

6.6 ROADING HIERARCHY

6.6.1 ISSUES, OBJECTIVES, POLICIES AND METHODS

See Part B(8).

6.6.2 RULES FOR ROAD WIDTHS

- (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.
- (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.
- (3) Secondary road (includes Collector and Local roads, and Service Lanes) reserve widths shall conform with Table 6.6.2(5).
- (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.
- (5) See Table 6.6.2(5).

NOTES TO ACCOMPANY TABLE 6.6.2(5)

hu = household units or potential household units with access to this private access or road.

lots = allotments.

* May involve a mixture of allotments and household units.

Road widths may be increased where necessary if developments or the road demand, ie schools at the end of the cul-de-sac.

Cycle Lanes need not be marked but the space must be provided.

6.6.2(5) TABLE OF PRIVATE ACCESS AND SECONDARY ROADS WIDTHS (in metres)

Classification	Sub Classification	Type of Street	Development Served	Minimum Total Access	Private	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 ¹		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 ¹				3.0	3.0
		Local road	Greater than 7 hu and/or lots	20.0		2 x 7.0 ¹				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 ¹		2 x 2		2 x 4.0	12.0
Collector (Rural)				20.0		2 x 7.0				6.0	6.0

Rural Residential (Brookfield Road) Zone	Rural Residential	Main Road ²	0-35 hu	20	12.5 ¹			7.5	7.5
		Secondary Road ²	0-20 hu	16	2 x 5.0 ¹			6	6
		Rights of way ³	0-7 hu	8	4.5 ¹			3.5	3.5
		Pedestrian/Cycle link to Otipua Creek Reserve							2.5

Notes

- 1 This width allows for the inclusion of swales if required
- 2 All weather surface
- 3 All weather surface but not required

- (6) The classification of roads is indicated on the Planning Maps (see Volume II). Where classification of the roading hierarchy is required refer to Table 6.6.2(5).

6.6.3 DISCRETIONARY ACTIVITIES

- (1) In Local Urban Residential cul-de-sacs of 100 metres length or less and where there are less than 20 household units it shall be a discretionary activity to provide only one footpath (generally on the southern side of the road). The footpath shall be contiguous with the berm and be of a width of 1.5 metres.
- (2) In Local Urban Residential cul-de-sacs exceeding 100 metres in length, any reduction of the road widths as specified in Table 6.6.2(5) shall be a discretionary activity.
- (3) Any proposal which does not comply with any Rule regarding road widths of private accesses or roads.

6.6.3A NON-COMPLYING ACTIVITIES

The following are non-complying in the Residential 1 Zone at Temuka North West (as set out in Appendix B of Part D 2):

- (1) Any new vehicular access from the Outline Development Plan lands to Oxford Crossing Road.
- (2) Any new vehicular access from the Outline Development Plan lands to State Highway 1, specifically between Oxford Crossing Road and Donald Street.

In Washdyke Industrial Expansion Area (as set out in Planning Map 26A of Part C):

- (3) Any new vehicular access from the Outline Development Plan lands to State Highway 1.

6.6.4 RULES FOR STREET LIGHTING

- (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.

- (2) Any alternative design code the subdivider wishes to use shall be a discretionary activity.

6.6.5 RULES FOR FINANCIAL CONTRIBUTIONS

Circumstances, maximum amount and general purposes of Financial Contributions.	
1 The provision of roads, private ways, access ways and service lanes including all future and/or indicative roads, access ways and service lanes.	
Circumstances:	Where new allotments are intended for human habitation or occupation.
Maximum amount of contribution:	<p>The full and actual cost of providing for all roads, private ways, access ways and service lanes to and within the land being subdivided and/or developed, including but not limited to:</p> <ul style="list-style-type: none"> • the value of the necessary land; and • the provision of access ways, service lanes and fences; and • the formation and grassing of road berms; and • the provision of road gardens, median strips, road name plates and road furniture; and • road splays, turning bays and slip lanes; and • road drainage and road crossing; and • actual road construction costs

<p>General purposes for which the financial contribution may be used:</p>	<p>To provide safe and efficient vehicle and pedestrian access to and within the subdivision and/or development, to mitigate the adverse effects of roading development, to enhance streetscape and general amenity values and to maintain, improve and develop the roading network.</p>
<p>Rural Residential (Brookfield Road) Zone:</p>	<p>The up-grading of the intersection of Landsborough/Coonoor/Fairview Roads for the purpose of safe vehicle movement up to a maximum of 25% of the actual construction costs.</p> <p>The upgrading of the single lane bridge on Brookfield Road to a two lane bridge – to a maximum of 50% of the total construction costs.</p>

NOTE: For the purposes of this rule, a financial contribution can be in the form of the payment of money, land, works or a combination of any of these forms including all future roads, access ways and service lanes.

- (2) In the Broughs Gully Outline Development Plan area (as set out in Appendix C of Part D 2), a financial contribution for roading shall be payable in accordance with the following cost share agreement:
- a. The cost of all future and indicative roads within the Outline Development Plan will be determined and summed to give the total cost of future and indicative roads.
 - b. The direct benefit that each property receives from the roading on its land is determined and subtracted from the actual cost of the roading on its land. This could be a positive or negative value. The direct benefit shall be determined by assessing the potential new allotment yield for each existing allotment and multiplying this by the typical amount of road per allotment in recent developments. This is then multiplied by a square metre rate for new road to give a benefit value.
 - c. The sum of all the benefit costs determined in 6.6.5(2)(b) is subtracted from the total cost of all future and indicative roads determined in 6.6.5(2)(a). This residual cost represents the catchment wide benefit that each property receives from adjoining and surrounding properties developing.

- d. The residual cost determined in 6.6.5(2)(c) is apportioned to all properties in the catchment in accordance with their developable area.
- e. For each property, the cost of the direct benefit (determined in 6.6.5(2)(b)) plus the property's share of the apportioned residual cost (determine in 6.6.5(2)(c)) equals the total cost of that property's financial contribution. If the actual cost of roading on that property is greater than the financial contribution, then the property receives from Council a financial contribution credit (in the form of cash). If the actual cost of roading on that property is less than the financial contribution, then the property pays Council a financial contribution (in the form of cash).

NOTE: The Council's proposals for the basis of cost sharing will be made available to the subdividers in broad terms, i.e. rate of levy on defined areas, basis of adjustment and details of services proposed.

6.6.6 TABLE OF ROADING HIERARCHY

NATIONAL ROUTES

Road	Section
State Highway Number Eight	From its intersection with State Highway Number One at Washdyke, through Pleasant Point to Cave
State Highway Number One	From Rangitata Bridge, through Rangitata, Orari, Winchester, Temuka and Timaru to Pareora Bridge

REGIONAL ARTERIALS

Road	Section
Geraldine-Arundel Road	Full length
Winchester-Geraldine Road	Full length
Hayes Street, Timaru	Full length
Heaton Street, Timaru	Main South Railway - Stafford Street
King Street, Timaru	Craigie Avenue - Browne Street
Port Loop Road, Timaru	Full length
Stafford Street	Browne Street - Heaton Street
State Highway Number Seventy Nine	From its intersection with State Highway

	Number One at Rangitata, through Orari Bridge, Geraldine, Gapes Valley and Beautiful Valley to Skiptons Bridge
Talbot Street, Geraldine	Full length south of Cox Street

DISTRICT ARTERIALS

Road	Section
Church Street, Timaru	Full length
Otipua Road, Timaru	Wai-iti Road - Church Street
Wai-iti Road, Timaru	Morgans Road - Otipua Road

PRINCIPAL ROADS

Road	Section
Arowhenua Road	Full length
Canal Road	Farm Road - Milford Clandeboye Road/Rolleston Road
Cartwrights Road	Full length
Coonor Road, Timaru	Full length
Peel Forest Road	Full length
Domain Avenue, Temuka	Full length
Earl Road	Full length
Fairview Road	Coonor Road - Holme Station Road
Farm Road	Full length
Gleniti Road, Timaru	Wai-iti Road - Pages Road
Halstead Road, Pleasant Point	Full length
Holme Station Road	Full length
Kellands Hill Road	Full length
King Street, Temuka	Fraser Street - Dyson Street
Latter Street, Timaru	Full length
McKenzie Street, Geraldine	State Highway 79 - Orari Station Road
Milford Clandeboye Road	Full length
Mountain View Road	Full length

Road	Section
Morgans Road, Timaru	Full length
North Street, Timaru	Otipua Road - Stafford Street
Old North Road, Timaru	Full length
Orari Station Road	Full length
Otipua Road, Timaru	Church Street - King Street
Pages Road, Timaru	Full length
Perth Street, Timaru	Full length
Raincliff Road	Full length
Rangitata Gorge Road	Peel Forest Camp - Blandswood Road
Rosewill Valley Road	Cartwrights Road - Kellands Hill Road
Selwyn Street, Timaru	Full length
Sophia Street, Timaru	Perth Street - Theodosia Street
Stafford Street, Timaru	North Street - Heaton Street
Te Ngawai Road	Full length
Totara Valley Road	Full length
Wai-iti Road, Timar	Evans Street - Otipua Road and Morgans Road - Gleniti Road
Waitohi Pleasant Point Road	Full length
Waitohi Temuka Road	Full length
Washdyke Flat Road	Full length
Wilson Street, Timaru	Full length
Woodbury Road	State Highway 79 - McKeown Road

COLLECTOR ROADS

Road	Section
The proposed collector roads indicated on the Washdyke Industrial Expansion Area Outline Development Plan (as set out in Planning Map 26A of Part C)	Full length
Arthur Street, Timaru	Latter Street - Theodosia Street
Badham Road	Rangitata Island Road - Factory Road

Road	Section
Bain Road	Full length
Barnes Street, Timaru	Wai-iti Road - Pukatea Street
Barton Road	Full length
Bassett Road	Rolling Ridges Road - Rosewill Valley Road
Beaconsfield Road	Full length
Boiling Down Road	Full length
Bouverie Street, Timaru	Full length
Brasell Road	Full length
Brenton Road	Full length
Bridge Street, Timaru	Full length
Bristol Road	Full length
Brockley Road	Fraser Road - Rosewill Valley Road
Brosnan Road	State Highway 1 - Falvey Road
Burdon Road	Lysaght Road - Woodbury Road
Cain Street, Timaru	North Street - Hassall Street
Claremont Road	Full length
Cleland Road	Full length
Coach Road	Full length
College Road, Timaru	Full length
Darby Street, Geraldine	Full length
Davison Road	Taiko Road - State Highway 8
Denmark Street, Temuka	Hally Terrace - Gammack Street
Doake Road	Full length
Domain Avenue, Timaru	Full length
Douglas Street, Timaru	Selwyn Street - Lindus Street
Downs Road, Geraldine	Pye Road - Darby Street
Edgar Road	Full length
Ewen Road, Temuka	State Highway 1 - Main South Railway
Factory Road	Full length

Road	Section
Fairview Road	Taiko Road - Holme Station Road
Falvey Road	Brosnan Road - Levels Plain Road
Fraser Road	Bassett Road - Brockley Road
Gammack Street, Temuka	Full length
George Street, Timaru	Full length
Glen Street, Timaru	Selwyn Street - Kent Street
Gleniti Road	Rosebrook Road - Pages Road
Goodwin Road	Winchester Hanging Rock Road -Seven Sisters Road
Grants Road, Timaru	Full length
Grey Road, Timaru	Church Street - North Street
Guinness Street, Timaru	Full length
Hally Terrace, Temuka	Full length
Hassall Street, Timaru	Full length
Hedley Road	Full length
High Street, Timaru	King Street - Queen Street
Hillview Crescent, Timaru	Wai-iti Road - Kauri Street
Hislop Street, Geraldine	Talbot Street - Wilson Street
Huffey Street, Geraldine	Darby Street - Talbot Street
Jellicoe Street, Timaru	Full length
Jollie Street, Geraldine	Pine Street - Totara Street
Kauri Street, Timaru	Hillview Crescent - Puriri Street
Kent Street, Timaru	Full length
King George Place, Timaru	Full length
Le Cren Street, Timaru	Full length
Levels Plain Road	Falvey Road - State Highway 8
Levels Valley Road	Rolling Ridges Road - Doake Road
Lindus Street, Timaru	Full length
Lysaght Road	Tripp Settlement Road - Burdon Road
Marine Parade, Timaru	Full length

Road	Section
McKeown Road	Full length
Meadows Road, Timaru	Full length
Milford Lagoon Road	Full length
Muff Road	Full length
Mulvihill Road	Full length
Newman Street, Timaru	Full length
North Town Belt, Temuka	Full length
Old Main South Road	Edgar Road - State Highway 1
Opihi Road	Full length
Orbell Street, Timaru	Morgans Road - Guinness Street
Orton Rangitata Mouth Road	Old Main South Road - Chalmers Road & Badham Road - Rangitata Huts
Pareora Avenue, Pareora	Full length
Park Lane, Timaru	Full length
Pine Street, Geraldine	Full length
Pleasant Valley Road	State Highway 79 - McKeown Road
Preston Street, Timaru	Full length
Pye Road, Geraldine	Full length
Rangitata Gorge Road	Mesopotamia - Peel Forest Camp
Rangitata Island Road	State Highway 1 - Badham Road
Richard Pearse Drive, Temuka	Full length
Rise Road	Full length
Rolleston Road	Orton Rangitata Mouth Road - Canal Road
Rolling Ridges Road	State Highway 8 - Doake Road
Rosebrook Road	Brockley Road - Gleniti Road
Rosewill Valley Road	Cartwrights Road - Bassett Road
School Road	Full length
Seadown Road	Full length

Road	Section
Seven Sisters Road	Full length
Shaw Street, Timaru	State Highway 1 - Redruth Street
Smart Munro Road	Full length
Spring Road, Timaru	Full length
Stafford Street, Timaru	North Street - George Street
Station Street, Timaru	Full length
Strathallan Street, Timaru	Full length
Sutherlands Road	State Highway 8 - Smart Munro Road
Taiko Road	Full length
Te Moana Road	Carrig Road - State Highway 79
Te Weka, Timaru	State Highway 1 - Benvenue Avenue
Tiplady Road	Full length
Totara Street, Geraldine	Full length
Tripp Settlement Road	State Highway 79 - Lysaght Road
Unwin Road, Timaru	Full length
Usk Street, Timaru	Full length
Victoria Street, Timaru	North Street - Browne Street
Virtue Avenue, Timaru	Full length
Waimataitai Street, Timaru	Full length
Waipopo Road	Full length
Westcott Street, Timaru	Full length
Wigley Road	Full length
Wilkin Street, Temuka	Full length
Wilson Street, Geraldine	Hislop Street - Talbot Street
Winchester Hanging Rock Road	Full length
Woodlands Road, Timaru	Full length

LOCAL ROADS

All other roads are local roads.

Local roads indicated on the Washdyke Industrial Expansion Area Outline Development Plan as set out in Planning Map 26A of Part C.