

QLDC Council  
28 July 2016

Report for Agenda Item: 8

Department: Planning & Development

**Proposed amendment of the Council Road Naming Policy & alignment of this policy with AS/NZS 4819:2011**

**Purpose**

The purpose of this report is to propose amendments to the Council Road Naming Policy to align with national requirements and to simplify the wording used to describe the procedure for naming a legal road in order to make the Council Road Naming Policy more efficient and effective.

**Recommendation**

That Council:

1. **Note** the contents of this report and the proposed changes to the existing Road Naming Policy;
2. **Adopt** the revised Council Road Naming Policy from 1 August 2016 [as shown in Attachment A].
3. **Agree** that fees for processing road naming policy will be charged as follows:
  - a. For complying applications (Road names comply with the Policy - \$90
  - b. For non-complying standard applications (Does not comply with the Policy, <3 roads to be named and goes to Property Subcommittee once) - \$360
  - c. For non-complying complex applications (Does not comply with the Policy, goes to Property Subcommittee more than once or fFull Council and >3 roads to be named) - at a pro rata basis for time spent on applications – Administration Support Rate - \$90/hr

Prepared by:



Warren Vermaas  
Land Development Engineer  
Planning and Development

11/07/2016

Reviewed and Authorised by:



David Wallace  
Manager, Resource  
Management Engineering  
Planning and Development

11/07/2016

## Background

- 1 Queenstown Lakes District road names are established using the Council Road Naming Policy.
- 2 If a proposed road name meets the criteria of the policy it is accepted by officers. If it does not, it goes to the Property Subcommittee (PSC) or full Council for determination if required.
- 3 After Council approves a name, it goes to LINZ which provides the final approval.
- 4 The current Road Naming Policy used by the Council does not fully align with the Road Naming Policy AS/NZS 4819:2011 as used by LINZ. Some names outlined as acceptable to Council under the current policy are not acceptable to LINZ and will not be approved regardless of Council's decision on the road name.
- 5 In the past, this has allowed developers to propose road names that are not in line with **both** policies which resulted in certain naming proposals to be accepted by Council and rejected by LINZ, causing confusion and frustration amongst developers.
- 6 Other proposed changes are to reduce potential confusion and to increase efficiency and effectiveness of the Road Naming Policy.

## Comment

- 7 Proposed amendments to the policy are shown on a tracked changes version of the current policy in **Attachment A** of this report. The final policy proposed for adoption is at **Attachment B**.
- 8 Where the proposal is to rename or name an existing used road, the policy has been amended to require provision of written approval from all affected parties who currently live along that existing road, or to provide an opportunity to allow a written submission from these affected parties if written approval is not forthcoming, prior to new name being considered. This will ensure that all the affected parties are informed that an application has been made to rename or name the existing road, the proposed names being considered, and how this will affect them, namely by having their current postal address changed. It also provides each party an opportunity to accept, decline or offer a submission for Council's consideration, streamlining this part of the process. Currently, written approval is not formally sought from all parties before submission to Council, and this has resulted in some parties along the renamed road not accepting the new name and refusing to change their new postal address. As there are currently no bylaws around this, Council is unable to enforce the postal changes required, resulting in a mixture of postal address formats along a single road, adding to the confusion we are trying to eliminate.
- 9 Additional changes to the Road Naming policy are proposed to align the Council Road Naming Policy with AS/NZS 4819:2011 as used by LINZ as shown in **Attachment C**. In particular :
  - a. **Section 5 subpoint 3(e) the words "should generally be avoided" to be replaced with "should generally be avoided and will not be considered unless that person has made a significant and**

**noteworthy contribution to that locality.”** Currently developers are requesting roads to be named after themselves or family members. These names all get advanced to the PSC, as that is the process to decide on names that fall outside of the current policy. These names are commonly rejected by the subcommittee. By clarifying this point we will eliminate inappropriate names being advanced to the PSC needlessly. This will result in higher efficiency saving the PSC’s time in considering these names, while still allowing the possibility of exceptions to the rule for those individuals who have performed a service to the locality that warrants special consideration by the Council.

- b. **Section 5 subpoint 7 the word “suggested” to be replaced with “accepted”, and the last sentence “ Note that this list is not exclusive ...” should be deleted. The road end name list provided should be aligned to match the one found in AS/NZS 4819:2011 as used by LINZ.** Currently the list of road end names is not aligned with AS/NZS4819:2011, therefore this leaves the possibility of the Council accepting a road name ending and LINZ subsequently rejecting that same road name ending as it does not appear on their approved list. This proposed amendment will eliminate this possibility and provide the applicant with the assurance that if the Council accepts the road name then there is a low probability that LINZ will reject it thereby making the process more efficient.

10 **Other minor amendments** are proposed as outlined in the proposed policy as shown in Attachment A. These changes are proposed to streamline the document, to provide clarity and to remove information that does not add value to the existing policy.

## **Fees**

11 A fee of \$56.25 is currently charged to process a road naming application. This fee has not changed in 13 years and is no longer sufficient to cover costs of processing a complying application that meets all the policy criteria and is well short in covering costs incurred in processing applications that do not meet the policy. As such it is proposed to have a tiered approach to the charging for road naming applications to reflect the relative complexities of applications and associated time involved in processing those applications.

12 The proposed rates are as follows:

- a. For complying applications (Road names comply with the Policy) - \$90
- b. For non-complying standard applications (Does not comply with the Policy, <3 roads to be named and goes to Property Subcommittee once) - \$360
- c. For non-complying complex applications (Does not comply with the Policy, goes to Property Subcommittee more than once or full Council and >3 roads to be named) - at a pro rata basis for time spent on applications – Administration Support Rate - \$90/hr

13 It is considered these rates are reflective of the time required to process applications and costs for processing applications for applicants wanting to go outside the policy will be covered by those parties rather than ratepayers.

14 A statement has been added to the policy to reflect this proposed change.

## **Options**

15 This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002.

16 Option 1 - Adopt the Road Naming Policy as proposed:

### *Advantages:*

By changing the Road Naming Policy as proposed we will be aligning the Council Policy with that used by LINZ namely, AS/NZ4819:2011 which will make this process more efficient and remove some of the existing confusion that currently exists as discussed above.

Costs incurred by individuals wanting to name roads are paid for by those individuals.

### *Disadvantages:*

This will tighten the policy and may get some resistance from the developers.

17 Option 2 – Do Not Change the Road Naming Policy as proposed:

### *Advantages:*

The existing road naming policy, which is understood by developers, is retained.

### *Disadvantages:*

The existing confusion and disputes that are currently costing the rate payers money in resolving will continue.

18 This report recommends **Option 1** for addressing the matter as this will allow the Council's policy to align fully with the Road Naming Policy AS/NZS 4819:2011 used by LINZ.

## **Significance and Engagement**

19 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because it is an operational document that aims to have a positive effect on the community and Council expenditure.

## **Risk**

20 The risk has been identified as Strategy Risk SR1 - Current and future development needs of the community (including environmental protection), as documented in the Council's risk register. The risk is classed as insignificant. The

Standards relate to this risk as they are an operational document which aims to have a positive effect on a community asset and council expenditure.

### **Financial Implications**

- 21 The policy will not incur any significant costs to implement as costs are proposed to be covered by the requestor and should result in a reduction in Council expenditure in the long term.

### **Council Policies, Strategies and Bylaws**

- 22 The recommended option is consistent with the outcomes and objectives set out in the 10 Year Plan (2015 – 25)
- 23 Significance and Engagement Policy – this proposal is not deemed significant as it does not impact significantly on Council assets, and does not affect a large number of residents and ratepayers to a moderate extent.

### **Local Government Act 2002 Purpose Provisions**

- 24 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses;
- Can be implemented through current funding under the 10-Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

### **Consultation: Community Views and Preferences**

- 25 The matter is considered to be of low significance and public consultation is not considered necessary for the amendments proposed.

### **Attachments**

- A QLDC Road Naming Policy 2005 with proposed changes
- B Proposed QLDC Road Naming Policy 2016
- C LINZ list of road end names AS/NZS 4819:2011

**QUEENSTOWN LAKES DISTRICT COUNCIL**

**ROAD NAMING POLICY**

**1 AUGUST 2016**

**1. Policy and Objectives**

The objective of this policy is to provide a consistent and comprehensive approach to the naming of roads in the District. ~~This revised policy combines Queenstown Lakes District Council's policy "Road Naming and Numbering Objectives, Policies and Procedures" of July 1995, and the resolution on road naming passed at the Regulatory and Hearings Committee on 3 December 2002 and the amendment passed at the Regulatory and Hearings Committee on 2 September 2003.~~

The Queenstown Lakes District Council (QLDC) is responsible for naming roads within its boundaries. Roads are named to reflect the identity of the local area and to ensure ease of identification for the Council, the public and key services such as emergency, postal and courier services. The procedures under which the Council wishes to achieve these objectives are set out below. The Council is empowered to name roads under Section 319 A of the Local Government Act 1974. ~~The power is delegated by Council jointly to the Regulatory Committee in respect of roads in the Wakatipu part of the district and the Wanaka Community Board in respect of roads in the Wanaka part of the district.~~

**2. Scope**

The Council's policy will apply to new or unnamed roads including roads with existing names that are not officially recognised, changes in road names, and ~~itd.~~ ~~The policy~~ also includes areas that require an official address for identification purposes such as private rights of way, service lanes and pedestrian access ways.

**3. Procedure for Naming a Legal Road**

1. When a new road is formed the applicant will submit a written application on the approved form to the Council requesting the Council's formal approval for the name of the road. Each written application shall be accompanied by:-

- a) Preferred name plus two alternatives listed in order of preference.
- b) Legal description of the road and a copy of the subdivision plan highlighting the road
- c) A location map.
- d) A background to the names, their origins and their link with the area with confirmation that the same name does not exist within the Queenstown Lakes District or within 30km of the Queenstown Lakes District boundary.
- e) The applicants address and contact phone number.

f) Road naming application deposit fee. Note charges incurred will be charged at a pro rata basis and will therefore reflect the complexity of the application and information provided.

g) Signed copies of the APA (Affected Parties Approval) form, from each party affected by the proposed road name change, in cases where the subject road to be named has inhabited properties along it at the time of the application.

2. The Council receives the application and checks the suitability of the preferred and alternative names against its Policy.

2.3. If in accordance with policy it is approved by a Council officer, if not in accordance with the policy it will go to PSC who will first consider the proposal or may request that the proposal is submitted to the full Council for approval.

3.4. The Council approves, declines or amends the name for the road by way of a formal resolution of the appropriate Council committee or Council Officer.

4.5. The Council advises the applicant in writing of the Council's decision.

5.6. If the Council approves the name of the road, the Council will require the applicant to erect street signs showing the name of the road. All costs associated with the creation and erection of such signs are borne by the applicant, and such signs shall be erected as soon as practicable after the date of the Council's resolution/decision. The sign must conform to Council's street sign specification.

6.7. Immediately after the Council approves the name of any road, the Council will advise the Electoral Office, Land Information NZ, Valuation NZ, Quotable Value, NZ Post, Council's rating and GIS departments and all emergency services in the area of the name of the road.

7.8. Council's subdivision engineers will ensure that the road naming process is completed and the signs installed before the Section 224C certificate is prepared for issue. Performance bonds are not acceptable.

#### **4. Procedure for Naming of Private Roads and Rights of Ways**

Names for private roads and rights of way must be submitted for consideration on the approved form and will go through the same process as for legal roads. The approved name will then be recorded in Council's GIS system and flagged as a private road or right of way. The street sign must have the word "Private" under the street name and the applicant is required to pay for the signage. (Refer to the Signs Bylaw for exact specifications).

##### **Rights of Ways**

Where more than five allotments are served by a private right of way the council requires the ROW be named, and numbered accordingly. The name of the right of way must be submitted to Council for approval following the process set out above.

Where five or less allotments are served by a private right of way the ROW may be officially named following the procedures set out in this policy.

#### **5. Guidelines for the selection of new road names.**

1. There must not be another street named the same in the Queenstown Lakes District emergency services area or within 30km of the QLDC district boundary.

2. Identical names or homophones in the District or within 30km of the District boundary, will not be accepted. If the road name consists of more than one word (excluding the suffix) then the significant part of the word must not be the same as the significant part of any other road name i.e. Coronet Peak Road and Peak View Ridge are fine, but Coronet Peak Road and Coronet Drive would not be accepted

3. The name has significant local content or meaning. The name should reflect one of the following:

**a) Common or established theme**

Where more than one road is being created in a subdivision, a common theme is recommended for the names. If a naming theme is already established in a suburb, the names for that suburb should remain consistent with that theme.

**b) Historical Person or Event**

The name of a notable person or event from early history should ideally have a local association with the area.

**c) Significant feature**

It is appropriate to name a road after a significant feature in the area (for example, geographical feature, landscape, flora, or 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).

**d) Traditional or appropriate Maori name**

If the name suggested is a Maori name, then the name will have to be checked by the applicant with Southern and Otago Runanga to ensure that it is not offensive to manawhenua and Maori and is appropriate, spelt correctly and interpreted correctly. There is no formal requirement to check a Maori name, however a Maori road or street name will not be considered unless the following have been consulted with:

1. Kai Tahu ki Otago Ltd (KTKO Ltd) (Otago Iwi)
2. Te Ao Marama Incorporated (Southern Iwi)

It is also a courtesy to consult with local whanau.

1. Te Huatanga O Wakatipu Whanau (Wakatipu Whanau Group) c/o Leah Webster
2. Wanaka Whanau Group c/o Alex Banse

**e) Personal name for special service**

This can be for conservation, sport, community service or other sphere of activity with local association which can be duly recognised. Naming after persons living or recently deceased should generally be avoided and will not be considered unless that person has made a noteworthy contribution to that locality.

4. Names should be easy to spell and pronounce and have an appropriate meaning.
5. The name should not be considered to be in poor taste or likely to cause offence.
6. Full names may only be used where the name is of a reasonable length and the first name needs to be used to correctly identify the individual being commemorated. Full names that are longer than 15 letters (including the space between the names, but not including the "road type") will not usually be considered.
7. The end name for the roadway should be the one that most accurately reflects the type of roadway that it is. A list of suggested-accepted end names and meanings for these names is included with Council's list of available street end names. Note that this list is not exclusive — other end names can be used where their application is appropriate.



8. A name can also be taken off Council's list of street names if it is appropriate for that area. This list will be given out with application forms.

## **6. Councils List of Street Names**

There is a list of names which have been accepted by Council that the applicant can utilise if it falls within the policy. These names have come from:

- war memorials in the district.
- nominations from individuals or societies.
- surveyed and named streets which have never been formed.

## **7. Costs / Fees for Road Naming Applications**

The cost of processing different types of road naming applications will be charged as follows:

- a. For complying applications (Road Names comply with the Policy) - \$90 deposited with application
- b. For non-complying standard applications (Does not comply with the Policy, <3 roads to be named and goes to Property Subcommittee once) - \$360 deposited with application
- c. For non-complying complex applications (Does not comply with the Policy, goes to Property Subcommittee more than once or Full Council and >3 roads to be named) - \$90 deposit with application and then charged at a pro rata basis for time spent on applications – Administration Support Rate - \$90/hr

## Council's list of accepted end names

Alley	A narrow street or passage, usually enclosed on either side.
<a href="#"><u>Arcade</u></a>	<a href="#"><u>Covered walkway with shops along the sides.</u></a>
Avenue	A roadway with trees or other objects at regular intervals.
Boulevard	A broad main street with rows of trees along it.
Circle	A street surrounding a circular or oval shaped space.
Close	A short enclosed roadway ie a cul-de-sac.
<del>Common</del>	<del>A street with a reserve or public open space along one side</del>
Court	A short enclosed roadway ie a cul-de-sac.
Crescent	A street of houses in a crescent shape.
<del>Crest</del>	<del>A roadway running along the top or summit of a hill</del>
Drive	An especially scenic road or street.
Esplanade	Level piece of ground especially one used for public promenade.
<a href="#"><u>Glade</u></a>	<a href="#"><u>Roadway usually in a valley of trees.</u></a>
Green	As for Common, but not necessarily bounded by a reserve.
Grove	A roadway which often features a group of trees standing together.
<a href="#"><u>Highway</u></a>	<a href="#"><u>Main thoroughfare between major destinations.</u></a>
<del>Heights</del>	<del>A roadway traversing high ground</del>
Lane	A narrow street or road, may be single passage only.
<a href="#"><u>Loop</u></a>	<a href="#"><u>Roadway that diverges from and rejoins the main thoroughfare.</u></a>
<del>Lookout</del>	<del>A roadway leading to or having a view of fine natural scenery</del>
<a href="#"><u>Mall</u></a>	<a href="#"><u>Wide walkway, usually with shops along the sides.</u></a>
<del>Mead</del>	<del>Mowed land</del>
Mews	A roadway having houses grouped around the end.
<del>Paddock</del>	<del>Turf enclosure adjoining a racecourse</del>
Parade	A public promenade or roadway.
Place	A short sometimes narrow enclosed roadway.
<a href="#"><u>Promenade</u></a>	<a href="#"><u>Wide flat walkway, usually along the water's edge.</u></a>
<a href="#"><u>Quay</u></a>	<a href="#"><u>Roadway alongside or projecting into water.</u></a>
<del>Ridge</del>	<del>A roadway along the top of a hill</del>
Rise	A roadway going to a higher place of position.
Road	A roadway forming a means of communication between one place and another.
<del>Row</del>	<del>A roadway with a line of professional buildings on either side</del>
Square	A street surrounding a square or rectangular shaped space.
<a href="#"><u>Steps</u></a>	<a href="#"><u>Walkway consisting mainly of steps.</u></a>
Street	A township carriageway that has houses on both sides.
Terrace	A roadway usually with houses on either side raised above the road level.
Track	A narrow country street that may end in pedestrian access.
<a href="#"><u>Walk</u></a>	<a href="#"><u>Thoroughfare for pedestrians.</u></a>
<del>View</del>	<del>A roadway commanding a wide panoramic view across the</del>

Way

Wharf

~~surrounding areas~~

A track or path for passing along.

A roadway on a wharf or pier.

**QUEENSTOWN LAKES DISTRICT COUNCIL**

**ROAD NAMING POLICY**

**1 AUGUST 2016**

**1. Policy and Objectives**

The objective of this policy is to provide a consistent and comprehensive approach to the naming of roads in the District

The Queenstown Lakes District Council (QLDC) is responsible for naming roads within its boundaries. Roads are named to reflect the identity of the local area and to ensure ease of identification for the Council, the public and key services such as emergency, postal and courier services. The procedures under which the Council wishes to achieve these objectives are set out below. The Council is empowered to name roads under Section 319 A of the Local Government Act 1974.

**2. Scope**

The Council's policy will apply to new or unnamed roads including roads with existing names that are not officially recognised, changes in road names, and it also includes areas that require an official address for identification purposes such as private rights of way, service lanes and pedestrian access ways.

**3. Procedure for Naming a Legal Road**

1. When a new road is formed the applicant will submit a written application on the approved form to the Council requesting the Council's formal approval for the name of the road. Each written application shall be accompanied by:-
  - a) Preferred name plus two alternatives listed in order of preference.
  - b) Legal description of the road and a copy of the subdivision plan highlighting the road
  - c) A location map.
  - d) A background to the names, their origins and their link with the area with confirmation that the same name does not exist within the Queenstown Lakes District or within 30km of the Queenstown Lakes District boundary.
  - e) The applicants address and contact phone number.
  - f) Road naming application deposit fee. Note charges incurred will be charged at a pro rata basis and will therefore reflect the complexity of the application and information provided
  - g) Signed copies of the APA (Affected Parties Approval) form, from each party affected by the proposed road name change, in cases where the subject road to be named has inhabited properties along it at the time of the application.
2. The Council receives the application and checks the suitability of the preferred and alternative names against its Policy.
3. If in accordance with policy it is approved by a Council officer, if not in accordance with the policy it will go to PSC/full Council for approval.

4. The Council approves, declines or amends the name for the road by way of a formal resolution of the appropriate Council committee or Council Officer.
5. The Council advises the applicant in writing of the Council's decision.
6. If the Council approves the name of the road, the Council will require the applicant to erect street signs showing the name of the road. All costs associated with the creation and erection of such signs are borne by the applicant, and such signs shall be erected as soon as practicable after the date of the Council's decision. The sign must conform to Council's street sign specification.
7. Immediately after the Council approves the name of any road, the Council will advise the Electoral Office, Land Information NZ, Valuation NZ, Quotable Value, NZ Post, Council's rating and GIS departments and all emergency services in the area of the name of the road.
8. Council's subdivision engineers will ensure that the road naming process is completed and the signs installed before the Section 224C certificate is prepared for issue. Performance bonds are not acceptable.

#### **4. Procedure for Naming of Private Roads and Rights of Ways**

Names for private roads and rights of way must be submitted for consideration on the approved form and will go through the same process as for legal roads. The approved name will then be recorded in Council's GIS system and flagged as a private road or right of way. The street sign must have the word "Private" under the street name and the applicant is required to pay for the signage. (Refer to the Signs Bylaw for exact specifications).

##### **Rights of Ways**

Where more than five allotments are served by a private right of way the council requires the ROW be named, and numbered accordingly. The name of the right of way must be submitted to Council for approval following the process set out above.

Where five or less allotments are served by a private right of way the ROW may be officially named following the procedures set out in this policy.

#### **5. Guidelines for the selection of new road names.**

1. There must not be another street named the same in the Queenstown Lakes District emergency services area or within 30km of the QLDC district boundary.
2. Identical names or homophones in the District or within 30km of the District boundary, will not be accepted. If the road name consists of more than one word (excluding the suffix) then the significant part of the word must not be the same as the significant part of any other road name i.e. Coronet Peak Road and Peak View Ridge are fine, but Coronet Peak Road and Coronet Drive would not be accepted
3. The name has significant local content or meaning. The name should reflect one of the following:

##### **a) Common or established theme**

Where more that one road is being created in a subdivision, a common theme is recommended for the names. If a naming theme is already established in a suburb, the names for that suburb should remain consistent with that theme.

**b) Historical Person or Event**

The name of a notable person or event from early history should ideally have a local association with the area.

**c) Significant feature**

It is appropriate to name a road after a significant feature in the area (for example, geographical feature, landscape, flora, or 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).

**d) Traditional or appropriate Maori name**

If the name suggested is a Maori name, then the name will have to be checked by the applicant with Southern and Otago Runanga to ensure that it is not offensive to manawhenua and Maori and is appropriate, spelt correctly and interpreted correctly. There is no formal requirement to check a Maori name, however a Maori road or street name will not be considered unless the following have been consulted with:

1. Kai Tahu ki Otago Ltd (KTKO Ltd) (Otago Iwi)
2. Te Ao Marama Incorporated (Southern Iwi)

It is also a courtesy to consult with local whanau.

1. Te Huatanga O Wakatipu Whanau (Wakatipu Whanau Goup) c/o Leah Webster
2. Wanaka Whanau Group c/o Alex Banse

**e) Personal name for special service**

This can be for conservation, sport, community service or other sphere of activity with local association which can be duly recognised. Naming after persons living or recently deceased should generally be avoided and will not be considered unless that person has made a noteworthy contribution to that locality..

4. Names should be easy to spell and pronounce and have an appropriate meaning.
5. The name should not be considered to be in poor taste or likely to cause offence.
6. Full names may only be used where the name is of a reasonable length and the first name needs to be used to correctly identify the individual being commemorated. Full names that are longer than 15 letters (including the space between the names, but not including the "road type") will not usually be considered.
7. The end name for the roadway should be the one that most accurately reflects the type of roadway that it is. A list of accepted end names and meanings for these names is included with Council's list of available street end names. .
8. A name can also be taken off Council's list of street names if it is appropriate for that area. This list will be given out with application forms.

**6. Councils List of Street Names**

There is a list of names which have been accepted by Council that the applicant can utilise if it falls within the policy. These names have come from:

- war memorials in the district.

- nominations from individuals or societies.
- surveyed and named streets which have never been formed.

## **7. Costs / Fees for Road Naming Applications**

The cost of processing different types of road naming applications will be charged as follows:

- a. For complying applications (Road Names comply with the Policy) - \$90 deposited with application
- b. For non-complying standard applications (Does not comply with the Policy, <3 roads to be named and goes to Property Subcommittee once) - \$360 deposited with application
- c. For non-complying complex applications (Does not comply with the Policy, goes to Property Subcommittee more than once or Full Council and >3 roads to be named) - \$90 deposit with application and then charged at a pro rata basis for time spent on applications – Administration Support Rate - \$90/hr

## **Council's list of accepted end names**

Alley	A narrow street or passage, usually enclosed on either side.
Arcade	Covered walkway with shops along the sides.
Avenue	A roadway with trees or other objects at regular intervals.
Boulevard	A broad main street with rows of trees along it.
Circle	A street surrounding a circular or oval shaped space.
Close	A short enclosed roadway ie a cul-de-sac.
Court	A short enclosed roadway ie a cul-de-sac.
Crescent	A street of houses in a crescent shape.
Drive	An especially scenic road or street.
Esplanade	Level piece of ground especially one used for public promenade.
Glade	Roadway usually in a valley of trees.
Green	As for Common, but not necessarily bounded by a reserve.
Grove	A roadway which often features a group of trees standing together.
Highway	Main thoroughfare between major destinations.
Lane	A narrow street or road, may be single passage only.
Loop	Roadway that diverges from and rejoins the main thoroughfare.
Mall	Wide walkway, usually with shops along the sides.
Mews	A roadway having houses grouped around the end.
Parade	A public promenade or roadway.
Place	A short sometimes narrow enclosed roadway.
Promenade	Wide flat walkway, usually along the water's edge.
Quay	Roadway alongside or projecting into water.
Rise	A roadway going to a higher place of position.
Road	A roadway forming a means of communication between one place and another.
Square	A street surrounding a square or rectangular shaped space.
Steps	Walkway consisting mainly of steps.
Street	A township carriageway that has houses on both sides.
Terrace	A roadway usually with houses on either side raised above the road level.
Track	A narrow country street that may end in pedestrian access.
Walk	Thoroughfare for pedestrians.
Way	A track or path for passing along.
Wharf	A roadway on a wharf or pier.



## APPENDIX B

### ROAD TYPES—NEW ZEALAND

(Normative)

The road type shall be selected from those specified as suitable for either open ended roads, culs-de-sac, or pedestrian only roads, as applicable (see Clauses 4.3, 4.6.2, 7.2 and 8.3.2(a)).

Road type	Abbreviation	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 main 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.	✓		
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.		✓	

Road type	Abbreviation	Description	Open ended	Cul-de-sac	Pedestrian only
Promenade	Prom	Wide flat walkway, usually along the water's edge.			✓
Quay	Qy	Roadway alongside or projecting into 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.	✓	✓	✓