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# 44 Gresham Street, Geraldine – Proposed Residential Subdivision, Integrated Transport Assessment Report



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## 44 Gresham Street, Geraldine Subdivision ITA

### Quality Assurance Information

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Date issued	Status	Approved by
24 May 2023	Draft	Dave Smith
26 June 2023	Final	Dave Smith
31 August 2025	Final - revised yield	Dave Smith

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## 1. Introduction

Abley has been commissioned by Yedo Investments Limited to prepare an Integrated Transport Assessment (ITA) in respect of a resource consent application to develop a 25-lot residential subdivision at 44 Gresham Street, Geraldine. The location of the site is shown in Figure 1.1.



Figure 1.1 Site Location

This ITA report has been prepared to address the transportation aspects of the proposed development and is a desktop assessment. We have relied on aerial and Google Streetview imagery as well as online assessment tools to understand the local transport environment.

## 2. Existing Site Data

### 2.1 Locality

The site is located on the western side of Gresham Street, just north of the Grande Vue Golf Course. There are residential homes on the eastern and northern side of the site. The site is approximately 300m west of State Highway 79 (SH79).

### 2.2 Zoning

The Timaru District Plan (TDP) shows that the site and the land adjacent to its western and southern boundaries are within the Rural 4A Zone. The properties adjacent to the sites north-eastern boundary are zoned Residential 1 and 5 Zone as shown in Figure 2.1.



Figure 2.1 Site Zoning

The TDP states that the Rural 4A Zone “limits new development and requires development to be managed more intensively than in other rural zones.” As such, the proposed development is ‘out of zone’ and requires assessment due to the traffic generated by the activity which will not have been anticipated by the Timaru District Plan.

### 2.3 Existing Site Information

The site (located at 44 Gresham Street) contains one dwelling. This dwelling will be retained as part of the development. Access to the site includes one long driveway (approximately 310m).

## 3. Existing Transport Data

### 3.1 Road Frontage

#### Gresham Street

The site fronts Gresham Street along its south-eastern boundary. Gresham Street is classified as a Local Street in the One Network Framework (ONF), and has an average daily traffic (ADT) of less than 250vpd. The speed limit on Gresham Street is 50km/h.

Gresham Street at the site frontage is an undivided two-lane, two-way road with a footpath on its western (development) side only. The carriageway is approximately 7m wide with no dedicated cycle facilities. The configuration of Gresham Street, along the frontage of the development site is shown in Figure 3.1.





**Figure 3.1 Gresham Street, looking north. Existing driveway serving 44 Gresham Street in view. (Source: Google Maps).**

Gresham Street is a no exit street which terminates at the access to the Grande Vue Golf Club. To its north, it adjoins with Huffey Street which then intersects with SH79 via crossroad priority-controlled intersection.

### **Huffey Street**

Huffey Street is in a 50km/h road and in the ONF is classified as a Local Street at its western end and an Activity Street at its eastern end (i.e., east of Wilson Street, as it passes Geraldine Primary School). It has an ADT of less than 1000vpd.

Huffey Street where it connects to Gresham Street is an undivided two lane, two-way road with a footpath only on its northern side. The carriageway is approximately 12.5m wide with no cycle facilities. The configuration of Huffey Street, where it joins with Gresham Street is shown in Figure 3.2.



**Figure 3.2 Huffey Street, looking west toward paper road, Gresham Street to left. (Source: Google Maps).**

### 3.2 Road Safety

A search of the Waka Kotahi Crash Analysis System (CAS) database has been carried out for the Gresham Street midblock and the Huffey Street midblock including its intersection with SH79 for the period of 2015 to 2025 year-to-date.

One non-injury crash occurred within the search area as shown in Figure 3.3.

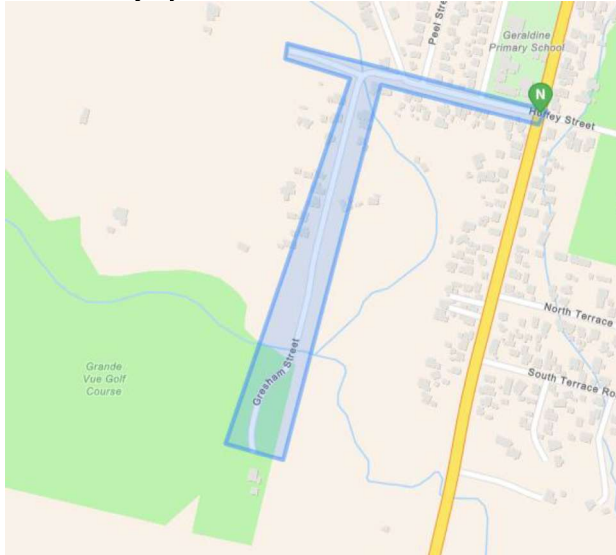


Figure 3.3 2015-25 Crash record query (Source: CAS).

The recorded non-injury crash occurred at the intersection of Huffey Street and Cox Street (SH79) in 2018 where the driver lost control due to inattentiveness and crashed into a parked vehicle. The reported crash history does not suggest that there are any road safety deficiencies in the vicinity of the site, including any issues regarding pedestrian and vehicle conflict within the school's vicinity. Of note is that there have been no reported injury crashes.

### 3.3 Walking and Cycling

#### Walking

The site is located in an area where pedestrian activity can be expected during school periods due to the nearby Geraldine Primary School and Haywood Cottage Montessori (pre-school) (located between Wilson Street and Cox Street). There are no pedestrian crossing points within the vicinity of the site with the closest one being on Cox Street (SH79). The footpath on the western side of Gresham Street connects through onto Huffey Street. An additional footpath on the opposite side starts at the intersection of Huffey Street and Wilson Street, continuing to its intersection with Cox Street (SH79).

The site is less than 1km from Geraldine Primary School (approximately a 12-minute walk) and it will therefore be feasible for residents of the development to walk to school. The local dairy is also within walking distance on Cox Street.

#### Cycling

Although there are no cycle facilities located on Gresham and Huffey Street and within the vicinity of the site, the traffic volumes are very low which is supportive of safe cycling. The site is also in proximity to a variety of designated walking and cycling routes, as seen in Figure 3.4.



A future walking and cycling track is shown running along the southern boundary of the application site as shown by the yellow dashed line in Figure 3.4. It is understood that this track will be provided on the golf course land to the south of the site.

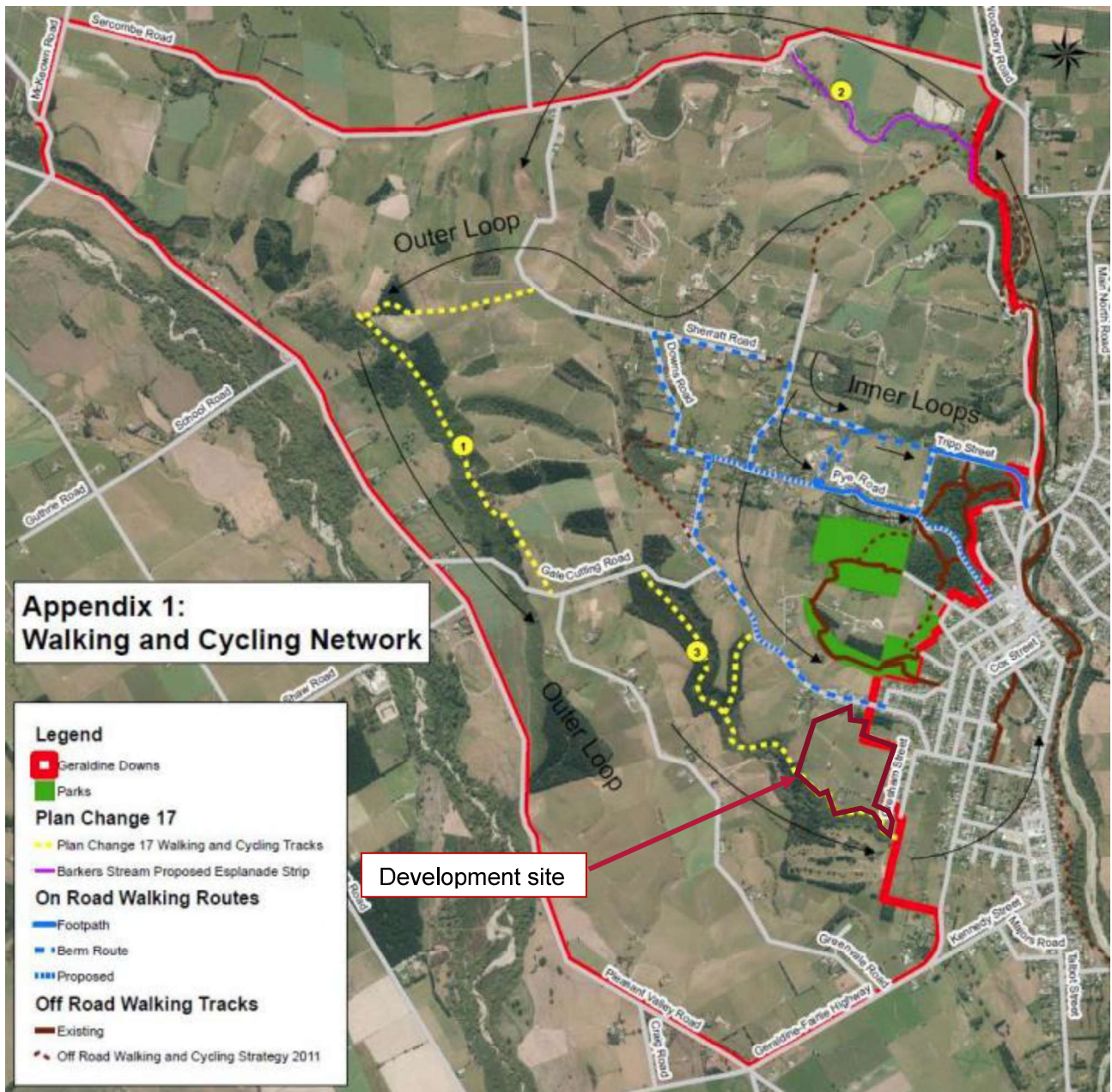


Figure 3.4 Walking and Cycling Network, Geraldine. (Source: Timaru District Plan<sup>1</sup>).

### 3.4 Public Transport Accessibility

There are no public transport services operating in Geraldine.

<sup>1</sup>[https://www.timaru.govt.nz/\\_data/assets/pdf\\_file/0011/19577/District\\_Plan\\_Part\\_D\\_1\\_Rural\\_Zones24.02.22.pdf](https://www.timaru.govt.nz/_data/assets/pdf_file/0011/19577/District_Plan_Part_D_1_Rural_Zones24.02.22.pdf)

## 4. Proposed Activity

### 4.1 Overview

The proposal is to subdivide 44 Gresham Street to create 24 additional sites (25 lots in total) intended for future residential development, one site containing the existing dwelling, and a lot to be vested in Timaru District Council as road. The concept masterplan is shown in Figure 4.1.





Figure 4.1 Concept masterplan. (Source: Innate Landscape Architecture).

## Internal Road and Access Description

The proposal will include a new legal road running through the development. This road will link Gresham Street with the currently unformed section of Huffey Street and will serve as access to the new sites. Indicative vehicle crossing locations are shown on the plan, however these will be subject to change once the individual property purchasers have decided how access should be orientated to suit their individual site design.

The road will have a legal width of 20.0m for the first 100m from the Gresham Street access and 17.0m for the remaining length through the site. The road design principles are set out below:

- The road will contain a 7.0m wide road carriageway, a 1.8m wide footpath on one side (changing sides of the road after the first 100m) and generous berms on each side of the road. The proposed concept section is shown in Figure 4.2.

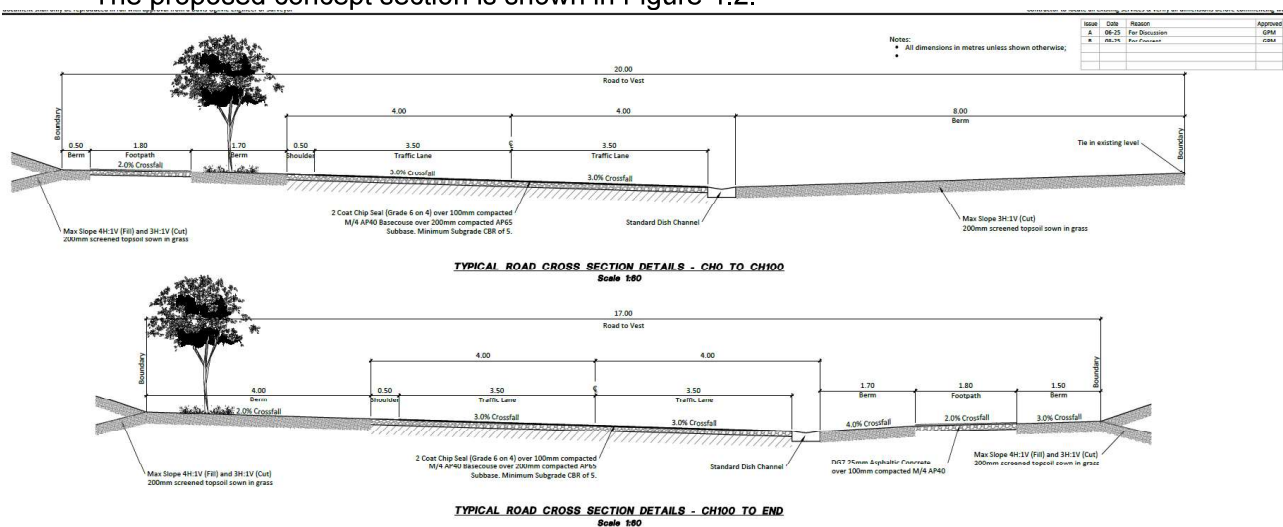


Figure 4.2 Concept section of road between Lots 5-16. (Source: Innate Landscape Architecture).

The Timaru District Plan requires the road to have a legal width of 20.0m. Within the corridor, a 6.0m wide carriageway is required with 7.0m of combined berm and footpath space on both sides of the road. The proposed design is not in accordance with this requirement.

The design of the road is, however, in general accordance with NZS4404:2010 – Land Development and Subdivision Infrastructure. For a suburban road serving 20 or more dwellings, a 15.0m legal width is required. Within this, a 5.5-5.7m wide carriageway is needed, parking is shared in the movement lane (where less than 100 lots are proposed) and 1.5m wide footpaths are needed on one side (or both sides where the road serves more than 20 dwellings or is greater than 100m in length). The proposed design exceeds this standard in terms of legal width, carriageway width and footpath width.

A footpath is only provided on one side of the road which is consistent with NZTA's Pedestrian Network Guidance<sup>2</sup> which states a preference for footpath on one side where density is less than three dwellings per Hectare (the development is approx 1.5 dwellings per Ha). It is further noted that this footpath will likely only be used by residents given it is not designed as a direct or attractive through route. This cross section is therefore considered appropriate to service the type and scale of development proposed at 44 Gresham Street.

<sup>2</sup> Refer section 3.3.1c Table 1 of <https://nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/pedestrian-network-guidance/docs/3.3-paths-feb-2025.pdf>



## Huffey Street Upgrades

Huffey Street, west of Gresham Street, is currently formed to a private driveway standard and services one dwelling at 1 Huffey Street. This driveway will be upgraded by the applicant to a public road standard as part of the subdivision civil works and handed over to Timaru District Council for maintenance at the same time as the new internal public roading infrastructure.

It is recommended that the upgrade of Huffey Street is designed to include a 6.0m wide road carriageway, a 2.0m wide footpath on its southern side (along the northern boundaries of 2-6 Gresham Street), and suitable side drainage infrastructure.

It is also recommended that the Huffey Street / Gresham Street intersection is designed so that Huffey Street has priority. Traffic approaching the intersection on Gresham Street (from the south) should be required to give way to traffic travelling east-west along Huffey Street. This concept is illustrated in Figure 4.3

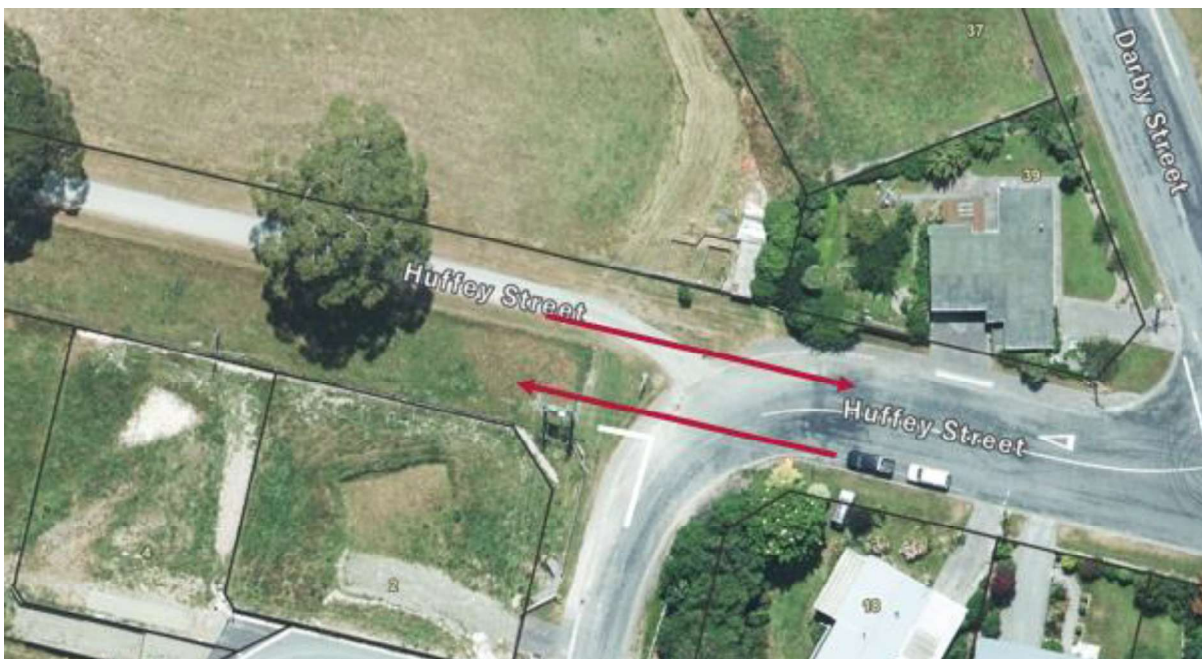


Figure 4.3 Recommended intersection priority.

While the dominant traffic flow will continue to be around the horizontal curve where Huffey Street transitions into Gresham Street, it is considered preferable from a road safety perspective to change the priority so that sight distances are optimised. Based on our analysis of the Google Streetview imagery, If the priority was retained for traffic travelling around the horizontal curve on Huffey Street, the available sight distances are affected for vehicles turning right from the existing Huffey Street formation into the new section of Huffey Street. This is due to the sharp inside radius of the horizontal curve combined with existing vegetation on the inside of the curve. See Figure 4.4.





Figure 4.4 Huffey Street, showing vegetation on inside of curve. (Source: Google Maps).

Tactile pavers or a similar type of crossing device will need to be installed so that pedestrians are able to safely cross the new section of Huffey Street and access the existing footpath on its northern side.

As with the internal roading, the detailed design of the upgrade to Huffey Street will be confirmed as part of the engineering approval process administered by Timaru District Council.

## 4.2 Serving and Delivery Requirements

The largest vehicle that will need to use the new roads is a rubbish truck. This is typically an 8.0m rigid truck. While vehicle tracking has not been undertaken as part of this assessment, no fundamental issues are anticipated with this vehicle using the new roads to collect rubbish. This is primarily due to the road being a through road and so there will be no requirement for vehicles to turn around on the site.

## 5. Appraisal of Transport Effects

### 5.1 Trip Generation

The estimated annual average daily traffic (AADT) for Gresham Street is 165 vehicles according to Mobile Roads<sup>3</sup> Huffey Street is estimated to carry an AADT of 914vpd.

Peak hour volumes are commonly accepted to be 10% of the daily volume. Hence, the peak hour volume on Gresham Street is anticipated to be 17vph and on Huffey Street it is anticipated to be 91 vph.

Based on outer suburban trip rates contained with Table C.1 of Waka Kotahi Research Report 453 *Trips and parking related to land use*, the additional 24 dwellings in the subdivision are expected to generate in the order of 22 trips in the peak hour (0.9 trips/dwelling) and 197 trips per day (8.2/dwelling). Comparative to the existing estimated volumes on Gresham Street, this is a notable increase although this is only due to the existing volumes being so low at present. It is considered that, subject to the upgrading of Huffey Street as discussed in Section 4.1, that the projected increase in traffic generation arising from the proposed subdivision is in the order of one additional vehicle every three minutes in peak hour and can be safely and efficiently accommodated by the existing transportation network.

### 5.2 Construction Traffic

As with any development, there will be a period of time during construction where heavy vehicles are likely to visit the site. For example, this could be for site preparation earthworks and once the subdivision infrastructure has been constructed, concrete trucks and other trades vehicles associated with individual house construction.

Given the site is located in proximity to Haywood Cottage Montessori and Geraldine Primary School, it will be important to ensure that construction traffic is managed to ensure that it avoids use of the road network during peak pick up and drop off times at these educational facilities. The appropriate mechanism to manage this is to develop and implement a construction traffic management plan (CTMP). It is considered appropriate that this should be imposed as a condition on the resource consent decision.

## 6. District Plan Rules Assessment

The Timaru District Plan sets out the transportation related rules with which any development is expected to comply. An assessment of the proposed development against these has been undertaken and the results are summarised in Table 6.1.

**Table 6.1 District Plan Compliance Assessment.**

Transport Rule in the Timaru District Plan	Complies	Comment
6.3.11 Performance Standards for Subdivision in All Rural Zones		
6.3.11 (1) All allotments created by subdivision in Rural Zones shall have a minimum legal road frontage of 8 metres or shall be provided with access by way of an 8 metre wide private access.	N	All sites except Lots 2, 3 and 4 will have a frontage of 8.0m. Refer to Matters of Assessment.
Note:		

<sup>3</sup> <https://mobileroad.org/>

Transport Rule in the Timaru District Plan						Complies	Comment																																																																																																																																																																													
The reference to “8 metre wide” means 8 metres wide for the entire length of the private access.																																																																																																																																																																																				
6.3.1.1 (2) Where a corner allotment is included in any subdivision the corner shall be cut off to a distance, along the road frontages, of not less than 15 metres from the intersection and vested as road.						N	This cannot be achieved due to the location of the proposed road in relation to other properties not part of the subdivision. Refer to Matters of Assessment.																																																																																																																																																																													
6.3.15A(3ii) Walkways and Cycleways: All subdivisions shall vest land to Timaru District Council for the walkways and cycleways as indicated in Appendix 1 of the Rural 4A Zone. The walking and cycling tracks shall have a minimum legal width of 2.5 metres.						Y	No walkways or cycleways proposed over this site.																																																																																																																																																																													
6.6 Roading Hierarchy																																																																																																																																																																																				
6.6.2 (1) National Routes, Regional Arterials and District Arterials shall have a width and form consistent with the goals of the national land transport strategy but in no case shall their reserve width be less than 20 metres.						N/A	Does not apply																																																																																																																																																																													
6.6.2 (2) Principal roads shall have a minimum reserve width of 19 metres but this can be increased where the traffic facilities required on the road demand it.						N/A	Does not apply																																																																																																																																																																													
6.6.2 (3) Secondary road (includes Collector and Local roads, and Service Lanes) reserve widths shall conform with Table 6.6.2(5).						N	The proposed road is a local road in a rural area which serves more than seven lots. Therefore, the requirement is for: <ul style="list-style-type: none"><li>a minimum width of 20.0m</li><li>recommended berm and footpath width combined of 2 x 7.0m</li><li>minimum carriageway width of 6.0m</li></ul> The proposed 17.0m legal width does not comply with this requirement.																																																																																																																																																																													
<b>6.6.2(5) TABLE OF PRIVATE ACCESS AND SECONDARY ROADS WIDTHS (in metres)</b> <table><tr><th>Classification</th><th>Sub Classification</th><th>Type of Street</th><th>Development Served</th><th>Minimum Total Access</th><th>Private Access</th><th>Recommended and Footpath Combined</th><th>Berm Width</th><th colspan="3">Minimum Carriageway Combination</th><th>Carriageway Total</th></tr><tr><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>Parking</th><th>Cycle</th><th>Traffic</th><th></th></tr><tr><td rowspan="2">Local (Urban)</td><td rowspan="2">Residential</td><td>Private access</td><td>1-2 hu</td><td>3.5</td><td></td><td>0.8</td><td></td><td></td><td></td><td>2.7</td><td>2.7</td></tr><tr><td>Private access</td><td>3-6 hu</td><td>6.0 for first 9.0m then 5.0 thereafter</td><td></td><td>1.0 for 5.0m width</td><td></td><td></td><td></td><td>4.0 for 5.0m width</td><td>4.0 for 5.0m width</td></tr><tr><td></td><td></td><td>Cul-de-sac</td><td>&lt;100m length &amp; &lt;20 hu</td><td>14</td><td></td><td>footpath 1 x 1.5 berm 1 x 1.5, and 1 x 20</td><td>2 x 2.0</td><td></td><td></td><td>2 x 2.5</td><td>9.0</td></tr><tr><td></td><td></td><td>Cul-de-sac</td><td>100&lt;length&lt;300 or &gt;20 hu</td><td>16</td><td></td><td>2 x 3.0</td><td>2 x 2</td><td></td><td></td><td>2 x 3.0</td><td>10.0</td></tr><tr><td></td><td></td><td>Minor Access (local through road)</td><td></td><td>17</td><td></td><td>2 x 3.0</td><td>2 x 2</td><td></td><td></td><td>2 x 3.5</td><td>11.0</td></tr><tr><td></td><td>Industrial</td><td></td><td></td><td>18</td><td></td><td>2 x 3.0</td><td>2 x 2</td><td></td><td></td><td>2 x 4.0</td><td>12.0</td></tr><tr><td></td><td>Industrial Washdyke</td><td></td><td></td><td>20</td><td></td><td>2 x 6.5<sup>1</sup></td><td>2 x 2</td><td></td><td></td><td>2 x 4.0</td><td>12.0</td></tr><tr><td rowspan="2">Local (Rural)</td><td rowspan="2"></td><td>Private access</td><td>Up to 7 hu and/or lots</td><td>8.0</td><td></td><td>2 x 2.5<sup>1</sup></td><td></td><td></td><td></td><td>3.0</td><td>3.0</td></tr><tr><td>Local road</td><td>Greater than 7 hu and/or lots</td><td>20.0</td><td></td><td>2 x 7.0<sup>1</sup></td><td></td><td></td><td></td><td>6.0</td><td>6.0</td></tr><tr><td rowspan="3">Collector (Urban)</td><td>Residential</td><td></td><td></td><td>18</td><td></td><td>2 x 3.0</td><td>2 x 2.0</td><td>2 x 1.5</td><td></td><td>2 x 3.5</td><td>12.0</td></tr><tr><td>Industrial</td><td></td><td></td><td>18</td><td></td><td>2 x 3.0</td><td>2 x 2.0</td><td></td><td></td><td>2 x 4.0</td><td>12.0</td></tr><tr><td>Industrial Washdyke</td><td></td><td></td><td>20</td><td></td><td>2 x 6.5<sup>1</sup></td><td>2 x 2</td><td></td><td></td><td>2 x 4.0</td><td>12.0</td></tr><tr><td>Collector (Rural)</td><td></td><td></td><td></td><td>20.0</td><td></td><td>2 x 7.0</td><td></td><td></td><td></td><td>6.0</td><td>6.0</td></tr></table>						Classification	Sub Classification	Type of Street	Development Served	Minimum Total Access	Private Access	Recommended and Footpath Combined	Berm Width	Minimum Carriageway Combination			Carriageway Total									Parking	Cycle	Traffic		Local (Urban)	Residential	Private access	1-2 hu	3.5		0.8				2.7	2.7	Private access	3-6 hu	6.0 for first 9.0m then 5.0 thereafter		1.0 for 5.0m width				4.0 for 5.0m width	4.0 for 5.0m width			Cul-de-sac	<100m length & <20 hu	14		footpath 1 x 1.5 berm 1 x 1.5, and 1 x 20	2 x 2.0			2 x 2.5	9.0			Cul-de-sac	100<length<300 or >20 hu	16		2 x 3.0	2 x 2			2 x 3.0	10.0			Minor Access (local through road)		17		2 x 3.0	2 x 2			2 x 3.5	11.0		Industrial			18		2 x 3.0	2 x 2			2 x 4.0	12.0		Industrial Washdyke			20		2 x 6.5 <sup>1</sup>	2 x 2			2 x 4.0	12.0	Local (Rural)		Private access	Up to 7 hu and/or lots	8.0		2 x 2.5 <sup>1</sup>				3.0	3.0	Local road	Greater than 7 hu and/or lots	20.0		2 x 7.0 <sup>1</sup>				6.0	6.0	Collector (Urban)	Residential			18		2 x 3.0	2 x 2.0	2 x 1.5		2 x 3.5	12.0	Industrial			18		2 x 3.0	2 x 2.0			2 x 4.0	12.0	Industrial Washdyke			20		2 x 6.5 <sup>1</sup>	2 x 2			2 x 4.0	12.0	Collector (Rural)				20.0		2 x 7.0				6.0	6.0	
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	Industrial Washdyke			20		2 x 6.5 <sup>1</sup>	2 x 2			2 x 4.0	12.0																																																																																																																																																																									
Collector (Rural)				20.0		2 x 7.0				6.0	6.0																																																																																																																																																																									
6.6.2 (4) Any roads which require construction, reconstruction, widening or any other structural works shall be designed and constructed by the subdivider to the standards stated in the National Roads Board State Highway Pavement Design and Rehabilitation Manual, July 1989. These plans shall be required as a condition of subdivision consent.						Can Comply	A condition will be proposed to satisfy the requirement.																																																																																																																																																																													
6.6.4 (1) Any subdivision which creates a new road or which extends the requirement for street lighting shall be required to design and construct a street lighting layout in accordance with NZS 6701:1983 Code of Practice for Road Lighting, except for any subdivision in the Rural Residential (Brookfield Road) Zone where street lighting shall be limited to lights at the intersection of Brookfield Road and bollard lighting within the Zone for the purpose of pedestrian guidance only.						Can Comply	A condition will be proposed to satisfy the requirement.																																																																																																																																																																													
6.7.2 Rules for Vehicle Access and Loading																																																																																																																																																																																				



Transport Rule in the Timaru District Plan	Complies	Comment																																													
<p>6.7.2 (1) Every parking and/or loading space shall have dimensions in accordance with the following or in accordance with any relevant car parking standard such as the New Zealand Building Code Clause D1, Australian Standard 2890.1 - 1993 or other standards:</p> <p>(a) <b>Table for Manoeuvring and Parking Space Dimensions</b></p> <table><tr><th>Parking Angle</th><th>Stall Width</th><th>Aisle Width</th><th>Aisle Run</th><th>Stall Depth</th><th>Over-hang</th><th>Wheel-stop depth</th><th>Inter-lock depth</th><th>Stall Depth</th></tr><tr><td>90°</td><td>2.500</td><td>8.500</td><td>2.500</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>2.700</td><td>8.100</td><td>2.700</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>2.900</td><td>7.700</td><td>2.900</td><td>5.000</td><td>0.800</td><td>4.200</td><td></td><td></td></tr><tr><td></td><td>3.000</td><td>7.500</td><td>3.000</td><td></td><td></td><td></td><td></td><td></td></tr></table> <ul style="list-style-type: none"><li>Parallel Parking: Stall Length = 6.1m, Stall Width = 2.5m, Aisle Width – 3.7m</li><li>Two-way flow is permitted with 90 degree and parallel parking.</li><li>Stall widths shall be increased in 300mm where they abut obstructions such as columns or walls.</li></ul> <p>(b) Where parking for people with disabilities is required, parking spaces shall be not less than 3.6m wide.</p>	Parking Angle	Stall Width	Aisle Width	Aisle Run	Stall Depth	Over-hang	Wheel-stop depth	Inter-lock depth	Stall Depth	90°	2.500	8.500	2.500							2.700	8.100	2.700							2.900	7.700	2.900	5.000	0.800	4.200				3.000	7.500	3.000						Can Comply	Parking design will be considered for the individual sites at the time of future development. This typically occurs at the resource consent / building consent stage for individual site development.
Parking Angle	Stall Width	Aisle Width	Aisle Run	Stall Depth	Over-hang	Wheel-stop depth	Inter-lock depth	Stall Depth																																							
90°	2.500	8.500	2.500																																												
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	2.900	7.700	2.900	5.000	0.800	4.200																																									
	3.000	7.500	3.000																																												
<p>6.7.2 (1c) Tracking Curves be provided with such access drives and aisles as are necessary for ingress and egress of vehicles to and from the road, and for the manoeuvring of vehicles within the site. In applying the tracking curves the following specifications shall apply:</p> <p>(i) Where vehicles normally manoeuvre at speeds of less than 10km per hour a minimum clearance of 300 millimetres shall be maintained between the vehicle tracking area curve and any fixed object.</p> <p>(ii) Where vehicles normally manoeuvre at speeds greater than 10km per hour a minimum clearance of 600 millimetres shall be maintained between the vehicle tracking curve and any fixed object.</p> <p>(iii) For public and customer car parking and for activities in Rule (3) below where access is not gained directly from a state highway, the 90 percentile tracking curves shall apply; in all other situations including within buildings, the access and circulation ramps shall be designed to the 99 percentile tracking curve</p>	Can Comply	Parking design will be considered for the individual sites at the time of future development. This typically occurs at the resource consent / building consent stage for individual site development.																																													
<p>6.7.2(6) Grades</p> <p>The maximum gradients for parking surfaces and floors are 1:6 transversely, and 1:20 longitudinally along the direction of the space, although on steep sites a gradient of 1:12.5 will be acceptable for manoeuvring areas.</p>	Can Comply	Parking design will be considered for the individual sites at the time of future development. This typically occurs at the resource consent / building consent stage for individual site development.																																													
<p>6.7.2 (8) Kerbs</p> <p>Where a parking or manoeuvring area adjoins a road, a kerb or similar barrier, not less than 150 millimetres high and at least 600 millimetres from the road boundary, shall be provided on those parts of the frontage not used for vehicular access, or landscaping.</p>	N/A	Parking design will be considered for the individual sites at the time of future development. This typically occurs at the resource consent / building consent stage for individual site development.																																													
<p>6.7.2 (9) Road Widening Designations</p> <p>No required parking or loading spaces, manoeuvring area, or part thereof shall be located on road designated for road widening.</p>	N/A	Does not apply.																																													

Transport Rule in the Timaru District Plan	Complies	Comment
6.7.2 (11) Every parking or loading space shall have an approved vehicle access.	Y	Every lot will be accessed via the proposed road via vehicle crossings designed and constructed in accordance with Timaru District Council's standards.
<b>6.7.3 Performance Standards for All Zones Except Rural Zones<sup>4</sup> and Recreation 1 and 3 Zones</b>		
(1) Reverse Manoeuvring For all non-residential uses, where any parking or loading spaces are required, sufficient space shall be provided on the site so that no reverse manoeuvring onto or off the road is required.	Can Comply	The new sites are large enough such that vehicles will not be required to reverse onto or off them.
(2) Driveway Width Where parking for two or more household units or two or more parking spaces for any other activity are required by the Plan either for a single site or for multiple sites using the same access, vehicle ingress and egress shall be formed, sealed and drained for a minimum distance of 9 metres from the road boundary.	Can comply	This can be complied with and addressed by a condition if required.
(3) Where vehicle ingress and egress to 3 or more household units is provided by a single access or driveway, then access shall have a minimum width of 6 metres for a minimum distance of 9 metres from the road boundary.	N/A	No access will serve three or more household units.
(4) In Residential Zones, the provision for the parking of vehicles for three or more household units shall include sufficient manoeuvring space so that no reversing of vehicles onto or off the road is required.	N/A	For completeness, there will be no need for vehicles to reverse onto or off the road.
(5) Driveway Formation In Residential Zones where two or more household units are located on the same site or are using the same areas (such as two or more sites sharing a driveway) the whole of the area used as driveways, aisles, manoeuvring areas and parking spaces shall be formed, sealed and drained (see General Rule 6.7.3(7)).	Can comply	The driveway serving Lots 2, 3 and 4 will be formed, sealed and drained.
(6) Where vehicle ingress and egress to 3 or more household units is provided by a single access or driveway, then access shall have a minimum width of 6 metres for a minimum distance of 9 metres from the road boundary.	Can comply	The access to Lots 2, 3 and 4 can be at least 6.0m wide.
(7) Gradient of Access Access shall be generally formed to a lesser grade than 1 in 5 from a transitional curve from the back of the footpath or where there is no footpath, from a level approved by Council. Where, because of topography a grade of 1 in 5 or better cannot be achieved, a steeper grade may be allowed provided Council's prior consent to a discretionary activity is obtained. In those instances Council may impose specific conditions as to layout and surfacing.	Can Comply	No long sections for accesses are available, although it is understood that this can be complied with.
(8) Except that where the gradient of access is greater than 1 in 8 the first 9 metres of the access drive from the road shall be formed, sealed and drained and on site provision shall be made so that no reverse manoeuvre onto or off the site is required.	Can comply	No long sections for accesses are available, although it is understood that this can be complied with.

<sup>4</sup> Although the site is within the Rural 4A Zone, the residential transport standards have been considered given the development is more akin to a large lot residential development.



Transport Rule in the Timaru District Plan	Complies	Comment
(9) Vehicle Crossings In Residential Zones and the Rural Residential (Brookfield Road) Zone, up to a 6 metres width of vehicle crossings may be provided for every site.	N/A	For completeness, there is no reason why any of the new vehicle crossings would need to be wider than 6.0m
(11) Distance from Intersections Vehicle crossings shall be located as far as is practicable from intersections and in no case shall any vehicle crossing be located closer than 10 metres to an intersection as measured from the intersection point of the prolongation of the road reserve boundaries or in such a position as to create a traffic hazard.	Y	No vehicle crossing will be within 10m of nearby intersections.
(12) Minimum Distance between Crossings A minimum distance of 7 metres shall be maintained between vehicle crossings serving the same site.	N/A	No site will have more than one crossing.
6.7.4 Performance Standards for All Rural Zones and Recreation 1 and 3 Zones		
(1) Vehicle Accesses All vehicle accesses connecting properties with public roads in these zones shall be designed and constructed in accordance with the Land Transport Safety Authority document "Guidelines for Visibility at Driveways" RTS 6, May 1993 (excluding Figure 3 of that document) unless modified by these rules.	Can Comply	
(2) Use of side roads - where a site fronts both a primary road and a secondary road all vehicle access onto and off the site shall be to the secondary road.	N/A	
(5) The owner of the property that each access serves shall be responsible for the costs of constructing and maintaining the access(es).	Can Comply	

An assessment against the Proposed District Plan transport standards that have legal effect (based on TDC website dated 7<sup>th</sup> August 2025), specifically TRAN-S4 and TRAN-S7 is included in the table below. Whilst most of these standards do not apply to this residential development they are included for completeness.

**Table 6.2 Proposed District Plan Compliance Assessment.**

Transport Rule in the Timaru Proposed District Plan	Complies	Comment
TRAN-S4 Vehicle parking technical standards		
Where parking spaces are provided, they must comply with the dimensions set out in <a href="#">Table 9 – Car parking dimensions</a> .	Yes	Formal parking spaces not provided – site is residential, all sites are likely to have garages and have ample space for parking.
On-site queuing spaces shall be provided for all vehicles entering a parking area or loading area in accordance with <a href="#">Table 10 – Queueing space requirements</a> .	N/A	
<a href="#">Accessible parking spaces</a> must be provided in accordance with <a href="#">Table 11 – Accessible parking spaces requirements</a> .	Yes	Not required.
All parking spaces and queuing spaces must be provided with vehicular access to a <a href="#">road</a> by way of a <a href="#">vehicle crossing</a> , driveway and/or right of way.	Yes	Compliant
TRAN-S7 Minimum Loading Space Requirements		

Transport Rule in the Timaru Proposed District Plan	Complies	Comment
An activity must provide the minimum number of on-site <a href="#">loading spaces</a> in accordance with <a href="#">Table 13 – Minimum number of loading spaces</a> .	Yes	No requirement
The <a href="#">loading space</a> requirements listed in Table 13 are categorised by activity. The <a href="#">loading space</a> requirement for any activity will be the sum of the loading requirements for each area.	N/A	
The design requirements for different types of <a href="#">loading space</a> (i.e. heavy vehicle bay, 99 <sup>th</sup> percentile car bay in <a href="#">Table 14 – Minimum dimension of Loading Space</a> ) shall be calculated and rounded separately.	N/A	
Where an activity falls under the definition of more than one activity in Table 13, then the higher <a href="#">loading space</a> requirement shall apply.	N/A	
<a href="#">Network utilities</a> that have no permanent staff do not require <a href="#">loading spaces</a> .	N/A	

## 7. Matters of Assessment

This section contains an assessment of the transport related non-compliances identified in Section 6 of this report.

### 7.1 6.3.11 (1) – Minimum Frontage Length for Rural Sites

Rule 6.3.11 (1) requires that all allotments created by subdivision in Rural Zones have a minimum legal road frontage of 8 metres or shall be provided with access by way of an 8 metre wide private access. The rule is breached in the case of Lots 2, 3 and 4 since they will share an access.

Noting that the development is more akin to a large lot residential development, the residential access standards have been considered. A residential access serving three or more lots is required to be at least 6.0m wide for at least the first 9.0m. This standard is met.

### 7.2 6.3.11 (2) – Intersection Corner Boundary Splays

Rule 6.3.11 requires that where a corner allotment is included in any subdivision the corner shall be cut off to a distance, along the road frontages, of not less than 15 metres from the intersection and vested as road.

Since the subdivision is more akin to a large lot residential development, the residential design standard has been considered from an effects perspective. This requires a lesser corner splay of 6.0m x 6.0m.

In that regard, it is noted that 6m x 6m visibility splays can be provided on both sides of the Gresham Street intersection access and the Huffey Street intersection access.

In both cases an entry sign with landscaping is designed such that this visibility splay is achieved on one side of each access with matching visibility splay also included on the opposite side. It is recommended that only low planting be included on these splays to maintain excellent intervisibility between pedestrians and vehicles. It is further recommended that the land can be vested in road

reserve subject to agreement between the developer and Council, but entry signage be located outside of the vested land. The splays are shown in the plans in the figures below.

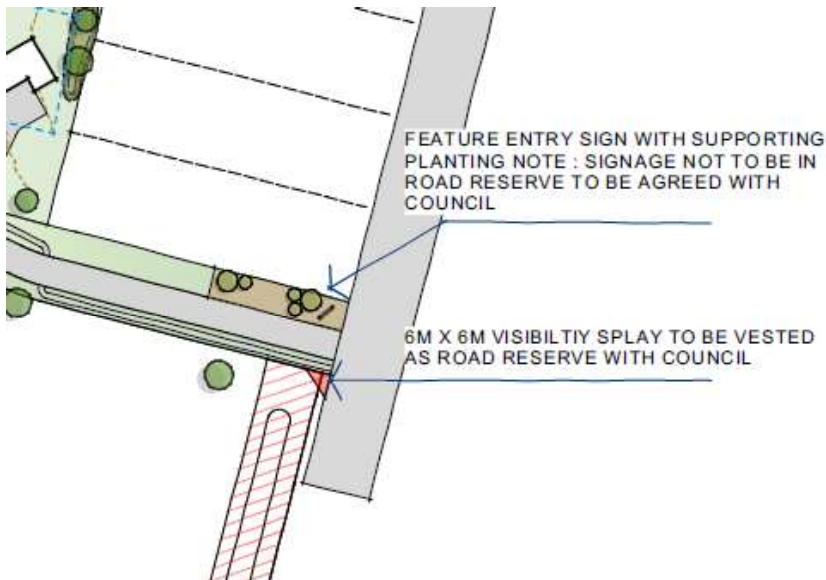


Figure 7.1 Intersection with Gresham Street

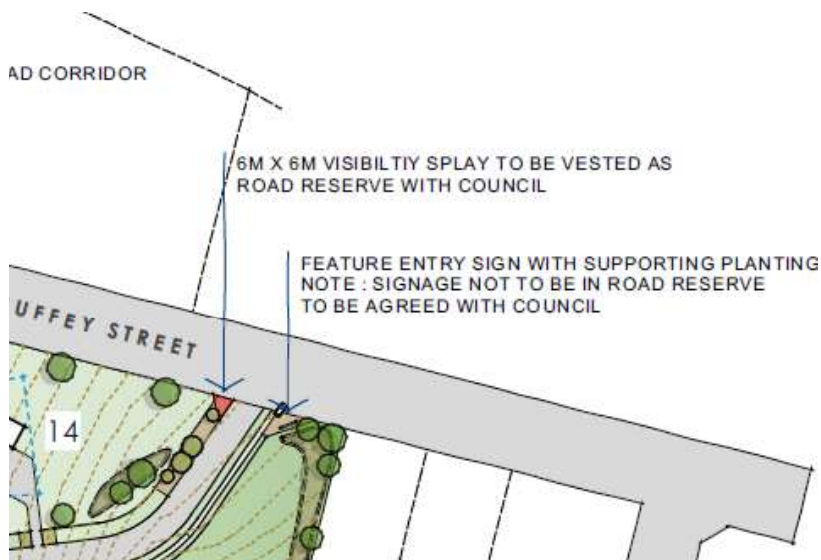


Figure 7.2 Intersection with Huffey Street

## 8. Conclusion

Abley has been commissioned by Yedo Investments Limited, to prepare this Integrated Transport Assessment (ITA) report in respect of a resource consent application to develop a 25-lot residential subdivision at 44 Gresham Street, Geraldine.

This ITA report has assessed the transportation related aspects of a proposed subdivision of 44 Gresham Street, Geraldine. It has concluded that although the development is not anticipated by the zoning of the site, that it is appropriate from a traffic and transportation perspective due to its proximity to existing residential development and also key amenities, such as the local school and dairy. It is concluded that the impacts of the traffic generated by the subdivision on the existing transport network will be acceptable.

Subject to the above recommendations and detailed engineering design of the new road (and upgraded section of Huffey Street), any transportation effects are appropriately mitigated and the subdivision can be fully supported from a traffic and transportation perspective.

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