



AGENDA

Environmental Services Committee Meeting Tuesday, 14 June 2022

Date Tuesday, 14 June 2022

Time 9.30am

Location Council Chamber
District Council Building
King George Place
Timaru

File Reference 1504269

Timaru District Council

Notice is hereby given that a meeting of the Environmental Services Committee will be held in the Council Chamber, District Council Building, King George Place, Timaru, on Tuesday 14 June 2022, at 9.30am.

Environmental Services Committee Members

Barbara Gilchrist (Chairperson), Gavin Oliver (Deputy Chairperson), Mayor Nigel Bowen, Cr Steve Wills, Cr Allan Booth, Cr Peter Burt, Cr Richard Lyon, Cr Paddy O'Reilly, Cr Sally Parker, Cr Stu Piddington and Tewera King (Mana Whenua)

Quorum – no less than 2 members

Local Authorities (Members' Interests) Act 1968

Committee members are reminded that if you have a pecuniary interest in any item on the agenda, then you must declare this interest and refrain from discussing or voting on this item, and are advised to withdraw from the meeting table.

Paul Cooper

Group Manager Environmental Services

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- 1 Apologies**
- 2 Identification of Items of Urgent Business**
- 3 Identification of Matters of a Minor Nature**
- 4 Declaration of Conflicts of Interest**
- 5 Chairperson's Report**

6 Confirmation of Minutes

6.1 Minutes of the Environmental Services Committee Meeting held on 15 March 2022

Author: Andrew Feary, Governance Advisor

Recommendation

That the Minutes of the Environmental Services Committee Meeting held on 15 March 2022 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Attachments

- 1. Minutes of the Environmental Services Committee Meeting held on 15 March 2022**



MINUTES

Environmental Services Committee Meeting Tuesday, 15 March 2022

Ref: 1504269

**Minutes of Timaru District Council
Environmental Services Committee Meeting
Held in the Council Chamber, District Council Building, King George Place, Timaru
on Tuesday, 15 March 2022 at 9.30am**

Present: Barbara Gilchrist (Chairperson), Gavin Oliver (Deputy Chairperson – via Zoom), Mayor Nigel Bowen, Cr Steve Wills, Cr Allan Booth, Cr Peter Burt, Cr Richard Lyon, Cr Paddy O'Reilly, Cr Sally Parker, Cr Stu Piddington

In Attendance: Bede Carran (Chief Executive), Steve McKnight (Group Manager Commercial & Strategy – via Zoom), Paul Cooper (Group Manager Environmental Services), Erik Barnes (Acting Group Manager Recreation & Cultural Services), Andrew Dixon (Group Manager Infrastructure), Hannah Goddard-Coles (Director Engagement & Culture – via Zoom), Jayson Ellis (Building Manager).

Cr Barbara Gilchrist opened the meeting with a karakia.

1 Apologies

Apology

Resolution 2022/1

Moved: Chairperson Barbara Gilchrist

Seconded: Cr Peter Burt

That the apology received from Cr Stu Piddington for lateness & Tewera King be accepted and leave of absence granted.

Carried

2 Identification of Items of Urgent Business

No items of urgent business were received

3 Identification of Matters of a Minor Nature

No matters of a minor nature were raised.

4 Declaration of Conflicts of Interest

No conflicts of interest were declared.

5 Chairperson's Report

5.1 Chairpersons report

Since the last Environmental Services Committee, the Chairperson has attended the following meetings:

- Orari Temuka Opihi Pareroa Water Zone Committee

- Women's Wellness Centre
- Joint Local Alcohol Policy Committee
- Canterbury Biodiversity Champs
- Geraldine Community Board
- City Hub Steering Group & Community Advisory Group
- Council
- Tenders & Procurement Committee
- People & Performance Committee

Resolution 2022/2

Moved: Chairperson Barbara Gilchrist

Seconded: Cr Steve Wills

That the Chairperson's report is received and accepted by the Committee.

Carried

6 Confirmation of Minutes**6.1 Minutes of the Environmental Services Committee Meeting held on 23 November 2021****Resolution 2022/3**

Moved: Cr Steve Wills

Seconded: Cr Sally Parker

That the Minutes of the Environmental Services Committee Meeting held on 23 November 2021 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Carried

7 Reports**7.1 Timaru District Council Building Consent Authority Accreditation Assessment Report 2022**

At 9:34 am, Cr Stu Piddington arrived to the meeting.

The Group Manager Environmental Services spoke to the Committee to provide an update on the Independent Accreditation New Zealand (IANZ) accreditation audit of Council's Building Consent Authority.

The audit's initial assessment indicates the Building Consent Authority's continued accreditation to issue Building Consents and Code Compliance Certificates.

Resolution 2022/4

Moved: Chairperson Barbara Gilchrist

Seconded: Mayor Nigel Bowen

That the International Accreditation New Zealand (IANZ) initial assessment report on Council's building consent authority accreditation be received and noted.

Carried

8 Consideration of Urgent Business Items

No items of urgent business were received

9 Consideration of Minor Nature Matters

No matters of a minor nature were raised.

The Meeting closed at 9.42am.

.....
Cr Barbara Gilchrist.

Chairperson

Unconfirmed

7 Reports

7.1 Orari-Temuka-Opihi-Pareora Water Zone Committee update

Author: Paul Cooper, Group Manager Environmental Services

Authoriser: Bede Carran, Chief Executive

Recommendation

That the Environmental Services Committee receive and note the Orari-Temuka-Opihi-Pareora Water Zone Committee update

Purpose of Report

- 1 The purpose of this report is to provide a verbal update to the Environmental Services Committee on the current and planned activities of the Orari-Temuka-Opihi-Pareora Water Zone Committee (OTOP).

Assessment of Significance

- 2 This matter is assessed as low significance in terms of the Timaru District Council Significance and Engagement Policy as there are no proposed impacts on level of service or rating implications.

Discussion

- 3 Timaru District Councillor representative on OTOP and Chair of the Environmental Services Committee, assisted by ECan employee and Zone Facilitator Janine Roux, will provide a verbal update on the current and planned activities of OTOP.

Attachments

Nil

7.2 Public Alerting Siren System

Author: Phill Mackay, Team Leader & Emergency Management Advisor

Authoriser: Paul Cooper, Group Manager Environmental Services

Recommendation

That the Environmental Services Committee approve

1. That the Public Alerting Siren System replacement schedule be reduced to replacing only six (6) sirens.
2. That the budget of \$280,000 initially allocated to this project for years 3 to 5 years of the 2021-31 Long Term Plan be brought forward and included in the 2022/23 Annual Plan to enable stage 1 of this project to be completed.

Purpose of Report

1. This report is to update the Environmental Services Committee on progress on the Public Alerting Siren System (PASS) project and consider a recommended change in scope of this project.

Assessment of Significance

2. The Public Alerting Siren System (PASS) is not listed as a Strategic Asset in the Significance and Engagement Policy.
3. Over the last 10 years all new siren installations have occurred with due consultation with the communities they serve, usually via the Community Board or a community-driven working group. This has been accompanied by the development of Community Response/Evacuation Plans, which is the pre-requisite for any siren installation.
4. The de-commissioning of any siren array is considered 'of interest' to some communities and warrants an assessment of the residual risk, community resilience provided by other options and the ease (and costs) of upgrading arrays for compliance with the new technical standard for sirens.
5. The degree of significance of the matter discussed in this report regarding the Public Alerting Siren System is Low to Medium under the Council's Significance and Engagement policy.

Background

6. At the Environmental Services Committee meeting on 8 June 2021 the upgrade and replacement of 11 sirens (3 upgrades and 8 replacements) as part of the Long Term Plan 2021-31 (LTP) project, was approved.
7. At that time, the cost to replace or to upgrade a siren was estimated at approximately \$43,000 and \$18,000 respectively. As a result, the 2021-31 Long Term Plan includes funding of \$654,751 out of which approximately \$420,000 were budgeted for Stage 1 across year 1 to year 5.
8. This project was planned in 2 stages; Stage 1 is the installation of the new sirens, which has been the priority; while Stage 2 is the removal of all decommissioned or non-compliant sirens.

9. The project was started in the previous LTP cycle and the new sirens installed have been proven to be very capable and deliver a wider notification area than the initial modelling demonstrated.
10. The Emergency Management Team has also recently received new Tsunami Evacuation Zone modelling that provides more detailed information on this hazard along the Timaru District coastline.

Discussion

11. The improved effectiveness of the sirens combined with a review of the hazard show that the project requirements have evolved and that the sirens can now be more targeted.
12. In fact, as a result of the increased performance of the new sirens and the new Tsunami Evacuation Zone modelling, the Emergency Management Team completed a reassessment of the most suitable locations for the new sirens, along with other additional considerations including new technology and public resilience building. The outcome of this assessment and modelling, are that only 6 new sirens are now required compared to the initial scope of 11 sirens to upgrade or to replace over 5 years.
13. It is important that the affected communities understand that although the overall number of sirens will be less than previously proposed for the project, the level of service will remain as proposed, if not slightly improved. Public messaging around this fact will be of critical importance and installations continue.
14. Despite the scope of the project being re-assessed and reduced, various factors contributed to cost escalation. Amongst those factors are supply chain issues, the increase of freight costs and the requirement to fund the installation of poles which were initially planned to be funded by Alpine Energy.
15. As a result of these new factors, the estimated cost to replace each siren is now \$65,000 per siren or a total of \$390,000 excluding GST.
16. In addition, this above cost assumes that all 6 sirens will be procured and installed at once. While the project was initially planned to be delivered in stages over several years, it is now proposed to accelerate this project as this will result in savings due to the efficiencies of freight and contractual arrangements.
17. This acceleration of this project means the completion of Stage 1 (siren installation) of this project could be completed by the end of 2022/23 financial year.
18. Installing all sirens at once will also enable strong community engagement and visibility on the project. A communication and education strategy focusing on this hazard will be developed and implemented alongside the sirens installation.

Options and Preferred Option

19. There are 3 options available to Council:

- Option 1

That the Public Alerting Siren System replacement project scope be reduced to replacing 6 sirens and that the additional funds needed to complete Stage 1 are brought forward and included in the 2022/23 Annual Plan budget. This is the preferred option.

- Option 2

That the Public Alerting Siren System replacement project scope be reduced to replacing 6 sirens and that the initial budget and project schedule is maintained; which will prolong the siren replacement project as funds will be available over several years, preventing bulk procurement of the sirens, and potentially increasing the projects overall cost.

- Option 3

That the Public Alerting Siren System replacement project scope remain unchanged (11 sirens upgraded or replaced) and that additional funding is provided to ensure completion of Stage 1 in 2022/23. The additional funding required is to be approximately \$200,000.

Consultation

20. Proposed upgrades and decommissioning plans have been incorporated into the Long Term Plan via the Emergency Management Activity and Asset Management Plan 2021/31. This would be classed as a minor amendment to this Management Plan.
21. The decommissioning/upgrading of our Public Alerting Siren System has been discussed at Senior Leadership (SLT) meetings
22. Information meetings with the communities will be planned to explain the outcomes of the remodelling and present the revised project scope, giving our communities the assurance that the zones covered by the sirens will be fit-for-purpose in light of the hazard.

Relevant Legislation, Council Policy and Plans

23. Strategic direction is driven by the Civil Defence Emergency Management Act 2002 and 2016.
24. Recognition and treatment of hazards and risk in the regional context is directed by the Canterbury CDEM Group Plan, including decisions made by the Coordinating Executive Group with regard to national direction and standards.
25. In high risk communities we will continue to work with the specific community to develop response or evacuation plans.

Financial and Funding Implications

26. With the reduced scope and accelerated installation, additional funding will be required.
27. An additional \$280,000 will be funded through loans and/or reserves and can be accommodated for without impacting the projected rate increase for the 2022/23 financial year.
28. With the reduced scope the overall cost of stage 1 over the entire project will actually be lower than initially budgeted.

Other Considerations

29. Completion of all sites within a tighter timeframe can be aligned to public education development for the updated Tsunami Evacuation Zone modelling and ongoing community engagement across the district.

Attachments

Nil

7.3 Road Naming Proposal - Timaru Developments Limited, Timaru

Author: Mikaela Farr, Intermediate Resource Consents Planner

Authoriser: Paul Cooper, Group Manager Environmental Services

Recommendation

That the proposed road within the site associated with Subdivision Consent 101.2021.228 by Timaru Developments Limited to be named Mizzen Road.

Purpose of Report

1. To present a road naming proposal to the Environmental Services Committee members for consideration.

Assessment of Significance

2. This matter is considered of low significance under the Council's Significance and Engagement Policy. While road names are of general interest to the community they do not affect levels of service, strategic assets or rates.

Background

3. A new road is being formed on part of a land subdivision development located at 334 Pages Road, Timaru. This new road requires naming for the purposes of identification.
4. The development site was pursuant to Subdivision Consent 101.2021.228 by Timaru Developments Limited (Attachment 1). The subdivision will achieve 59 residential allotments and a new loop road is proposed to provide access to the new allotments.

1



2

Discussion

5. Section 319 of the Local Government Act 1974 provides Council with the power to name roads. Council has delegated decisions on road naming to the Environmental Services Committee, subject to and in accordance with the Naming of Roads, Private Roads and Private Ways Policy (Attachment 2).
6. The policy required the developer to submit 3 naming options with reasons and the preferred option.

Options and Preferred Option

7. The developer has submitted 3 options for the road listed below in order of preference:
 - Option 1
 - 3 Mizzen Road – This name retains the nautical theme of the surrounding road names, that being Lazarette Loop, Gimble Place and Kelson Road. The mizzen mast is the aft-most mast of a ship's main mast. The mizzen mast is typically shorter than the fore-mast. This is the developers preferred road name and the reasoning provided sufficiently justifies the preference.
 - Option 2
 - 4 Lanyard Road – In natural terms, a lanyard is a short rope or wire used to hold or tauten rigging on ships.
 - Option 3
 - 5 Transom Road – Further adding to a nautical theme of the surrounding road names, a transom is a horizontal beam reinforcing the stern of a boat.

Consultation

8. The development is new and no consultation is required as a consequence.

Relevant Legislation, Council Policy and Plans

9. Section 319 of the Local Government Act 1974.
10. Council Policy: Naming of Roads, Private Roads and Private Ways.

Financial and Funding Implications

11. The road naming policy states that the developer shall meet the costs of the sign(s) and installation meaning there will be no financial or funding implications for Council.

Other Considerations

12. After Council has confirmed the road name, the decision is sent to Land Information New Zealand's Addressing Analyst whom adds the names into the AIMS database. Once this is completed it is confirmed with Council, which in turn provides authority to generate numbering for properties situated along the newly named road.

Attachments

1. **Road 4 101.2021.228 Subdivision Plan Timaru Developments Limited**  
2. **Naming of Roads, Private Roads & Private Ways Policy**  



File Path: \\timaru\Timaru 2102
03 634 3008
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Resource Consent Application
Proposed Subdivision of Lot 2 DP 47794 & Lot 7 DP 558961

Resource Consent Application
Proposed Subdivision of Lot 2 DP 47794 & Lot 7 DP 558961

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Proposed Subdivision of Lot 2 DP 47794 & Lot 7 DP 558961

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Naming of Roads, Private Roads & Private Ways Policy

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1.0 Purpose

This Policy addresses the naming of roads, private roads and private ways.

2.0 Background

The Local Government Act 1974, Sections 319(1)(j) gives Council authority 'to name and to alter the name of any road and to place on any building or erection on or abutting on any road a plate bearing the name of the road'. Names are generally required for new roads in subdivisions, or when previously unformed roads are constructed. In certain circumstances private roads and private ways are required to be named. In addition, existing roads, private roads and private ways may be renamed.

This policy defines the requirements for naming roads and private ways in the district.

3.0 Key Definitions

The Local Government Act 1974 defines private way, private road and road as follows:

“private way means any way or passage whatsoever over private land within a district, the right to use which is confined or intended to be confined to certain persons or classes of persons, and which is not thrown open or intended to be open to the use of the public generally; and includes any such way or passage as aforesaid which at the commencement of this Part exists within any district”

“private road means any roadway, place, or arcade laid out or formed within a district on private land, whether before or after the commencement of this Part, by the owner thereof, but intended for the use of the public generally”

“road means the whole of any land which is within a district, and which—

- a) immediately before the commencement of this Part was a road or street or public highway; or*
- b) immediately before the inclusion of any area in the district was a public highway within that area; or*
- c) is laid out by the council as a road or street after the commencement of this Part; or*
- d) is vested in the council for the purpose of a road as shown on a deposited survey plan; or*

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e) is vested in the council as a road or street pursuant to any other enactment;

—and includes—

f) except where elsewhere provided in this Part, any access way or service lane which before the commencement of this Part was under the control of any council or is laid out or constructed by or vested in any council as an access way or service lane or is declared by the Minister of Works and Development as an access way or service lane after the commencement of this Part or is declared by the Minister of Lands as an access way or service lane on or after 1 April 1988:

g) every square or place intended for use of the public generally, and every bridge, culvert, drain, ford, gate, building, or other thing belonging thereto or lying upon the line or within the limits thereof;—

but, except as provided in the Public Works Act 1981

([http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?](http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM45426#DLM45426)

search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM45426#DLM45426)

or in any regulations under that Act, does not include a motorway within the meaning of that Act or the

Government Roading Powers Act 1989 ([http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?](http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM173368#DLM173368)

search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM173368#DLM173368)

4.0 Policy

4.1 Compliance with Australian / New Zealand Standard

Council expects compliance with the Australian/New Zealand Standard - Rural and Urban addressing AS/NZS 4819:2011 (thereafter referred as the Standard). Where there is conflict with this policy and the before mentioned standard the standard shall prevail.

4.2 Naming of Roads

a) All formed roads shall be named.

b) Unformed roads will only be named if a name is required for addressing purposes. Properties adjoining an unformed road will be allocated property addresses in terms of the formed road which they are accessed from.

4.3 Naming of Private Roads

Private roads will only be named if more than five primary address sites are, or are likely to be, accessed off the private road.

4.4 Naming of Private Ways

Private ways will only be named if Land Information New Zealand refuse to accept numbers for the properties off the private way.

4.5 Name Components

Every name shall consist of a name element followed by a road type. The road type shall be selected from Section 4.9 of this Policy.

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4.6 The Process for Naming New Roads, Private Roads and Private Ways

The subdivider is invited to submit three names (in order of preference) with reasons for the suggestions, along with details of any consultation undertaken⁽¹⁾. The Environmental Services Committee will consider the proposed names and determine the road name in the context of this Policy.

4.7 The Process for Renaming Roads, Private Roads and Private Ways and the Naming of Existing Legal but Previously Unformed Roads

a) Any request to rename an existing road/private road/private way or to name an existing but previously unformed legal road will be forwarded to the Group Manager Environmental Services to determine whether the request is appropriate.

If appropriate, the Environmental Services Committee will determine if any further consultation is required having regard to the Council's Significance and Engagement Policy. If no further consultation is required, the Environmental Services Committee will determine the renaming request.

If further consultation is required, the consultation will be conducted by Council staff prior to the renaming being determined by the Environmental Services Committee.

b) When a road, private road or private way is requested to be renamed, a minimum of 80% of the property owners on that road/private road/private way must approve of the change, unless Council's Environmental Services Committee determines otherwise. There is no guarantee that a request will be approved.

c) Where a road/private road/private way is physically realigned and requires renaming, the approval of property owners will not be sought. In such a case Council will give advanced warning to property owners of the renaming and will pay for any reasonable costs the landowners incur as a direct result of the renaming.

4.8 Name Selection Criteria

The following factors shall be taken into account when selecting private way, private road and road names under 4.5-4.7:

- a) Local historical or geographical significance.
- b) Well known, or previously well known, names of farms or properties located on the land to which the new road relates, or in its vicinity
- c) Maori names of local significance. Appropriate consultation and advice from Te Runanga o Arowhenua Society Incorporated should be sought.
- d) Names of local residents who have achieved prominence in their chosen fields such as arts, sport, commerce, politics, local government, military, etc. Naming after persons living is generally avoided. Permission of surviving relatives should be obtained where appropriate.
- e) Continuing an established theme in a neighbourhood.
- f) A significant feature in the area (for example, geographical feature, landscape, flora, fauna). Naming after features which do not exist in the area should be avoided (for example, naming after native trees or plants that are not evident in the area, or views that cannot be identified).
- g) Where an existing road is being extended, the road extension will be the same as that of the existing road.

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- h) Names cannot be offensive, racist, derogatory or demeaning.
- i) Diacritical marks, special characters, hyphens, numerals, suffixes, prefixes and directional indicators shall not be used in road name.
- j) All road signs for private ways shall be annotated “Private” at the applicants expense.
- k) The Council may not necessarily accept the marketing name for a development as a road name for any road within a development.
- l) The name element of a road name, regardless of any difference in the road type, shall not be the same spelled similar or sound similar to a road already in existence within the District. Proposed road names will be checked against Councils Road Assessment and Maintenance Management database^[2] to avoid duplication.

4.9 Road Name Types

a) Road name types shall be selected as outlined in *Appendix B Road Types –AS/NZS 4819:2011* as follows:

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

b) An individual's full name will only be used where the name is of reasonable length and the first name needs to be used to correctly identify the individual being commemorated. Full names longer than 15 letters will not usually be considered. In these instances, consideration will be given to using only the surname.

c) Short names for short streets are suggested for practical reasons.

d) Symbols intended to add emphasis to a letter e.g. à should not be used, to ensure the clarity of signs is maximised.

4.10 Sign Specifications

When the new road, private road or private way name is confirmed, the sign is required to comply with the Council Road Name Sign Specifications.

4.11 Sign Costs

a) The cost of sign(s) and their installation will be met by:

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- The person requesting the naming or renaming of existing private roads and private ways; or
- Council: for previously unformed roads and roads being renamed; or when naming has occurred as a result of LINZ not agreeing to number a property(s) on the private road/way; or if agreed by Council's Land Transport Manager.

b) Ornamental road signs and ornamental development area signs will not be allowed in the road reserve. If a developer erects their own ornamental road and development area name sign(s)⁽¹⁾ on private property, in addition to the Council road name sign, and that ornamental road name sign is damaged, stolen, or needs maintenance or repair, Council will not be responsible for carrying out any such work or paying for any associated costs.

4.12 Registration of Road Names

In accordance with Section 319A of the Local Government Act 1974, if the Council names any road, private road or private way for the first time, or alters the name of a road, private road or private way, the Council will as soon as practicable send a copy of the relevant resolution to the Registrar-General of Land and the Surveyor-General.

[1] Three proposed road names with the same name component but different road types are not acceptable. e.g. Poplar Street, Poplar Close, Poplar Place would not be considered three different road names.

[2] Road Assessment and Maintenance Management Software

[3] The erection of an ornamental name sign or post may require a resource consent under the Timaru District Plan. If the sign is to be positioned within road reserve, it will also require consent from Council to occupy the road reserve under Local Government Act 1974. Applications for these consents will be considered on its merits, may or may not be granted.

Adopted Environmental Services Committee 24 July 2018

Last updated: 24 Feb 2021

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7.4 Road Naming Proposal - Former RSA Site

Author: Mikaela Farr, Intermediate Resource Consents Planner

Authoriser: Paul Cooper, Group Manager Environmental Services

Recommendation

That the proposed road within the site associated with Subdivision Consent 101.2021.59 for Homeline Developments Limited to be named Mahara Place.

Purpose of Report

- 1 To present a road naming proposal to the Environmental Services Committee members for consideration.

Assessment of Significance

- 2 This matter is considered of low significance under the Council's Significance and Engagement Policy. While road names are of general interest to the community they do not affect levels of service, strategic assets or rates.

Background

- 3 A new road is being formed on part of a land subdivision development located at 21 Wai-iti Road, Timaru. This new road requires naming for the purposes of identification.
- 4 The development site was pursuant to Consent 101.2021.59 by Homeline Developments Limited (Attachment 1). The subdivision will achieve 12 allotments and a new cul-de-sac is proposed to provide access to the new allotments. This site was formerly occupied by the Returned and Services Association (RSA).



Discussion

Section 319 of the Local Government Act 1974 provides Council with the power to name roads. Council has delegated decisions on road naming to the Environmental Services Committee, subject to and in accordance with the Naming of Roads, Private Roads and Private Ways Policy (Attachment 2). The Policy requires the developer to submit 3 naming options with reasons and the preferred option.

Options and Preferred Option

5 The developer has submitted 3 options for the naming of the road and these are listed below in order of preference:

- Option 1

Mahara Place – Mahara translates in Te Reo Maori as to remember, to think about, and to bear in mind. This reflects the importance of the site for early iwi for Kai gathering through to the later use of the site by the RSA for returned servicemen and women. This is the developers preferred road name and the reasoning provided sufficiently justifies the preference.

- Option 2

Argo Place or Argo Close – Argo was the waka (fishing vessel) that the applicant's father started his commercial fishing career on. It is significant to his success and his ability to have been able to invest in local projects such as this particular development.

- Option 3

Trebor Way – Trebor is simply Robert backwards. Placing names backwards is something the applicant's family has done for several entities. For example, Yedo Investments (Yedo – Odey reversed).

Consultation

6 Homeline Developments Limited stated in their application that they consulted with Arowhenua Runanga and they are agreeable to the name Mahara Place. This consultation and reported outcome was confirmed by the District Planning Manager with Karl Jackson at the Arowhenua Marae.

Relevant Legislation, Council Policy and Plans

7 Section 319 of the Local Government Act 1974.

8 Council Policy: Naming of Roads, Private Roads and Private Ways.

Financial and Funding Implications

9 The road naming policy states that the developer shall meet the costs of the sign(s) and installation meaning there will be no financial or funding implications for Council.

Other Considerations

- 10 After Council has confirmed the road name, the decision is sent to Land Information New Zealand's Addressing Analyst whom adds the name into the AIMS database. Once this is completed it is confirmed with Council, which provides authority to generate numbering for properties situated along the newly named road.

Attachments

1. **Road 2 101.2021.59 Homeline Developments Limited** [!\[\]\(4c660a3c4ce1da3313488b7854f55083_img.jpg\) !\[\]\(f01c435bb39e3068a9b4895c9a993158_img.jpg\)](#)
2. **Attachment to report 1487635 (Title: Naming of Roads, Private Roads & Private Ways Policy)**
[!\[\]\(c5f009707b314589d498a683120545c5_img.jpg\) !\[\]\(8b308e9f1e6682fd04ddef01495a93be_img.jpg\)](#)



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Naming of Roads, Private Roads & Private Ways Policy

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1.0 Purpose

This Policy addresses the naming of roads, private roads and private ways.

2.0 Background

The Local Government Act 1974, Sections 319(1)(j) gives Council authority *'to name and to alter the name of any road and to place on any building or erection on or abutting on any road a plate bearing the name of the road'*. Names are generally required for new roads in subdivisions, or when previously unformed roads are constructed. In certain circumstances private roads and private ways are required to be named. In addition, existing roads, private roads and private ways may be renamed.

This policy defines the requirements for naming roads and private ways in the district.

3.0 Key Definitions

The Local Government Act 1974 defines private way, private road and road as follows:

“private way means any way or passage whatsoever over private land within a district, the right to use which is confined or intended to be confined to certain persons or classes of persons, and which is not thrown open or intended to be open to the use of the public generally; and includes any such way or passage as aforesaid which at the commencement of this Part exists within any district”

“private road means any roadway, place, or arcade laid out or formed within a district on private land, whether before or after the commencement of this Part, by the owner thereof, but intended for the use of the public generally”

“road means the whole of any land which is within a district, and which—

- a) immediately before the commencement of this Part was a road or street or public highway; or*
- b) immediately before the inclusion of any area in the district was a public highway within that area; or*
- c) is laid out by the council as a road or street after the commencement of this Part; or*
- d) is vested in the council for the purpose of a road as shown on a deposited survey plan; or*

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e) is vested in the council as a road or street pursuant to any other enactment;

—and includes—

f) except where elsewhere provided in this Part, any access way or service lane which before the commencement of this Part was under the control of any council or is laid out or constructed by or vested in any council as an access way or service lane or is declared by the Minister of Works and Development as an access way or service lane after the commencement of this Part or is declared by the Minister of Lands as an access way or service lane on or after 1 April 1988:

g) every square or place intended for use of the public generally, and every bridge, culvert, drain, ford, gate, building, or other thing belonging thereto or lying upon the line or within the limits thereof;—

but, except as provided in the Public Works Act 1981

([http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?](http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM45426#DLM45426)

[search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM45426#DLM45426](http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM45426#DLM45426)),

or in any regulations under that Act, does not include a motorway within the meaning of that Act or the

Government Roading Powers Act 1989 ([http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?](http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM173368#DLM173368)

[search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM173368#DLM173368](http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM173368#DLM173368)).

4.0 Policy

4.1 Compliance with Australian / New Zealand Standard

Council expects compliance with the Australian/New Zealand Standard - Rural and Urban addressing AS/NZS 4819:2011 (thereafter referred as the Standard). Where there is conflict with this policy and the before mentioned standard the standard shall prevail.

4.2 Naming of Roads

a) All formed roads shall be named.

b) Unformed roads will only be named if a name is required for addressing purposes. Properties adjoining an unformed road will be allocated property addresses in terms of the formed road which they are accessed from.

4.3 Naming of Private Roads

Private roads will only be named if more than five primary address sites are, or are likely to be, accessed off the private road.

4.4 Naming of Private Ways

Private ways will only be named if Land Information New Zealand refuse to accept numbers for the properties off the private way.

4.5 Name Components

Every name shall consist of a name element followed by a road type. The road type shall be selected from Section 4.9 of this Policy.

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4.6 The Process for Naming New Roads, Private Roads and Private Ways

The subdivider is invited to submit three names (in order of preference) with reasons for the suggestions, along with details of any consultation undertaken⁽¹⁾. The Environmental Services Committee will consider the proposed names and determine the road name in the context of this Policy.

4.7 The Process for Renaming Roads, Private Roads and Private Ways and the Naming of Existing Legal but Previously Unformed Roads

a) Any request to rename an existing road/private road/private way or to name an existing but previously unformed legal road will be forwarded to the Group Manager Environmental Services to determine whether the request is appropriate.

If appropriate, the Environmental Services Committee will determine if any further consultation is required having regard to the Council's Significance and Engagement Policy. If no further consultation is required, the Environmental Services Committee will determine the renaming request.

If further consultation is required, the consultation will be conducted by Council staff prior to the renaming being determined by the Environmental Services Committee.

b) When a road, private road or private way is requested to be renamed, a minimum of 80% of the property owners on that road/private road/private way must approve of the change, unless Council's Environmental Services Committee determines otherwise. There is no guarantee that a request will be approved.

c) Where a road/private road/private way is physically realigned and requires renaming, the approval of property owners will not be sought. In such a case Council will give advanced warning to property owners of the renaming and will pay for any reasonable costs the landowners incur as a direct result of the renaming.

4.8 Name Selection Criteria

The following factors shall be taken into account when selecting private way, private road and road names under 4.5-4.7:

- a) Local historical or geographical significance.
- b) Well known, or previously well known, names of farms or properties located on the land to which the new road relates, or in its vicinity
- c) Maori names of local significance. Appropriate consultation and advice from Te Runanga o Arowhenua Society Incorporated should be sought.
- d) Names of local residents who have achieved prominence in their chosen fields such as arts, sport, commerce, politics, local government, military, etc. Naming after persons living is generally avoided. Permission of surviving relatives should be obtained where appropriate.
- e) Continuing an established theme in a neighbourhood.
- f) A significant feature in the area (for example, geographical feature, landscape, flora, fauna). Naming after features which do not exist in the area should be avoided (for example, naming after native trees or plants that are not evident in the area, or views that cannot be identified).
- g) Where an existing road is being extended, the road extension will be the same as that of the existing road.

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- h) Names cannot be offensive, racist, derogatory or demeaning.
- i) Diacritical marks, special characters, hyphens, numerals, suffixes, prefixes and directional indicators shall not be used in road name.
- j) All road signs for private ways shall be annotated "Private" at the applicants expense.
- k) The Council may not necessarily accept the marketing name for a development as a road name for any road within a development.
- l) The name element of a road name, regardless of any difference in the road type, shall not be the same spelled similar or sound similar to a road already in existence within the District. Proposed road names will be checked against Councils Road Assessment and Maintenance Management database^[2] to avoid duplication.

4.9 Road Name Types

a) Road name types shall be selected as outlined in *Appendix B Road Types –AS/NZS 4819:2011* as follows:

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

b) An individual's full name will only be used where the name is of reasonable length and the first name needs to be used to correctly identify the individual being commemorated. Full names longer than 15 letters will not usually be considered. In these instances, consideration will be given to using only the surname.

c) Short names for short streets are suggested for practical reasons.

d) Symbols intended to add emphasis to a letter e.g. à should not be used, to ensure the clarity of signs is maximised.

4.10 Sign Specifications

When the new road, private road or private way name is confirmed, the sign is required to comply with the Council Road Name Sign Specifications.

4.11 Sign Costs

a) The cost of sign(s) and their installation will be met by:

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- The person requesting the naming or renaming of existing private roads and private ways; or
- Council: for previously unformed roads and roads being renamed; or when naming has occurred as a result of LINZ not agreeing to number a property(s) on the private road/way; or if agreed by Council's Land Transport Manager.

b) Ornamental road signs and ornamental development area signs will not be allowed in the road reserve. If a developer erects their own ornamental road and development area name sign(s)⁽¹⁾ on private property, in addition to the Council road name sign, and that ornamental road name sign is damaged, stolen, or needs maintenance or repair, Council will not be responsible for carrying out any such work or paying for any associated costs.

4.12 Registration of Road Names

In accordance with Section 319A of the Local Government Act 1974, if the Council names any road, private road or private way for the first time, or alters the name of a road, private road or private way, the Council will as soon as practicable send a copy of the relevant resolution to the Registrar-General of Land and the Surveyor-General.

[1] Three proposed road names with the same name component but different road types are not acceptable. e.g. Poplar Street, Poplar Close, Poplar Place would not be considered three different road names.

[2] Road Assessment and Maintenance Management Software

[3] The erection of an ornamental name sign or post may require a resource consent under the Timaru District Plan. If the sign is to be positioned within road reserve, it will also require consent from Council to occupy the road reserve under Local Government Act 1974. Applications for these consents will be considered on its merits, may or may not be granted.

Adopted Environmental Services Committee 24 July 2018

Last updated: 24 Feb 2021

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7.5 Road Naming Proposal - Baybury Holdings Limited, Geraldine

Author: Mikaela Farr, Intermediate Resource Consents Planner

Authoriser: Paul Cooper, Group Manager Environmental Services

Recommendation

That the proposed road within the site associated with Subdivision Consent 101.2020.79 by Baybury Holdings Limited to be named McQuade Road.

Purpose of Report

- 1 To present a road naming proposal to the Environmental Services Committee for consideration.

Assessment of Significance

- 2 This matter is considered of low significance under the Council’s Significance and Engagement Policy. While road names are of general interest to the community they do not affect levels of service, strategic assets or rates.

Background

- 3 A new road is being formed on part of a land subdivision development located at 45 Majors Road Geraldine (as per the map below). New roads require naming for the purposes of identification. The development of the site is pursuant to subdivision consent 101.2020.79 and is being undertaken by Baybury Holdings Limited (Attachment 1), the party submitting the request for the name. The subdivision will achieve 37 allotments developed in two stages and a new cul-de-sac is proposed to provide access to the new allotments.



Discussion

- 4 Section 319 of the Local Government Act 1974 provides Council with the power to name roads. Council has delegated decisions on road naming to the Environmental Services Committee subject to and in accordance with the Naming of Roads, Private Roads and Private Ways Policy (Attachment 2)
- 5 The Policy requires the developer to submit 3 naming options with reasons and the preferred option.

Options and Preferred Option

- 6 The developer has submitted 3 options for the road these are listed below in order of preference:
 - Option 1

McQuade Road – Barry McQuade has been a long standing Geraldine resident and farmer. Barry is a director of Baybury Holdings and the developer entity of Baybury Views. This is the developers preferred road name and the reasoning provided sufficiently justifies the preference.
 - Option 2

Grande Vue Drive – The section that forms this development has north facing views to Grande Vue Golf Club, and on a clear day, views to Fours Peaks beyond, a coveted geographical view for those who wish to make Geraldine their home.
 - Option 3

Serpentine Drive – The Serpentine Creeks runs through the north western boundary of this development and is an immediate significant geographical feature within this development.

Consultation

- 7 The development is new and no consultation is required as a consequence.

Relevant Legislation, Council Policy and Plans

- 8 Section 319 of the Local Government Act 1974.
- 9 Council Policy: Naming of Roads, Private Roads and Private Ways.



Financial and Funding Implications

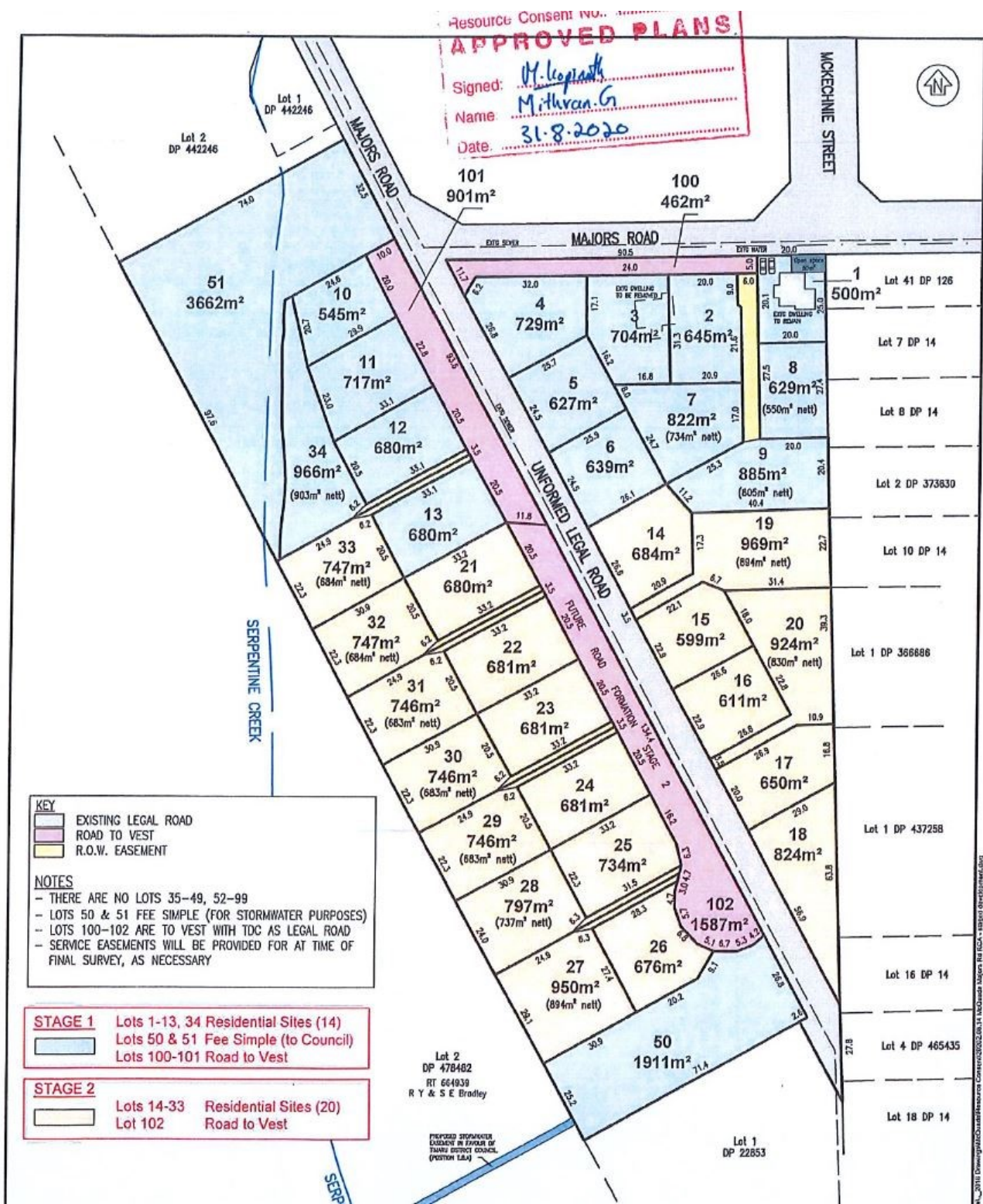
- 10 The road naming policy states that the developer shall meet the costs of the sign(s) and installation meaning there will be no financial or funding implications for Council.

Other Considerations

- 11 After Council has confirmed the road name, the decision is sent to Land Information New Zealand's Addressing Analyst whom adds the name into the AIMS database. Once this is completed it is confirmed with Council, which in turn provides authority to generate numbering for properties situated along the newly named road.

Attachments

1. **Attachment to report 1487635 (Title: Road 1 101.2020.79 Subdivision Plan Baybury Holding Limited)** [!\[\]\(756219e9389f679d57027482aa5cf5fc_img.jpg\)](#) 
2. **Attachment to report 1487635 (Title: Naming of Roads, Private Roads & Private Ways Policy)**
[!\[\]\(8175e06aff05874f50e11ffc448e6860_img.jpg\)](#) 



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Naming of Roads, Private Roads & Private Ways Policy

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1.0 Purpose

This Policy addresses the naming of roads, private roads and private ways.

2.0 Background

The Local Government Act 1974, Sections 319(1)(j) gives Council authority *'to name and to alter the name of any road and to place on any building or erection on or abutting on any road a plate bearing the name of the road'*. Names are generally required for new roads in subdivisions, or when previously unformed roads are constructed. In certain circumstances private roads and private ways are required to be named. In addition, existing roads, private roads and private ways may be renamed.

This policy defines the requirements for naming roads and private ways in the district.

3.0 Key Definitions

The Local Government Act 1974 defines private way, private road and road as follows:

“private way means any way or passage whatsoever over private land within a district, the right to use which is confined or intended to be confined to certain persons or classes of persons, and which is not thrown open or intended to be open to the use of the public generally; and includes any such way or passage as aforesaid which at the commencement of this Part exists within any district”

“private road means any roadway, place, or arcade laid out or formed within a district on private land, whether before or after the commencement of this Part, by the owner thereof, but intended for the use of the public generally”

“road means the whole of any land which is within a district, and which—

- a) immediately before the commencement of this Part was a road or street or public highway; or*
- b) immediately before the inclusion of any area in the district was a public highway within that area; or*
- c) is laid out by the council as a road or street after the commencement of this Part; or*
- d) is vested in the council for the purpose of a road as shown on a deposited survey plan; or*

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e) is vested in the council as a road or street pursuant to any other enactment;

—and includes—

f) except where elsewhere provided in this Part, any access way or service lane which before the commencement of this Part was under the control of any council or is laid out or constructed by or vested in any council as an access way or service lane or is declared by the Minister of Works and Development as an access way or service lane after the commencement of this Part or is declared by the Minister of Lands as an access way or service lane on or after 1 April 1988:

g) every square or place intended for use of the public generally, and every bridge, culvert, drain, ford, gate, building, or other thing belonging thereto or lying upon the line or within the limits thereof;—

but, except as provided in the Public Works Act 1981

([http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?](http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM45426#DLM45426)

search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM45426#DLM45426)

or in any regulations under that Act, does not include a motorway within the meaning of that Act or the

Government Roading Powers Act 1989 ([http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?](http://www.legislation.govt.nz/act/public/1974/0066/latest/link.aspx?search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM173368#DLM173368)

search=qs_act%40bill%40regulation%40deemedreg_local+government+act_reselel_25_h&p=1&id=DLM173368#DLM173368)

4.0 Policy

4.1 Compliance with Australian / New Zealand Standard

Council expects compliance with the Australian/New Zealand Standard - Rural and Urban addressing AS/NZS 4819:2011 (thereafter referred as the Standard). Where there is conflict with this policy and the before mentioned standard the standard shall prevail.

4.2 Naming of Roads

a) All formed roads shall be named.

b) Unformed roads will only be named if a name is required for addressing purposes. Properties adjoining an unformed road will be allocated property addresses in terms of the formed road which they are accessed from.

4.3 Naming of Private Roads

Private roads will only be named if more than five primary address sites are, or are likely to be, accessed off the private road.

4.4 Naming of Private Ways

Private ways will only be named if Land Information New Zealand refuse to accept numbers for the properties off the private way.

4.5 Name Components

Every name shall consist of a name element followed by a road type. The road type shall be selected from Section 4.9 of this Policy.

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4.6 The Process for Naming New Roads, Private Roads and Private Ways

The subdivider is invited to submit three names (in order of preference) with reasons for the suggestions, along with details of any consultation undertaken⁽¹⁾. The Environmental Services Committee will consider the proposed names and determine the road name in the context of this Policy.

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a) Any request to rename an existing road/private road/private way or to name an existing but previously unformed legal road will be forwarded to the Group Manager Environmental Services to determine whether the request is appropriate.

If appropriate, the Environmental Services Committee will determine if any further consultation is required having regard to the Council's Significance and Engagement Policy. If no further consultation is required, the Environmental Services Committee will determine the renaming request.

If further consultation is required, the consultation will be conducted by Council staff prior to the renaming being determined by the Environmental Services Committee.

b) When a road, private road or private way is requested to be renamed, a minimum of 80% of the property owners on that road/private road/private way must approve of the change, unless Council's Environmental Services Committee determines otherwise. There is no guarantee that a request will be approved.

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4.8 Name Selection Criteria

The following factors shall be taken into account when selecting private way, private road and road names under 4.5-4.7:

- a) Local historical or geographical significance.
- b) Well known, or previously well known, names of farms or properties located on the land to which the new road relates, or in its vicinity
- c) Maori names of local significance. Appropriate consultation and advice from Te Runanga o Arowhenua Society Incorporated should be sought.
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- e) Continuing an established theme in a neighbourhood.
- f) A significant feature in the area (for example, geographical feature, landscape, flora, fauna). Naming after features which do not exist in the area should be avoided (for example, naming after native trees or plants that are not evident in the area, or views that cannot be identified).
- g) Where an existing road is being extended, the road extension will be the same as that of the existing road.

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- h) Names cannot be offensive, racist, derogatory or demeaning.
- i) Diacritical marks, special characters, hyphens, numerals, suffixes, prefixes and directional indicators shall not be used in road name.
- j) All road signs for private ways shall be annotated “Private” at the applicants expense.
- k) The Council may not necessarily accept the marketing name for a development as a road name for any road within a development.
- l) The name element of a road name, regardless of any difference in the road type, shall not be the same spelled similar or sound similar to a road already in existence within the District. Proposed road names will be checked against Councils Road Assessment and Maintenance Management database^[2] to avoid duplication.

4.9 Road Name Types

a) Road name types shall be selected as outlined in *Appendix B Road Types –AS/NZS 4819:2011* as follows:

Road Type	Abb.	Description	Open ended	Cul-de-sac	Pedestrian only
Alley	Aly	Usually narrow roadway in a city or towns.	√	√	
Arcade	Arc	Covered walkway with shops along the sides			√
Avenue	Ave	Broad roadway, usually planted on each side with trees.	√		
Boulevard	Blvd	Wide roadway, well paved, usually ornamented with trees and grass plots	√		
Circle	Cir	Roadway that generally forms a circle; or a short enclosed roadway bounded by a circle.	√	√	
Close	Cl	Short enclosed roadway.		√	
Court	Crt	Short enclosed roadway, usually surrounded by buildings.		√	
Crescent	Cres	Crescent shaped roadway, especially where both ends join the same thoroughfare.	√		
Drive	Dr	Wide roadway without many cross-streets.	√		
Esplanade	Esp	Level roadway along the seaside, lake, or a river.	√		
Glade	Gld	Roadway usually in a valley of trees.	√	√	
Green	Grn	Roadway often leading to a grassed public recreation area.		√	
Grove	Grv	Roadway that features a group of trees standing together.		√	
Highway	Hwy	Main thoroughfare between major destinations.	√		
Lane	Lane	Narrow roadway between walls, buildings or a narrow country roadway.	√	√	√
Loop	Loop	Roadway that diverges from and rejoins the main thoroughfare.	√		

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Road Type	Abb.	Description	Open ended	Cul-de-sac	Pedestrian only
Mall	Mall	Wide walkway, usually with shops along the sides.			√
Mews	Mews	Roadway in a group of houses.		√	
Parade	Pde	Public roadway or promenade that has good pedestrian facilities along the side.	√		
Place	Pl	Short, sometimes narrow, enclosed roadway.		√	
Promenade	Prom	Wide flat walkway, usually along the water's edge.			√
Quay	Qy	Roadway alongside or projecting into the water.	√	√	
Rise	Rise	Roadway going to a higher place or position.	√	√	
Road	Rd	Open roadway primarily for vehicles.	√		
Square	Sq	Roadway which generally forms a square shape, or an area of roadway bounded by four sides.	√	√	
Steps	Stps	Walkway consisting mainly of steps			√
Street	St	Public roadway in an urban area, especially where paved and with footpaths and buildings along one or both sides.	√		
Terrace	Tce	Roadway on a hilly area that is mainly flat.	√	√	
Track	Trk	Walkway in natural setting.			√
Walk	Walk	Thoroughfare for pedestrians.			√
Way	Way	Short enclosed roadway.		√	√
Wharf	Whrf	A roadway on a wharf or pier.	√	√	√

b) An individual's full name will only be used where the name is of reasonable length and the first name needs to be used to correctly identify the individual being commemorated. Full names longer than 15 letters will not usually be considered. In these instances, consideration will be given to using only the surname.

c) Short names for short streets are suggested for practical reasons.

d) Symbols intended to add emphasis to a letter e.g. à should not be used, to ensure the clarity of signs is maximised.

4.10 Sign Specifications

When the new road, private road or private way name is confirmed, the sign is required to comply with the Council Road Name Sign Specifications.

4.11 Sign Costs

a) The cost of sign(s) and their installation will be met by:

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- The person requesting the naming or renaming of existing private roads and private ways; or
- Council: for previously unformed roads and roads being renamed; or when naming has occurred as a result of LINZ not agreeing to number a property(s) on the private road/way; or if agreed by Council's Land Transport Manager.

b) Ornamental road signs and ornamental development area signs will not be allowed in the road reserve. If a developer erects their own ornamental road and development area name sign(s)⁽¹⁾ on private property, in addition to the Council road name sign, and that ornamental road name sign is damaged, stolen, or needs maintenance or repair, Council will not be responsible for carrying out any such work or paying for any associated costs.

4.12 Registration of Road Names

In accordance with Section 319A of the Local Government Act 1974, if the Council names any road, private road or private way for the first time, or alters the name of a road, private road or private way, the Council will as soon as practicable send a copy of the relevant resolution to the Registrar-General of Land and the Surveyor-General.

[1] Three proposed road names with the same name component but different road types are not acceptable. e.g. Poplar Street, Poplar Close, Poplar Place would not be considered three different road names.

[2] Road Assessment and Maintenance Management Software

[3] The erection of an ornamental name sign or post may require a resource consent under the Timaru District Plan. If the sign is to be positioned within road reserve, it will also require consent from Council to occupy the road reserve under Local Government Act 1974. Applications for these consents will be considered on its merits, may or may not be granted.

Adopted Environmental Services Committee 24 July 2018

Last updated: 24 Feb 2021

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8 Consideration of Urgent Business Items

9 Consideration of Minor Nature Matters