24.9.34.

5.1.2 Kauri gum-digging

In 1866 a wave of European gumdiggers came to the area and by October there were between 80 and 100 gumdiggers working locally.^{cx} Gum also provided a means of making money for locals who were struggling to make their farms pay. Gum digging required virtually no capital investment or special skills and provided employment for many older men who would perhaps have struggled with the more physical work of the timber trade. Local stores that bought the gum provided basic supplies for diggers, the cost of which would be taken out when they sold their gum.^{cxii} By the early 20th century the gum digging era was drawing to a close.^{cxii}



Figure 12: Gumdiggers camp at the Wade 1902, Source: Silverdale and Districts Historical Society Archives, 24.31.6.

5.1.3 Farming

Sections of bush land, suitable for converting to farms were sold off by the Crown in 1856. Early purchasers of land in the Wade area included the Dacre, Graham, Harris, Kelly, King, Moyle, Polkinghorne, Thorburn and Watkinson families. It was a difficult process to convert heavy bush into farmland and some of the early settlers struggled and left the district after only a short period.^{cxiii}

In the 1850s the Provincial Government cut up areas of Crown land into 40 acre blocks and these were granted to settlers keen to break in the land.

By the late 1860s local farming was sufficiently advanced to warrant local cattle fairs being held. The Wade cattle fair of 16 March 1868 saw 100 head of cattle sold along with a quantity of sheep and pigs. The animals utilised new stockyards erected in timber by Maurice Kelly. Along with Auckland buyers, Bohemian settlers who had recently arrived at Puhoi were purchasing stock for their new farms.^{cxiv}

From the late 19th century substantial orchards were planted by farmers at the Wade with many apples, pears, grapes and citrus fruit sent to the Auckland market from the Wade landing.^{cxv} Orchardng continued well into the 20th century.^{cxvi}



Figure 13: Fruit from the Wade loaded into a cart. Source: Silverdale and Districts Historical Society Archives, 24.17.55.

Farming continued to be the major income source for the people of the area, but they were hampered by poor access to the Auckland market particularly for dairy produce. The roads were bad and water transport on a tidal river had its limits. Although there were a number of dairy farms in the early 20th century, there was no local dairy factory in Silverdale so cream from Silverdale was sent as far south as Pukekohe for processing.^{cxvii} From the 1970s farms in the area began to give way to other land uses in the Silverdale area. Suburban and retail developments have continued to replace farmland in the area surrounding the old Silverdale village.

5.2 Boatbuilding

In 1862 William Hanson was engaged in boatbuilding at the Wade, following the trade he had practised in his homeland. Hailing from the famous shipbuilding city of Sunderland, he arrived in Auckland in 1858 and lived at the Wade for a few years where he built the *Lizzie* and the *Four Sisters*. The latter boat was run between Auckland and the Wade by Maurice Kelly. Hanson later relocated to the Coromandel where he continued to work as a boatbuilder.^{cxviii}

5.3 Limeworks

In 1919 a limeworks was established at Silverdale.^{cxi} It appears that it operated until at least 1938 and was located in the Foundry Road area.^{cxx}

5.4 Recent Industrial Development

After Silverdale became part of the Rodney District in the mid-1970s, the Hibiscus Coast was identified as an area of future commercial and industrial growth. By the mid-1980s Silverdale had grown substantially and had the largest industrial area in Rodney. A big part of this development was the industrial area on the southern side of the highway where a variety of industries have established themselves.^{cxxi}



Figure 14: The developing industrial area, 1970s. Source: Silverdale and Districts Historical Society Archives, 24.9.136.

Light industrial and building supply firms have dominated the industrial areas of Silverdale. Amongst the businesses that established themselves in the late 1970s and early 1980s were Hilltop Building Supplies and the award-winning engineering and design firm Modtech. Both of these firms continue to operate from Silverdale today.^{cxxii}

6 CHAPTER SIX: WAYS OF LIFE

The broader *Ways of Life* theme covers a range of topics relating to activities within the community, including the development of churches and places of worship, educational facilities, entertainment venues, sport and recreation groups, community organisations, and places associated with remembrance of the past.

6.1 Religion and Worship

Churches were established early in the small settlement of Silverdale from the 1860s with each denomination keen to have their own place of worship. Early church meetings were held in local homes with settlers or travelling clergymen providing prayers and Bible readings.^{cxxiii}

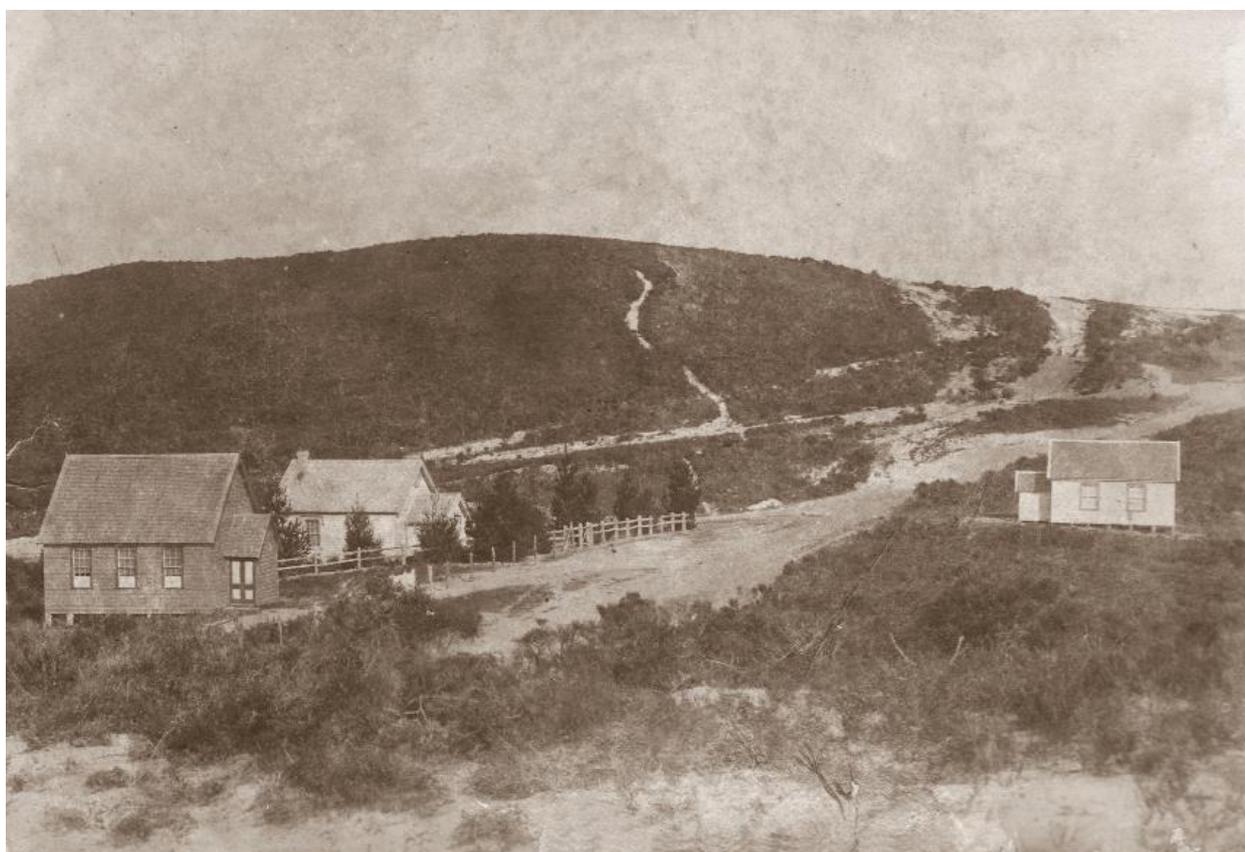


Figure 15: Wade Village, c1875, with the Methodist and Presbyterian Churches on the left. The identity of the building on the right is unclear but it could be a very early hall. Source: Silverdale and Districts Historical Society Archives, 24.9.198.

The first denomination to erect a church in the area was the Wesleyans who opened their Wesleyan Chapel on Easter Monday 1860. The opening service was given by Reverend I Harding and was attended by locals as well as a large group of visitors who had travelled by steamer from Auckland.^{cxxiv} This simple timber church originally occupied a site by the northern bank of the river but in 1876 it was relocated to a much larger site on Wainui Road where it remains today as part of the Silverdale Pioneer Village.^{cxxv} As well as

servicing church purposes, the building was used as a school and also served as the local courthouse.^{cxxvi}

The Presbyterian Church opened on 29 April 1860 and like the opening service of the neighbouring Wesleyan Chapel a month earlier, was attended by a party from Auckland.^{cxxvii} The Wade Presbyterian Church, as it was known, was the main Presbyterian presence on the Hibiscus Coast for many years, but by 1950 worship services has ceased due to changing population patterns.^{cxxviii} The Presbyterian community today have access to worship services at St Andrew's Churches in Orewa and Stanmore Bay or at Wainui Settlers' Church in Wainui.



Figure 16: Wade Methodist Sunday School picnic. Source: Silverdale and Districts Historical Society Archives, 24.7.16.

The Catholic Church was next to be established at Silverdale. In 1864 a Catholic Chapel was erected by Maurice Kelly, on his own land to the west of Silverdale.^{cxxix} This chapel was destroyed by fire in 1875.^{cxxxx} In the 1880s a new Catholic Church was erected at Silverdale, on the southern side of the river. This no longer exists. The Hibiscus Coast Catholic community are served by either St John the Evangelist Church in Orewa or St Francis by the Sea in Manly.

The Anglicans were the last denomination to establish a church at Silverdale. Prior to the Holy Trinity Anglican Church being erected in Wainui Road in 1885, the Anglicans used

the churches of other denominations for their services. Holy Trinity is the only Silverdale Church still offering services though it no longer occupies its original location fronting Wainui Road. When a new section of Silverdale Street was laid out in 2006, Holy Trinity church was relocated further north on the site, alongside the new Stella Maris Catholic School.^{cxxxix} Both the church and its cemetery are scheduled historic heritage.

6.2 Education

Whilst there have been a number of school buildings constructed and used in the area over time, this chapter aims to focus primarily on those with remaining extant buildings of historical interest. Historic schools in the study area are likely to be significant as community institutions and may represent the development of previous or new educational theories and trends; they can also provide evidence of migration patterns or other social changes.

The New Zealand education system has significantly developed adapted and changed over the past 150 years. Education has played, and continues to play, an important role in Silverdale not only for learning but also as a social hub.

6.2.1 Preschools

While Silverdale offered primary school education from the mid-1860s as described in 6.2.2, younger children would have to wait until 1968 before there were any facilities specifically for them. That year the Silverdale Playcentre was established in the original Silverdale School building on the corner of Silverdale Street and Wainui Road, where it remains to this day.^{cxxxii}

Seeing the need for a local kindergarten, a group of parents set up an establishment committee in the early 2000s with the aim of getting a local Kindergarten up and running. With the support of Silverdale School and the North Auckland Kindergarten Association, and funding from the Ministry of Education, the kindergarten was opened on the Silverdale School site in Foundry Road in 2005. Silverdale Kindergarten was initially housed in two old classroom buildings but relocated with Silverdale School to new purpose built premises in Longmore Lane in 2007.^{cxxxiii}

Local population growth coupled with more working parents has led to the demand for more early childhood education centres. In 2011 Plum Tree Preschool, a Christian early childhood education centre, opened in Wainui Road.^{cxxxiv} Kingsway Christian preschool relocated from Orewa to a purpose built centre erected alongside the Kingsway Junior Campus in Bonair Crescent in 2013.^{cxxxv} In Silverdale today there are new early childhood care and education centres in the newer parts of the town including Kindercare and Fantails.

6.2.2 Primary Schools

When the Kelly family came to live on the banks of the Wēiti River, they brought with them a tutor. The Kelly's had seven children when they arrived, five from Mary Kelly's previous marriage, and two young children that were the product of the Kelly union. They were to have another child in 1853.^{cxxxvi}

When the Presbyterian Church opened on 29 April 1860, it was noted that the building was 'well adapted to school purposes, and to these it will be appropriated without delay.'^{cxxxvii}

It appears that an early school, known as the Wade School, was established and running sometime before 1866, location unknown. This was short-lived and closed due to a lack of funding.^{cxxxviii} In 1866 interested locals met at the Presbyterian Chapel to discuss establishing a school. A committee was formed and it was decided to approach the government with a view to secure a section of land as a school endowment.^{cxxxix} On 3 September it was reported that the Wade School had reopened but it appears that this was short lived.^{cxl}

A well-attended meeting of settlers was held at the Wade Bridge Hotel in May 1868 to discuss the recent *Native Schools Act 1867*. After some discussion, those attending unanimously passed a resolution: 'That at the present time it is inexpedient for the settlers of the Wēiti District to put themselves under the Act.'^{cxli} Notwithstanding that resolution, numerous meetings were held where the lack of a local school was discussed and by early 1870 a school was established in the home of a settler.^{cxlii}

The school soon relocated to the Methodist Church, but by 1876 the building was not in a good state of report and the Education Board expressed its intent to build a purpose-built school for the locality. Henry Lloyd who was chairman of the school committee donated a two-acre section of land at the corner of what is now Silverdale Street and Wainui Road for a school and the building was subsequently erected in 1878.^{cxliii} Finally in 1878 the children were able to be taught in the first purpose built Wade School.^{cxliv} The one roomed school building served the community well but roll growth saw other buildings including the local churches and hall utilised in the 1920s as extra classroom accommodation.^{cxlv} As stated in 6.2.1, that original school building has housed the Silverdale Playcentre since 1968.

By the mid-1940s it was clear that the present school site in Silverdale Street was inadequate and plans were subsequently made for a new school to be erected on a larger site. In 1951 Silverdale School moved across the river to what is now called Foundry Road.^{cxlvi} By the early 21st century Silverdale Primary School was on the move again, this time relocating to Longmore Lane in purpose built classrooms representing a 21st century learning environment.^{cxlvii}

Today the children of Silverdale have the choice of attending Silverdale Primary School, which caters for children from years 1 to 8, or one of two other primary schools in the area. Kingsway Trust has offered Christian education within the Silverdale/Red Beach area since 1986 when Kingsway School was opened. Stella Maris Catholic Primary School,

opened in 2005, and is located at the northern end of Silverdale Street near the Millwater Parkway.^{cxlviii}



Figure 17: Silverdale School, c1915. Source: Silverdale and Districts Historical Society Archives, 24.10.55.

6.2.3 Secondary Schools

Up until 1956, children from Silverdale wanting to continue their education past their primary years needed to leave the area to attend secondary schools in Auckland as boarders. In 1956 a district high school was opened at Orewa and today it continues to cater for the children of Silverdale.^{cxlix}

In 1992 Kingsway School opened a Christian High School and continues to operate from its senior campus in Jelas Road on the edge of Silverdale and Red Beach.^{cl}

6.3 Community Facilities and Organisations

This section discusses key community facilities and organisations. A number of the earlier convening and social gathering places no longer remain, or have been replaced by more modern counterparts, notably one of the few scheduled historic heritage places in Silverdale is the Silverdale Community Hall, described in 6.3.1 below.

6.3.1 Halls

Halls are one of the key buildings where members of a community meet. In 1866 a public meeting was held at the Wade. Trevor Lloyd proposed that a public hall be erected and after some discussion it was decided that public subscriptions should be gathered for the purpose.^{cli} The following year a hall known as Wade Bridge Hall was erected but it is not clear how long this hall remained in use.^{clii} There was also an early hall known as Separation Hall that is thought to have been associated with Maurice Kelly.^{cliii}

On 5 July 1895 a commodious hall that had been erected by Mr Lees and Mr Hedley was officially opened. Around 250 people attended the opening concert and dance which went on until dawn.^{cliv} Soon afterwards another hall was erected across the road by the Wade Agricultural Company.^{clv}



Figure 18: The second Agricultural Company's hall as it appeared in 1970. Source: Silverdale and Districts Historical Society Archives, 24.9.142.

In March 1896 the Wade Agricultural Company's hall was destroyed by fire and it was initially decided to purchase the hall that had been erected the previous year by Lees and Hedley. However, this hall was located on leased land and after further discussion it was eventually decided that the company would erect their own hall on their own site, designed by notable Auckland architect Edward Bartley and built by H W Bartlett.^{clvi} By late 1896 the new Wade Agricultural Hall had been erected and the village was in the unusual situation

of having two well equipped halls on either side of the main street. With such a small population there was clearly only the need for one hall but despite this there does seem to have been some effort made to utilise both. In December 1896 the annual athletic sports day finished with a concert in Mr Lees' hall followed by a dance in the Agricultural Hall.^{clvii}

The Wade Agricultural Hall survived an arson attack in 1899 after kerosene soaked straw was set alight at the rear of the building.^{clviii} In 1906 the hall erected by Lees was sold and moved to Wainui.^{clix} The Agricultural Hall continued to serve community purposes.

In 1940 it was sold to the Waitemata County Council for use as a community hall and remains in use today as a public hall.^{clx} The hall is now run by Auckland Council and is utilised for a variety of community purposes including market days, community events and dance classes.

6.3.2 Libraries

From the foundation of planned settlement, many New Zealanders have regarded books and library institutions as a necessary and important part of day to day life and learning.

In early 1872 the Auckland Provincial Council granted £10 to the creation of the Wade Reading Room and Library.^{clxi} Evidently a library was opened at Silverdale in 1872 with Major Stoney as the librarian and Ebenezer Martin as manager. The Library was subsequently relocated numerous times. It occupied the Presbyterian Church, Mr Bond's residence, the school, and Bond's Store but ceased operating sometime in the mid-1890s. In mid-1896 a meeting was held at the Wesleyan Church when it was decided to reopen the library and a new committee and librarian was elected.^{clxii} However, it is not clear whether this eventuated, or where.

In 1935 a group of locals established a committee with the aim of establishing a library. A site for the new library was purchased from the Crown in 1938. Located near the hotel and beside the original site of the Silverdale First World War Memorial, the library was initially housed in an old farm cottage and opened in January 1939.^{clxiii}

In 1966 the Library Committee was advised that the Waitemata County Council wished to acquire the library site for new council offices. By this stage the library building was in a poor state of repair and negotiations with Council eventually saw the demolition of the old library building and space provided for the library within the new Council office building.

Membership of the library increased and by the early 1970s the library had outgrown its premises. In 1976 Council made plans to sell the council office building in which the library was located. New offices for the Rodney County Council, which replaced the Waitemata County Council as the local government body for the Silverdale area, were being erected at Orewa, and Silverdale would be served by the Orewa office.

Rodney County Council provided a new library building in the late-1970s, a former committee meeting room that was to be relocated from Warkworth. The Silverdale library building was moved to reserve land on Silverdale Street where the Wainui Historical

Society (now the Silverdale and Districts Historical Society) had established their historical village.

Rodney County Council conducted a review of library services in the Hibiscus Coast in 1987 and recommended closure of the Silverdale Library. The small library was then open two days a week and Council felt that the people of Silverdale were increasingly travelling to Orewa and Whangaparaoa to do their shopping and they would be better served by larger libraries in those locations. In 1989 the Silverdale Library was closed.^{clxiv} The closest libraries to Silverdale are located in Orewa and Whangaparaoa.

6.3.3 Other Community Organisations

A number of other community organisations feature in the history of Silverdale. Not all are discussed as many did not have permanent buildings or their original locations are unknown. Many utilised the dwellings of members, the local hall, or church buildings for their activities.

During the 1890s annual agricultural and fruit shows were inaugurated at the Wade utilising the Silverdale Hall, then known as the Wade Agricultural Hall.^{clxv} During the First World War the Silverdale Glee Club and the Silverdale Patriotic Society held fundraising events.^{clxvi} In the mid 1920s the Silverdale Utility Science Club was active.^{clxvii}

Of note the Silverdale Country Women's Institute was formed in 1928 at a meeting in the Silverdale Hall. Their work helped improve public facilities and services for the people of the district, particularly the women. Their meetings were held in the Silverdale Hall or the Anglican Church Hall (this hall was destroyed by fire in 1980).^{clxviii} While there is no longer a Women's Institute in Silverdale, the Hibiscus Women's Institute continue to meet monthly in Stanmore Bay Community Hall on the Whangaparaoa Peninsula.



Figure 19: Silverdale Country Women's Institute hat competition. Source: Silverdale and Districts Historical Society Archives, 24.10.91.

In the late 1970s a variety of new clubs had sprung up at Silverdale. These included the Old Time Dancing Club that met in the Silverdale Hall, the United Players, the Good Samaritans and the Silverdale Branch of Federated Farmers.^{clxx}

6.3.4 Sports and Recreation

Silverdale has a long history of sport and recreation. Possibly the earliest recorded sporting and social events were the St Patricks Day horse races and ball hosted by Maurice and Mary Kelly that had become a well-established part of the social calendar by 1860.^{clxx}

With a lack of dedicated sporting facilities in the area, in the early years, sport and recreational activities took place wherever they could be accommodated.

A Wade football club was in existence in the late 19th century and it appears that this later developed into the Silverdale United Rugby Football Club around 1946. The club utilised the site of the Silverdale War Memorial Park for their games from the 1940s and this continued after the park was officially opened in 1952.^{clxxi}

Other venues for sporting events included the original school grounds (now Silverdale Playcentre and Pioneer Village) where the local tennis and basketball clubs played from

1918 to 1934. A public tennis court was located on the site of the present St John Ambulance building.^{clxxii}

In the 1950s a Ladies Hockey Club was formed and games were played on various paddocks in the district before the Silverdale War Memorial Park provided a more suitable venue.^{clxxiii}

Through the 1950s and early 1960s a small bore rifle club was established at Silverdale and they utilised the local hall for their activities. The hall was also used by the table tennis club, and also the local badminton club which was established in the 1940s. The badminton club relocated to the Silverdale rugby clubrooms at the Silverdale War Memorial Park in the 1970s.^{clxxiv}



Figure 20: Silverdale Rugby Team, 1950. Source: Silverdale and Districts Historical Society Archives, 24.9.226.

Today the Silverdale War Memorial Park is the major sporting venue in the area and is the home of the Silverdale Squash Club, Silverdale Tennis Club, Silverdale United Rugby Football Club and the Orewa Rotary Club, the latter servicing not only Silverdale but the wider area. In addition to these clubs, a mixed Martial Arts training centre is located in Agency Lane, in old Silverdale village.

6.4 Remembering the Past

Remembering the past is vital for determining who we are and from where we have come. While the commemoration of historical events has been part of life in the area for many decades, with the passage of time, the conservation of places and structures of heritage value has taken on a greater importance in recent years, particularly with rapid transformation of the natural and physical environment and the associated growth and change to the local community.

6.4.1 Silverdale War Memorials

The study area has several memorials in relation to First and Second World Wars. By the close of the Second World War, across New Zealand, utilitarian memorials such as, halls, swimming pools and sports grounds were a popular choice. They were preferred by the first Labour Government which provided pound for pound subsidies for new war memorials, mainly promoting only useful 'living memorials such as community halls, libraries and gymnasiums, as opposed to artistic memorials and memorial trees or plaques'.^{clxxv}

The Silverdale War Memorial was erected in late 1922 outside the Wade Hotel on the southern side of the river. It records the names of seven men from the district who died in the First World War and another 30 who served.^{clxxvi}

In 1947 a Silverdale School Roll of Honour board was installed in Silverdale School. Gifted by the Returned Services Association (RSA), it records the names of former Silverdale School pupils who served and died in both World Wars.^{clxxvii}

A district memorial to those who served and died in the Second World War took the form of a war memorial park, located to the west of the township. The Silverdale War Memorial Park was officially opened in 1953 and the First World War Memorial was relocated to a site on the street frontage of the park. In 1990 the RSA clubrooms at the War Memorial Park in Silverdale were closed and a new Hibiscus Coast RSA building was opened in Vipond Road in Stanmore Bay. At the entrance of the new clubrooms is a cenotaph to the men and women from the district who served and died in the two World Wars. In 1995 the main driveway was adorned with a Memorial Wall with the names of local RSA members who have died.^{clxxviii}



Figure 21: Unveiling the Silverdale War Memorial on Anzac Day 1923. Source: Silverdale and Districts Historical Society, 24,9,36.

6.4.2 Silverdale Pioneer Village

The Wainui Historical Society was established in June 1968 and has since been renamed the Silverdale and Districts Historical Society. The society aims to preserve the history of the district and with this in mind they established a Pioneer Village on land leased from the Council that was formerly the Silverdale School grounds. Since 1970 a number of historic buildings have been relocated to the village. The pioneer village buildings include the former school teacher's residence (1907), the Methodist Chapel (1860), Methodist parsonage (1876), Neville dwelling (1920s) and the Frith cottage.^{clxxix} The village is run by volunteers and the society also has a substantial archive of historical records relating to the area.

6.4.3 Cemeteries and Burial Sites

Cemeteries, burial sites and urupā mark the final resting place of people whatever their origins and status. The materials, design, craftsmanship and inscriptions of grave headstones and objects are a rich repository of information that connects us with previous generations and their pasts.

Possibly the first cemetery at Silverdale was alongside the Catholic Chapel erected by Maurice Kelly in 1864 on land he later gifted to the Catholic Church. The chapel soon burnt down and the Catholic Church sold the land, including the cemetery, in 1934.^{clxxx}

In the late 1880s Thomas Lees donated eight acres of land to the Church of England on Wainui Road and part of this was used for an Anglican Cemetery.^{clxxxi} This was the first Anglican property on the Hibiscus Coast.^{clxxxii} Both the Holy Trinity Church and its cemetery provide a link to the early settlement.

A cemetery in Cemetery Road, Wainui is the final resting place of many Silverdale locals.^{clxxxiii} This cemetery has predominantly pioneer settler graves located at the southern end and more recent burial plots at the northern end. It is run by Auckland Council and remains available for burials today.

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- cvii J A Mackay, Timber and Kauri Gum Trade of Aucklands North Shore, *Auckland Waikato Historical Journal*, September 1970, pp.3-4.
- cviii A 1942 map of Silverdale shows a sawmill on Wainui Road opposite the site presently occupied by the Silverdale Pioneer Village. 1942 map held in Silverdale and Districts Historical Society Archives, Silverdale Pioneer Village.
- cix Litchfield, p.35 and *New Zealand Herald*, 12 July 2002, Sec A, p.2.
- cx *Daily Southern Cross*, 11 October 1866, p.5.
- cxii Mackay, p.4 and Grover, *Makers of the Wade*, pp.178 and 179.
- cxiii Grover, *Makers of the Wade*, p.59, 60, 68 and 75.
- cxiv *Daily Southern Cross*, 2 April 1868, p.6.
- cxv *New Zealand Herald*, 15 April 1889, p.6; and 19 July 1892, p.6.
- cxvi A 1942 map of the area shows a number of orchards in the Silverdale area. 1942 map of Silverdale held in Silverdale and Districts Historical Society Archives, Silverdale Pioneer Village.
- cxvii *Pukekohe and Waiuku Times*, 16 December 1921, p.4.
- cxviii *New Zealander*, 31 October 1862, p.7 and 30 April 1863, p.3 and *New Zealand Herald*, 12 April 1924, p.10.
- cxix *New Zealand Herald*, 27 March 1919, p.9.
- cxx Ibid., 21 September 1938, p.3.
- cxxi Litchfield, pp.33 and 37.
- cxxii *Rodney Times*, 18 October 2007, pp.15-17 and 15 September 2011, p.7.
- cxxiii Grover, *Makers of the Wade*, pp.93-94.
- cxxiv *New Zealander*, 11 April 1860, p.3.
- cxxv Grover, *Makers of the Wade*, p.97.
- cxxvi Ibid., p.97.
- cxxvii *Daily Southern Cross*, 25 May 1860, p.3.
- cxxviii Hibiscus Coast Presbyterian Church website: <http://www.hibiscuscoastpresbyterian.org.nz>
- cxxix *New Zealander*, 30 December 1864, p.4.
- xxx *Auckland Star*, 6 March 1875, p.2.
- xxxi Grover, *Makers of the Wade*, p.98 and *New Zealand Herald*, 6 June 1885, p.6.
- xxxii Litchfield, pp.38 and 52-3.
- xxxiii *Rodney Times*, 28 April 2005, p.13.
- xxxiv *Rodney Times*, 24 January 2012, p.18.
- xxxv Education Review Office Report, Kingsway Preschool Silverdale, 2014.
- xxxvi Grover, *Makers of the Wade*, p.33.
- xxxvii *Daily Southern Cross*, 25 May 1860, p.3.
- xxxviii Ibid., 12 September 1866, p.5.
- xxxix Ibid., 30 July 1866, p.4.
- cxl Ibid., 12 September 1866, p.5.
- cxli Ibid., 23 May 1868, p.3.
- cxlii Litchfield, pp.42 and 43.
- cxliii Ibid., p.44 and 45.
- cxliv Ibid., pp.44 and 45 and Grover, *Makers of the Wade*, pp.103 and 104.
- cxlv Grover, *From the Wade to Silverdale*, p.58.
- cxlvi Litchfield, pp.67 and 52-53.
- cxlvii *Rodney Times*, 28 April 2005, p.13.
- cxlviii Grover, *Makers of the Wade*, p.98.
- cxlix <http://www.orewa.school.nz/about/>.
- cl <http://www.kingswaytrust.nz/history>.
- cli *Daily Southern Cross*, 30 November 1866, p.5.

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- clii Ibid., 18 December 1867, p.3 and *New Zealand Herald*, 17 May 1867, p.4.
cliii Grover, *Makers of the Wade*, p.190.
cliv *Auckland Star*, 8 July 1895, p.5.
clv *New Zealand Herald*, 26 June 1895, p.6.
clvi Litchfield, p.18; *New Zealand Herald*, 24 March 1896, p.5 and 7 July 1896, p.6.
clvii *Auckland Star*, 15 January 1897, p.4.
clviii *Evening Post*, 12 April 1899, p.5.
clix Grover, *Makers of the Wade*, p.197.
clx Litchfield, p.18.
clxi *Daily Southern Cross*, 3 February 1872, p.2.
clxii Ibid., 9 January 1874, p.2; *New Zealand Herald*, 12 January 1878, p.3; 28 January 1880, p.3; 27 July 1893, p.6; *Auckland Star*, 16 June 1896, p.3.
clxiii *Auckland Star*, 23 January 1939, p.9 and Flude, p.3.
clxiv Flude, pp.3, 8 and 10-22.
clxv *New Zealand Herald*, 18 March 1896, p.6.
clxvi Ibid. 8 October 1915, p.3; 9 June 1915, p.11; *Rodney and Otamatea Times*, 7 October 1914, p.4.
clxvii *New Zealand Herald*, 19 November 1924, p.10.
clxviii Litchfield, pp.21 and 24.
clxix *Hibiscus Coast Association Community Directory*, 1977-1978, pp.8, 14 and 18.
clxx *New Zealander*, 21 March 1860, p.3.
clxxi Litchfield, p.32 and *Observer*, 20 August 1898, p.11.
clxxii Litchfield, p.31.
clxxiii Ibid., p.31.
clxxiv Ibid., p.31.
clxxv MacLean, C Phillips, J. *The Sorrow and the Pride: New Zealand War Memorials*, Wellington, 1990, p.74-78.
clxxvi Silverdale War Memorial: <https://nzhistory.govt.nz/war/new-zealanders-in-ww1/first-world-war-memorials/silverdale-war-memorial>.
clxxvii Litchfield, p.30.
clxxviii Ibid., p.30.
clxxix Ibid., p.28-29.
clxxx Grover, *Makers of the Wade*, pp.100-101 and *New Zealander*, 30 December 1864, p.4.
clxxxi Grover, *Makers of the Wade*, p.98.
clxxxii Hibiscus Coast Anglican Parish website: https://www.hbcanglicanparish.co.nz/about_us.
clxxxiii Ibid., p.127.

