

24 APPENDIX 4 - TRANSPORTATION RULES

24.1 COMPLIANCE REQUIREMENTS

The following provisions shall apply where:

1. an activity seeks to be established on a [site](#), or
2. there is a change in the scale, nature or intensity of an activity, or
3. a [building](#)(s) is constructed, substantially reconstructed, altered or added to.

Nothing in these provisions shall limit the power of the [Council](#) to require or impose conditions or standards in respect of applications for resource consent.

All permitted activities shall comply with the following Parking, Loading and [Access](#) Rules.

All activities that do not comply with either the **Parking and Loading Rules** or the [Access Rules](#) and all developments within [Kaiata Park](#) that are not in general conformity with the [Kaiata Park](#) Outline Development Plan (attached as Appendix 12) shall be a Discretionary Activity in relation to those matters of non-compliance.

24.1.1

That roading within, and State Highway [access](#) from, the [Kaiata Park](#) development shall be in general accordance with the Outline Development Plan (attached as appendix 12).

Note: See Section 24.9 - Schedule 4 for Grey District Roding Hierarchy.

24.2 PARKING AND LOADING

24.2.1 MINIMUM PARKING SPACE REQUIREMENTS

The following shall be the minimum number of [parking spaces](#) to be provided at all times for its particular use, in respect of any activity.

If any activity is not listed below the activity closest in nature to the activity should be used, or where there are two or more similar activities, the activity with the higher parking rate shall apply.

TABLE 24.1 MINIMUM PARKING SPACE REQUIREMENTS

ACTIVITY	PARKING SPACES REQUIRED
RESIDENTIAL	1 space per residential unit except that in the Residential Environmental Areas in Moana and Iveagh Bay, 3 spaces per residential unit are required.
VISITOR ACCOMMODATION PREMISES	1 space per unit (where applicable) or 1 space per 5 beds plus 1 space per 2 staff
COMMERCIAL	5 spaces per 100m ² gross floor area
INDUSTRIAL	2 spaces per 100m ² gross floor area
MEETING PLACES AND ENTERTAINMENT FACILITIES	10 spaces per 100m ² public area or 1 per 10 seats, whichever is greater
SPORTS FIELDS	15 spaces per hectare
HOSPITALS	1 space per 5 beds plus 1 space per 2 staff
HEALTH CARE SERVICES	2 spaces per professional plus 1 space per 2 staff
OFFICES	2 spaces per 100m ² gross floor area
EDUCATIONAL FACILITIES	1 space per 2 staff plus 1 space per 10 students over 15 years of age
CAR SPACES FOR PEOPLE WITH DISABILITIES	<p>Car parking areas shall include spaces for people with disabilities provided at the rate of:</p> <p>1 for up to 10 total spaces provided, 2 for up to 100 total spaces provided, plus 1 more for every additional 50 spaces.</p> <p>Carparking for people with disabilities shall be located as close as practicable to the building entrance. The spaces should be on a level surface and be clearly signed.</p>

24.2.2 ASSESSMENT OF PARKING AREAS

Where an assessment of the required parking standards results in a fractional space, any fraction under one half shall be disregarded and any fraction of one half or more shall be counted as one space.

The area of any parking space or spaces provided and of vehicular access drives and aisles provided within a building shall be excluded from the assessment of gross floor area of that building for the purpose of ascertaining the total number of spaces required or permitted.

Refer to Financial Contributions Section 15.10 where a financial contribution may be taken where the carparking requirements cannot be met.

24.2.3 SIZE OF PARKING SPACES

All required parking spaces other than for residential units, and associated manoeuvring areas are to be designed to accommodate a 90 percentile design motor car (refer Section

24.6 - Schedule 1) and shall be laid out in accordance with the [parking space](#) dimensions in the Table below.

TABLE 24.2 PARKING SPACE DIMENSIONS

TYPE OF USER	PARKING ANGLE	STALL WIDTH ⁽³⁾	AISLE WIDTH	STALL DEPTH	OVERHANG
Class 1 ⁽¹⁾ Regular Users	90 ⁰	2.4	7.0	5.0	0.8
		2.5	6.6	5.0	0.8
		2.6	6.2	5.0	0.8
Class 2 ⁽²⁾ Casual Users	90 ⁰	2.5	8.0	5.0	0.8
		2.6	7.0	5.0	0.8
		2.7	6.6	5.0	0.8
People with disabilities	90 ⁰	3.6	8.0	5.0	0.8
All	0 ⁰ (Parallel)	2.5	3.5 ⁽⁴⁾	6.1	
			5.5 ⁽⁵⁾		
All	30 ⁰	2.5	3.5	4.4	0.6
All	45 ⁰	2.5	3.8	5.0	0.7
		2.7	3.5	5.0	0.7
All	60 ⁰	2.5	4.5	5.4	0.8
		2.7	4.0	5.4	0.8
		2.9	3.5	5.4	0.8

NOTES:

1. Class 1 regular users are people whose regular use gives them a familiarity with the [building](#) that permits smaller safe clearances between vehicles and parts of [buildings](#).
2. Class 2 casual users are people (usually short-term visitors) who would not be familiar with the [building](#) layout.
3. Stall widths shall be increased by 300mm where they abut obstructions such as columns or walls.
4. One-way aisle only.
5. Two-way aisle.
6. All dimensions are in metres.

24.2.4 GRADIENT OF CAR PARKS

Car parking areas shall have a gradient of no more than 1 in 20 in any one direction.

24.2.5 REVERSE MANOEUVRING

On-[site](#) manoeuvring for a 90 percentile car (refer Section 24.7 - Schedule 2) shall be provided to ensure that no vehicle is required to reverse either onto or off a [site](#) where:

1. Any development has access to a district arterial or strategic route;

2. Any development is required to provide 4 or more car spaces having access onto a collector route;
3. Any development is required to provide 10 or more [parking spaces](#);
4. Two or more [residential units](#) share a common driveway where any driveway exceeds 15m in length;
5. There is a right-of-way of over 15m serving the [site](#).

On-site manoeuvring for a 90 percentile truck shall be provided to ensure that no truck is required to reverse onto or off a [site](#) where any development requires loading areas or trade vehicle storage having access onto an arterial or a collector [road](#).

24.2.6 QUEUING

To permit free flow of traffic into the car parking area without adversely affecting traffic flows in surrounding streets, the queuing space shall be no less than that given in Table 24.3:

TABLE 24.3 QUEUING SPACE

Storage Capacity of Car Park (Number of Vehicles)	Length of Queuing Space (m)
0 - 20	6.0
21 - 50	10.5
51 - 100	15.0
101 - 150	19.0
151 – 200	24.0

24.2.7 ACCESS TO SITE

Where the storage capacity of a carpark is greater than 50 vehicles the adjoining [road](#) onto which egress and ingress is obtained shall be capable of accommodating a turning lane in a manner that does not disrupt traffic flow.

24.2.8 LOADING AREAS

The following provision shall be made for loading:

24.2.8.1 General Requirements

Provision shall be made in respect of all [buildings](#), and [land](#) uses for loading and unloading of goods, and for the use of [land](#) and [buildings](#). All such activity shall take place on the [site](#) and [access](#) shall be such that visibility of traffic entering and leaving the [site](#) shall not be impaired. Vehicles shall be able to enter and leave the [site](#) in a forward direction.

24.2.8.2 Counting of Parking Spaces

A [loading space](#) shall be counted as a [parking space](#) according to the number of vehicles the bay is capable of accommodating conveniently when in use as a loading bay.

24.2.8.3 Surface of Parking and Loading Areas

The surface of all parking, loading and trade vehicle storage areas (except parking areas for residential units requiring less than three spaces) shall be formed, sealed or otherwise maintained so as not to create a dust or noise nuisance.

The first 5.5m of such areas (as measured from the road boundary) shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.

All stormwater from parking areas shall be collected on site and piped or channelled to an approved stormwater disposal system.

24.2.8.4 Landscaping

Landscaping shall not adversely affect the visibility of motorists leaving a site or create an unsafe environment for persons using the car park or the adjacent footpath.

Where parking areas for five or more vehicles are provided within or adjoining residential areas, such parking shall be effectively screened on all sides.

24.3 ACCESS

24.3.1 STANDARDS OF VEHICLE CROSSING

Vehicle crossing to any site shall be by way of a vehicle crossing constructed pursuant to Council standards as set in Schedule 3 (Figures 6 – 8 and 24.8.3 - Diagrams A-E).

24.3.2 VEHICULAR ACCESS TO CORNER SITES

Access to, or outlet from a corner site shall not be located nearer to the corner of a strategic route, district arterial or collector route than 8 metres. Council may refuse approval absolutely if access or an outlet more distant from the corner could be provided.

24.3.3 ACCESS SIGHT DISTANCES

Any access constructed shall be able to provide the following minimum sight distances:

TABLE 24.4 MINIMUM ACCESS SIGHT DISTANCES

		MINIMUM SIGHT DISTANCE (metres)	
		FRONTAGE ROAD CLASSIFICATION	
		COLLECTOR	ARTERIAL
DRIVEWAY CLASSIFICATION	*Operating Speed (km/h)		
LOW VOLUME Up to 200 vehicle manoeuvres per day	50	45	90
	70	85	140
	80	105	175
	100	160	250
HIGH VOLUME More than 200 vehicle manoeuvres per day	50	90	90
	70	140	140
	80	175	175
	100	250	250

Also refer to Section 24.3.4.1 - Figure 1 for determining sight distance from an accessway.

24.3.4 ACCESS TO STRATEGIC ROUTES

An **access** to a Strategic Route shall comply with the following:

- (i) No legal **access** is available from another **road**.
- (ii) The traffic generated through the **access** to the Strategic Route is less than 100 equivalent car movements per day (ecm/d).
- (iii) Compliance with the performance criteria given in Table 24.5 below, regarding sight distance, clearance from intersections, and minimum **access** spacing.
- (iv) For an **access** with less than 30 equivalent car movements per day (ecm/d), the vehicle crossing is to be designed and formed in accordance with Diagram C in 24.8.6.
- (v) For an **access** with between 30 and 100 emc/d, the vehicle crossing and localised **road** widening is to be designed and formed in accordance with Diagram D in 24.8.6.
- (vi) Provision for manoeuvring on **site**, so that reverse manoeuvring onto the State highway is not required.
- (vii) Any subdivision and/or development in the **Kaiata Park** area will require the Fairhall Road intersection with State Highway 7 to be upgraded in accordance with the design specifications published in the Austroads document 'Guide to Traffic Engineering Practice Part 5: Intersection at Grade' to provide a full T-Junction Intersection with left turn and right turn lanes from both state highway approaches to the intersection.

TABLE 24.5:

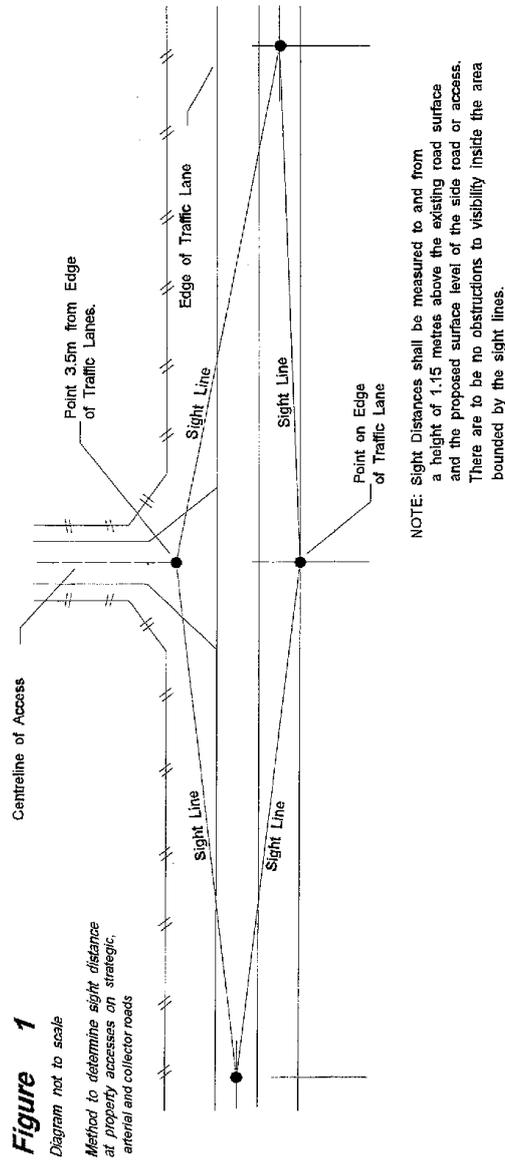
Property **access** performance criteria where traffic generation is less than 100 equivalent car movements per day (ecm/d).

Posted (Legal Speed Limit (km/h)	Required Sight Distances (m) See Diagram A in 24.8.6	Location of Property Access Relative to Intersection. See Diagram B in 24.8.6		Minimum Spacing Between Adjacent Property Accesses Distance N on Diagram B in 24.8.6 (m)
		Minimum Distance K (m)	Minimum Side Road Distance M (m)	
50	85	30	20	-
60	115	50	30	-
70	140	100	45	-
80	170	120	60	100
100	250	200	60	200*

- there shall be no more than 5 individual [accesses](#) along any 1 km section of State highway (on both sides), measured 500m either side of a proposed [access](#).
- (viii) Any subdivision and/or development in [Paroa Developments](#) will require the Clough Road and State Highway 6 intersection to be upgraded in accordance with the intersection standard attached as Diagram F in Appendix 4.

24.3.4.1 Figure 1 - Sight Distances

FIGURE 1 – SIGHT DISTANCES



24.3.5 ROADING HIERARCHY

The **Council** has adopted a roading hierarchy for **roads** in the District that is listed in Schedule 4. The categories of **roads** and their characteristics are:

1. **Strategic Routes**: are **roads** and motorways which form part of a network of national strategic importance, which are a significant element in the national economy, for which a high level of user service must be provided at all times and are a significant element in the regional economy.
2. **District Arterials**: are **roads** which serve as links of strategic district importance within or between districts, are a significant element in the local economy and often also serve as local **roads**.
3. **Collector Routes**: are **roads** which are locally preferred routes between or within areas of population or activity and complement district arterials but have property **access** as a higher priority.
4. **Local Roads**: are all other **roads** servicing land use activities with standards appropriate for the traffic use.

24.4 ASSESSMENT MATTERS FOR RESOURCE CONSENTS

In considering whether or not to grant consent or impose conditions for discretionary activities, the **Council** shall have regard to, but not be limited by, the following assessment matters:

24.4.1 PARKING, LOADING AND ACCESS

- (i) Whether it is physically practicable to provide the required parking or **loading spaces** on the **site** in terms of the existing location of **buildings**, **access** to the **road**, topography and **utility** location.
- (ii) Whether there is an adequate alternative supply of parking or **loading spaces** in the vicinity. In general on-street parking is not considered an alternative.
- (iii) Whether a demonstrably less than normal incidence of parking or loading will be generated by the proposal, such as due to specific business practice, type of customer, bus transportation.
- (iv) Whether the **Council** is anticipating providing public carparking that would serve the vicinity of the activity, and whether a cash payment towards such public carparking can be made in lieu of part or all of the parking requirement, or **loading space**.
- (v) Whether a significant adverse effect on the character and amenity of the surrounding area will occur as a result of not providing the required parking or **loading space**.
- (vi) The extent to which the safety and efficiency of the surrounding roading network and the vehicles and pedestrians who use it, would be adversely affected by parked and manoeuvring vehicles on the **roads**.
- (vii) Any cumulative effect of the lack of on-**site** parking and **loading spaces** in conjunction with other activities in the vicinity not providing the required number of parking or **loading spaces**.

- (viii) To what extent the safety and efficiency of the adjoining road would be compromised by additional access points, oversized access points or an access point located closer to an intersection than is permitted by the Plan.
- (ix) The adequacy of available site distances having regard to the 85th percentile speed of vehicles on the road, and whether particular mitigation measures such as deceleration or turning lanes are required due to speed or volume of vehicles on the road.
- (x) The extent to which the safety and efficiency of the State Highway is compromised by non-compliance with the Outline Development Plan for Kaiata Park (attached as appendix 12).

24.5 REASONS FOR RULES

24.5.1 PARKING AND LOADING SPACE REQUIREMENTS

The provision of off-street parking and loading for each activity minimises the adverse effects on the safety and efficiency of the road from on-street parking, loading and manoeuvring vehicles. It also enables the retention of on-street parking for short-term visitors to an area. Provision of off-street parking also improves the visual amenity of streets by reducing the level of long-term on-street vehicle parking.

The parking requirements have been categorised under broad activity headings each of which generate different parking requirements. Surveys of the parking generation of different activities provide a basis for the standards for calculating the number of parking spaces required. The parking standards for most activities have been set at a level which provides for the off street parking requirements for all but the very busiest times. Three car-parking spaces are required in Moana and Iveagh Bay to ensure that there is available parking on-site for trailers and boats, given that these items can obstruct the road carriageway if parked on the road.

It is not always appropriate to require the full provision of off-street parking needed to satisfy demand. Cultural, conservation and educational facilities often provide large areas of open space and high amenity values that would be lost if large areas were turned into formed carparking.

24.5.2 PARKING AND LOADING AREA DESIGN

The design of the parking and loading areas are based on 90 percentile design vehicles. The dimensions of these vehicles and their associated turning circle requirements are such that 90 percent of the vehicles in New Zealand comply with their requirements. Critical manoeuvre areas have been calculated to allow 99 percent of vehicles to use them. These areas are bounded by immovable objects such as walls and columns and it is therefore important to provide the space to allow vehicles to manoeuvre easily.

Controls over the surfacing of parking and loading areas have been included to protect the amenity of surrounding properties and public places from noise and dust nuisance. The controls are also intended to avoid deterioration of road and footpath surfaces or vehicle and pedestrian safety through loose surfacing material being carried onto footpaths, roads or service lanes.

24.5.3 REVERSE MANOEUVRING

On-site manoeuvring is required for all sites on arterial roads, shared access and where a large number of vehicle movements onto and off a site are expected. This helps to protect the efficiency and safety of the roads by minimising the number of vehicles required to reverse onto or off a site, which is the cause of approximately 10% of accidents at driveways. Strategic, arterial and collector roads have the most protection applied to them as their function is to carry the largest volumes of traffic at the highest level of efficiency.

24.5.4 QUEUING SPACES

A queuing space length is required at the entrance to larger carparking and loading areas to provide an area off the street for cars to queue while waiting for manoeuvring vehicles, or for a parking space. This protects the safety and efficiency of the frontage road from the effects of vehicles required to queue on the street, blocking traffic lanes.

24.5.5 DISTANCES OF VEHICLE CROSSINGS FROM INTERSECTIONS

In order to simplify the driving task by reducing potential conflict points and areas of distraction, there is a requirement to locate entrances at a suitable distance from intersections of roads carrying reasonable volumes of traffic.

24.5.6 VEHICLE CROSSINGS

Vehicle crossings should be of a suitable standard in terms of their construction and also their intersection with roads in order that there is sufficient pull off area for safety reasons.

24.5.7 SIGHT DISTANCE FOR ACCESSWAYS

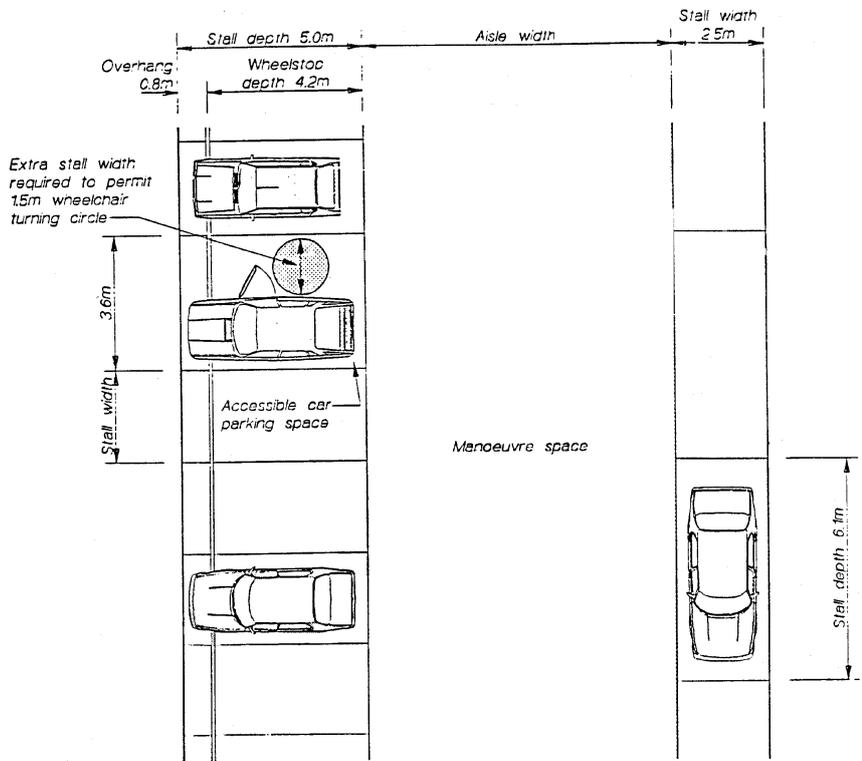
Accessways should have reasonable sight distances depending on the speed of the roads in order to reduce the potential for vehicle collisions. Strategic, arterial and collector roads are subject to the rule given their higher volumes of traffic.

24.5.8 INTERSECTION STANDARD

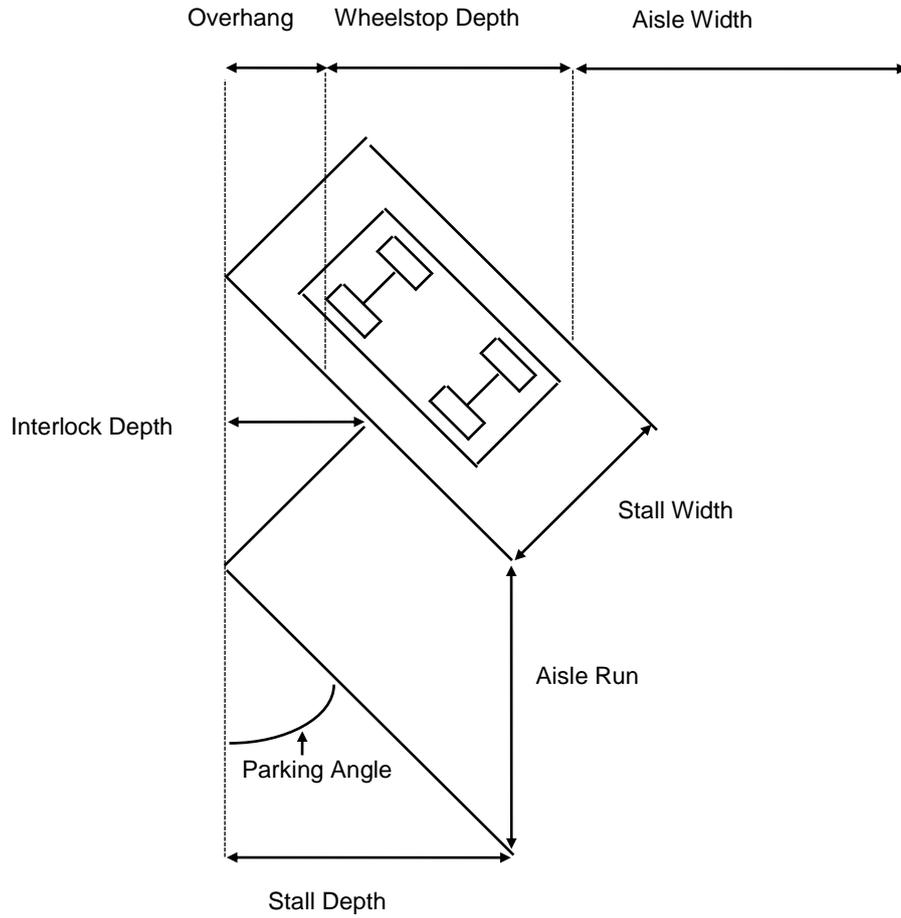
For the purposes of rule 24.3.4(viii) any development within Paroa Developments will need to pay the full cost of upgrading the Clough Road and State Highway 6 intersection and the financial contribution policy section 15.6.1 of the Plan does not apply.

24.6 SCHEDULE 1 - CAR PARKING SPACE LAYOUTS

24.6.1 FIGURE 2 - CAR PARKING SPACE - 90° ANGLE

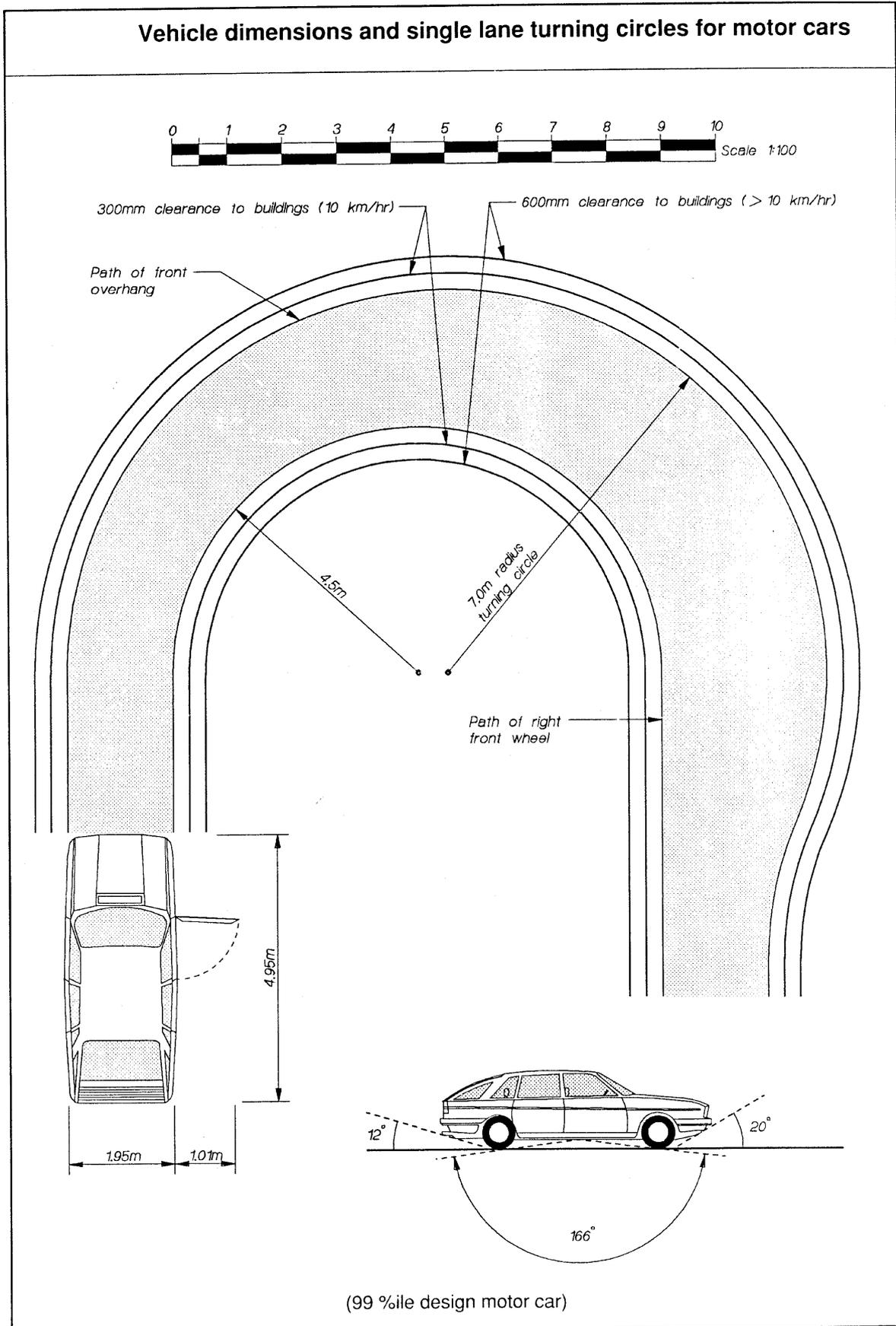


24.6.2 **FIGURE 3 - CAR PARKING SPACE - 30°, 45°, 60° ANGLES**

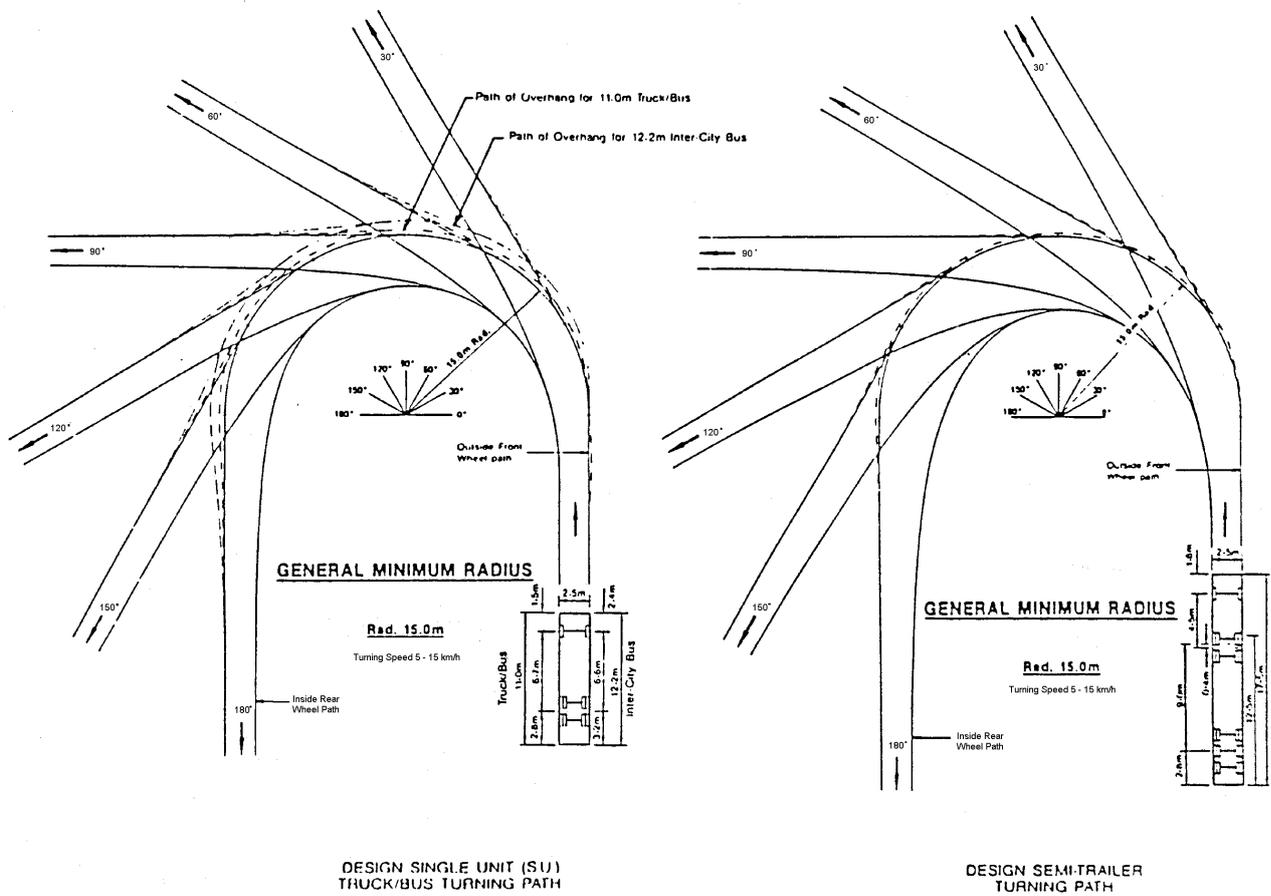


24.7 SCHEDULE 2 - TURNING CIRCLES

24.7.1 FIGURE 4 – VEHICLE DIMENSIONS AND SINGLE LANE TURNING CIRCLES FOR MOTOR CARS



24.7.2 FIGURE 5 - VEHICLE DIMENSIONS AND SINGLE LANE TURNING CIRCLES FOR TRUCKS AND BUSES



24.8 SCHEDULE 3 - CROSSINGS

24.8.1 DROP CROSSING

For normal circumstances the entranceway design is the drop crossing (See Figure 6).

24.8.2 ALTERNATIVE OPTIONS

24.8.2.1 Bridge Crossing

For areas where a drop crossing is not practical (normally where [ground levels](#) are too steep), **and** there is likely to be a large amount of foot traffic moving across the crossing, a bridge crossing will be used (See figure 7). These areas are likely to be places of assembly such as hotels, schools, churches, sports grounds, etc.

The preferred standard for the crossing is one that uses a galvanised steel grill.

The disadvantage with this type of crossing is that they become a maintenance problem. Litter that ends up in the gutter that is not removed by street cleaning is washed under the bridge crossing and causes blockages. With the types of bridge crossing that are presently used (timber and steel), it is not practical to check each bridge crossing to see if there is a blockage.

The proposal to use a see-through galvanised grill will allow blockages to be quickly identified by [Council](#) staff and removed. It is also considered that property owners who are gaining the benefit of the crossing are more likely to assist [Council](#) in keeping the bridge crossing clear if blockages are visible.

24.8.2.2 Gap Crossing

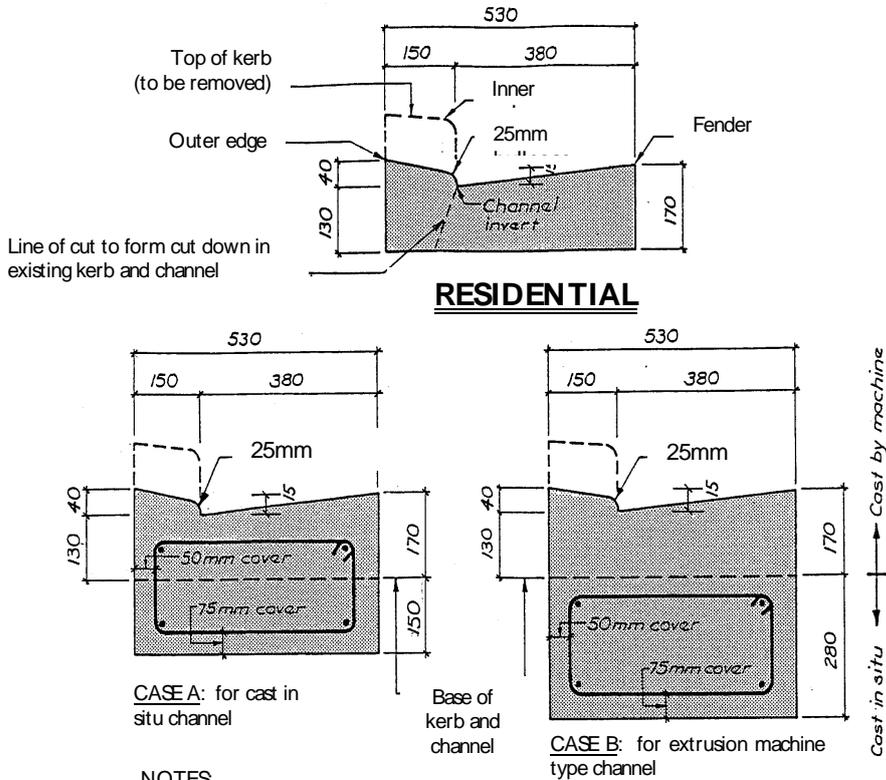
For areas where a drop crossing is not practical (normally where [ground levels](#) are too steep), **and** there is **not** likely to be a large amount of foot traffic moving across the crossing, a gap crossing will be used (See figure 7). These areas are likely to be residential streets where the main use of the crossing is for vehicle entrance and exit. In these areas foot traffic is most likely to be moving along the footpaths.

The advantage with this type of crossing is that they are not likely to become a maintenance problem. The flushing action of water will actually assist in keeping the crossing clear of litter rather than in the case of the bridge crossing where water actually compounds the problem by wedging the litter in and creating damming effects.

The disadvantage with this type of crossing is that there is a potential danger to pedestrians and cyclists getting their feet or wheels caught in the gap. This danger exists but is not considered to be any more significant than other [road](#) hazards. [Road](#) users must remain alert when using any part of the [carriageway](#).

It should also be noted that, as stated above, the normal drop crossing is the preferred option so bridge crossings and gap crossings will be the exception rather than the rule.

24.8.3 **FIGURE 6 DRAWING 1 -STANDARD KERB AND CHANNEL AND DROP CROSSING**

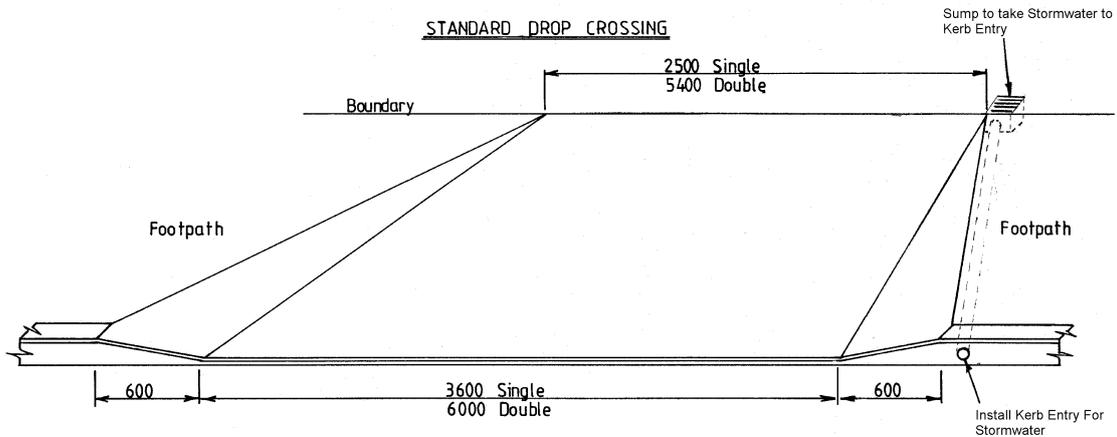


NOTES

- 1 Reinforcement – 4 D12 bars with R6 stirrups at 600 centres
- 2 Reinforcement beam to extend 1.5m from base of cutdown at each end.

COMMERCIAL

STANDARD DROP CROSSING

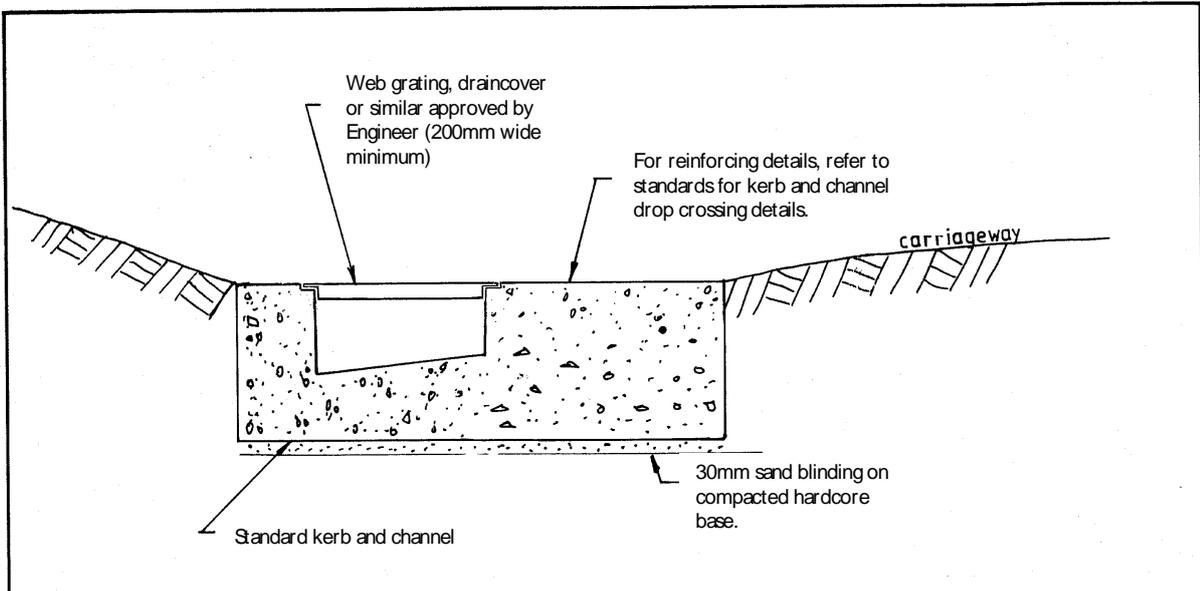


NOTES:

1. Residential vehicle crossings can be chip seal or 120mm depth unreinforced concrete on 30mm mini fine granular material on compacted fill.

2. Crossings for commercial [sites](#) and joint ownership [accessways](#) to be 150mm depth concrete reinforced with 2 layers of HRC 665 or equivalent. Minimum cover to steel 40mm.
3. All concrete to be 20MPA at 28 days.
4. All Dimensions in millimetres.
5. Where angle of [road carriageway](#) vehicle crossings such that vehicles may scrape, a bridge or gap crossing is to be installed.

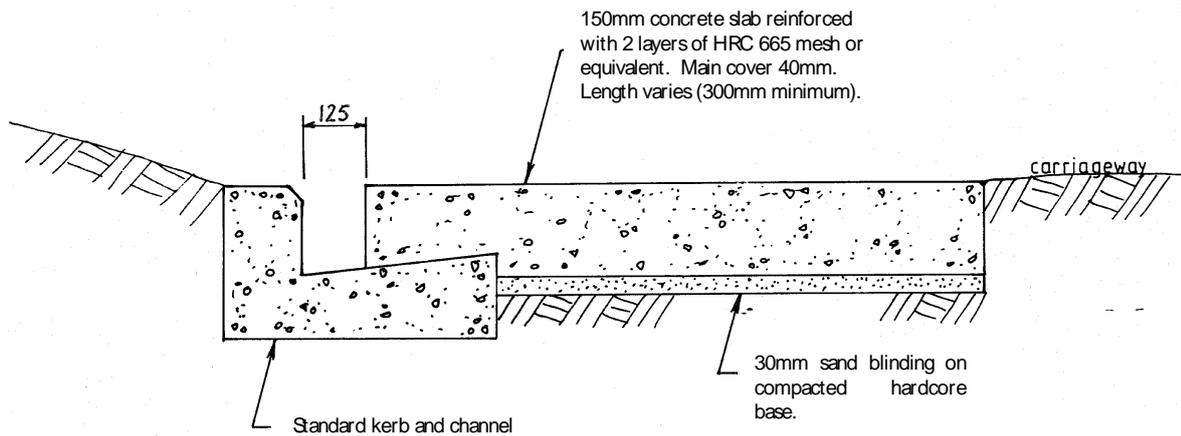
24.8.4 **FIGURE 7 BRIDGE AND GAP CROSSINGS**



STANDARD BRIDGE CROSSING

NOTES

- 1 All concrete to be 20 MPa at 28 days.
- 2 Cover to steel 40mm minimum
- 3 All dimensions in millimetres

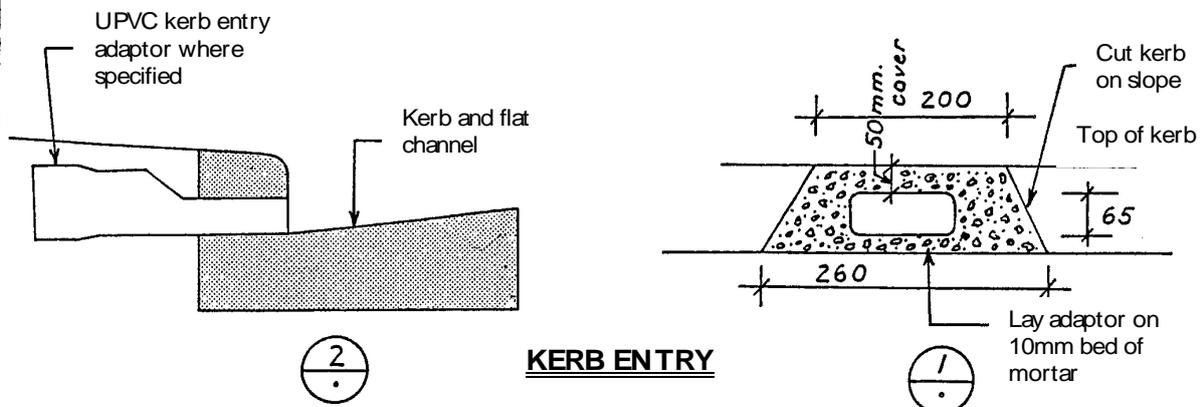
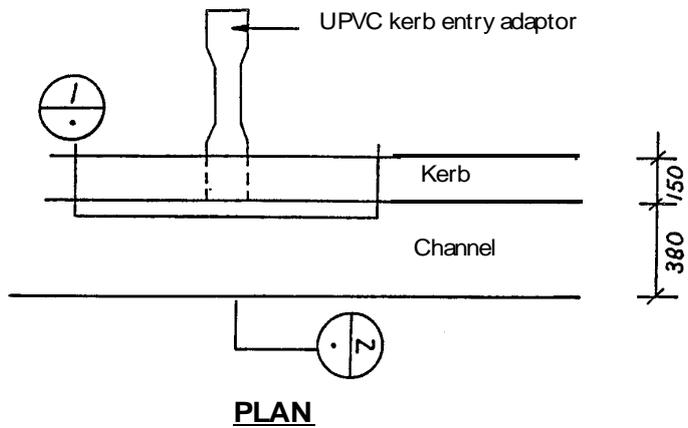
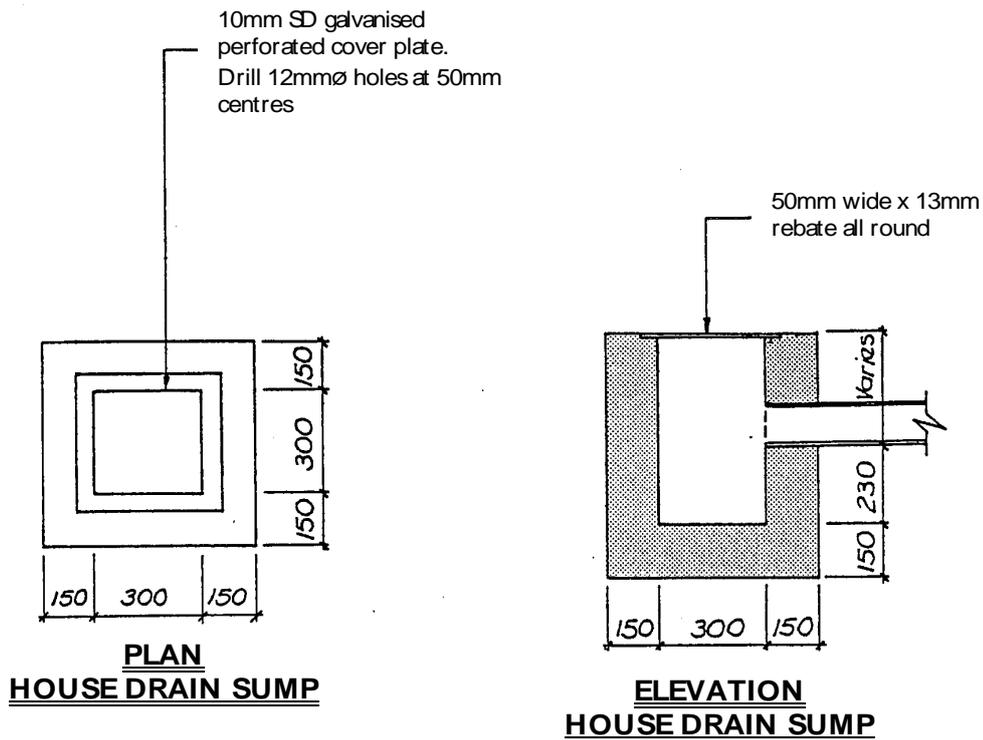


STANDARD GAP CROSSING
(where approved by Engineer)

STANDARD BRIDGE & GAP CROSSINGS



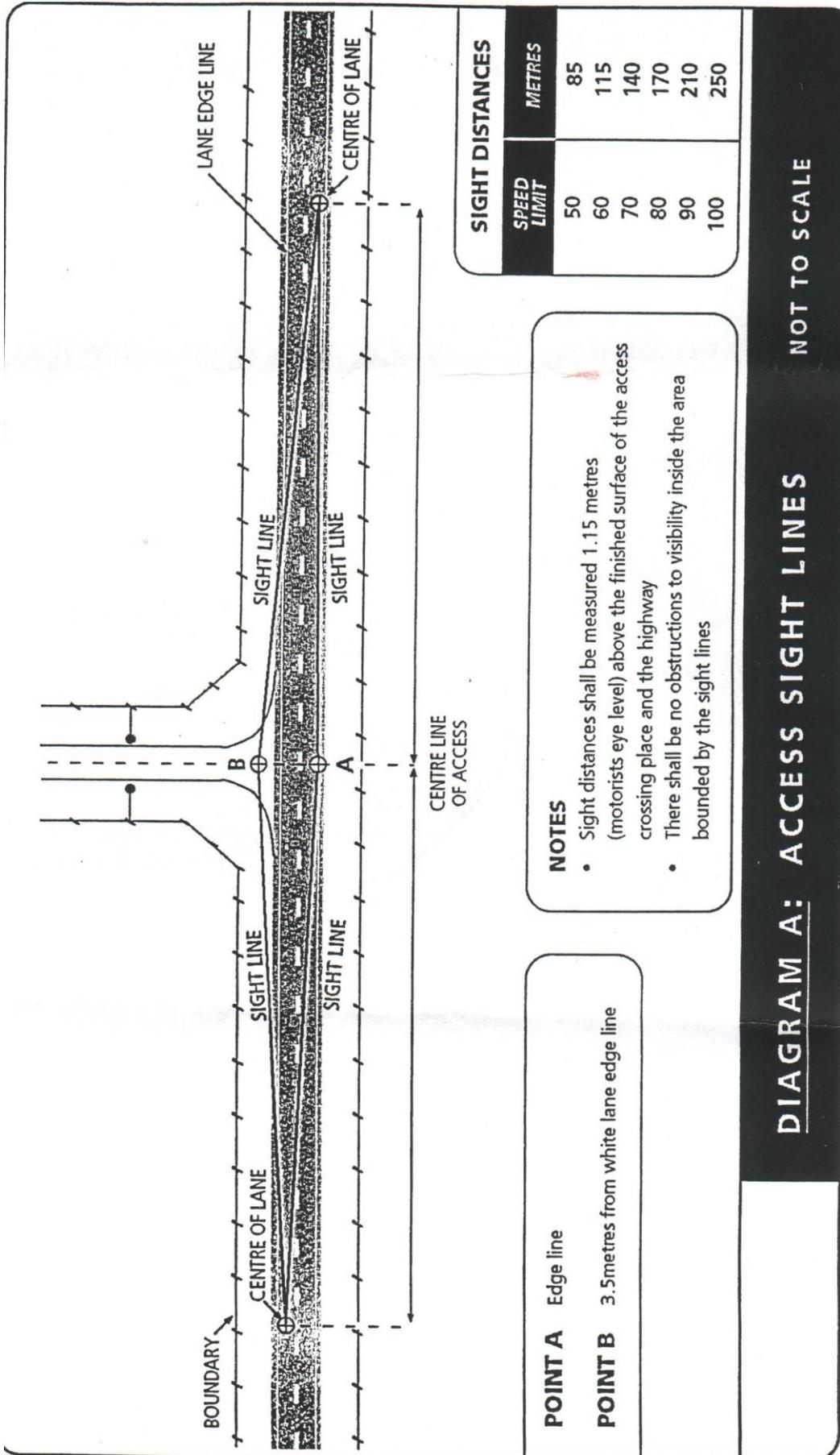
24.8.5 **FIGURE 8 HOUSE DRAIN SUMP AND KERB ENTRY**



HOUSE DRAIN SUMP & KERB ENTRY



24.8.6 RURAL ROAD PROPERTY ACCESS



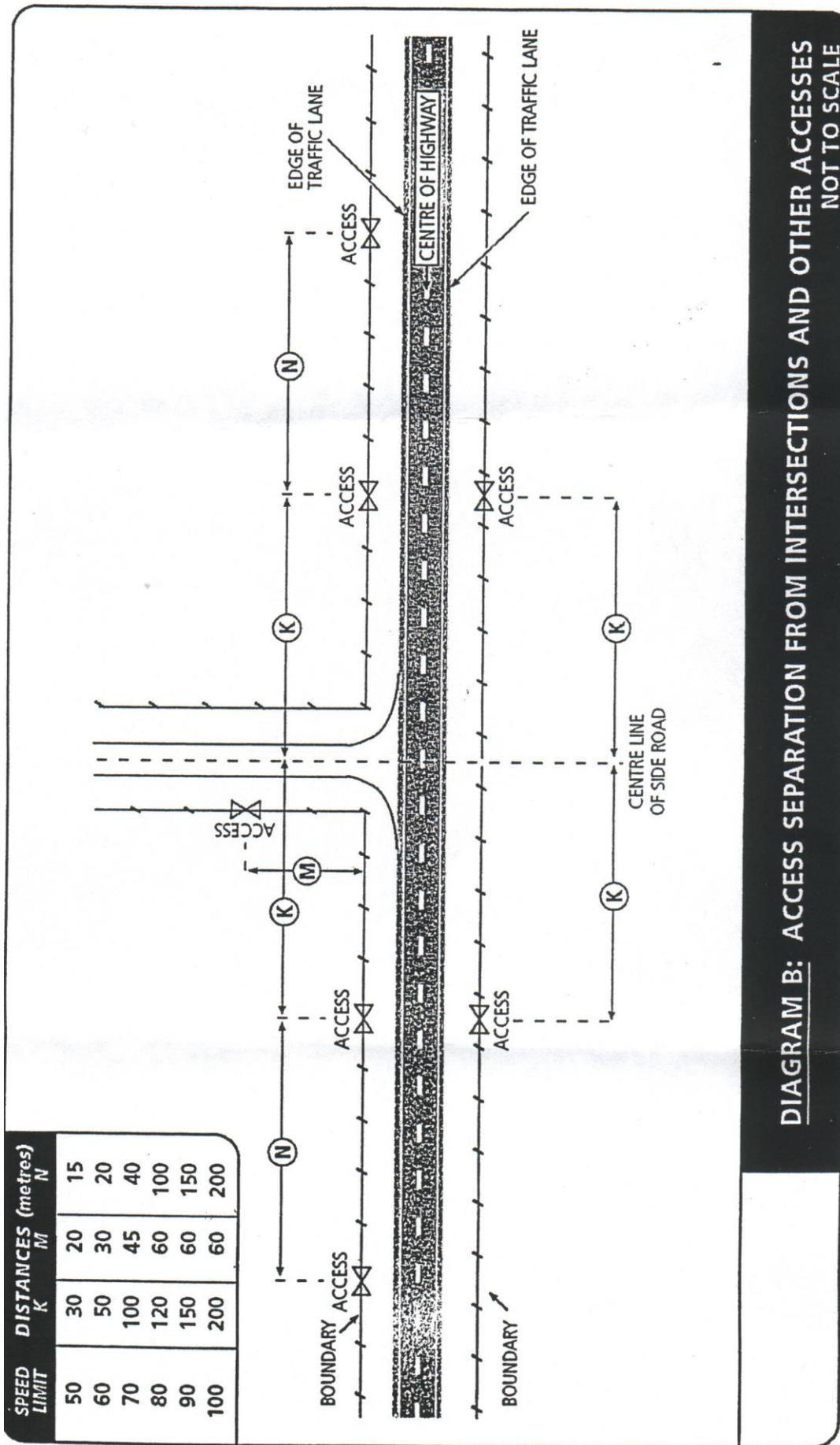
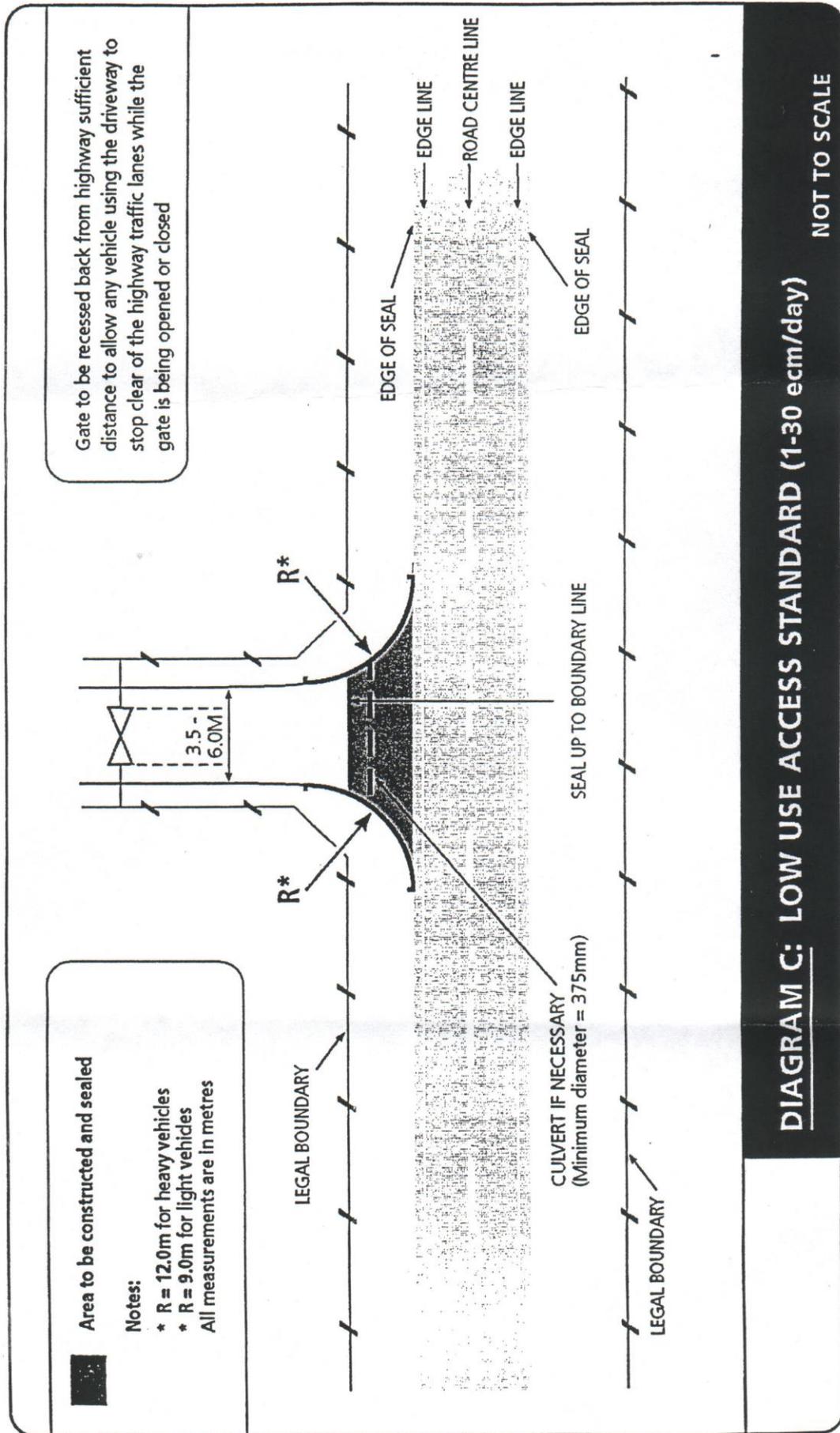
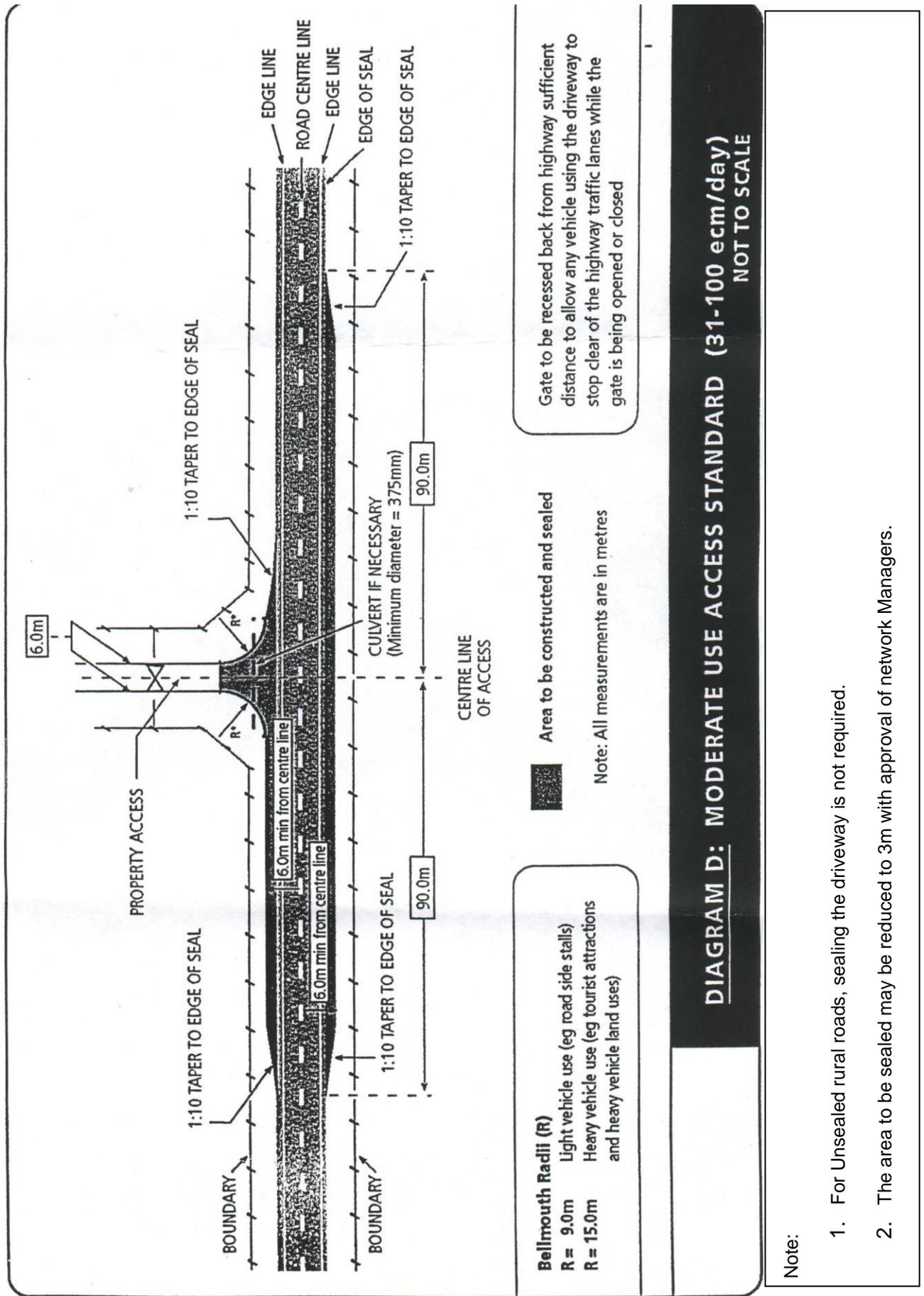


DIAGRAM B: ACCESS SEPARATION FROM INTERSECTIONS AND OTHER ACCESSES
 NOT TO SCALE



Note:

1. For Unsealed rural roads, sealing the driveway is not required.
2. The area to be sealed may be reduced to 3m with approval of network Managers.



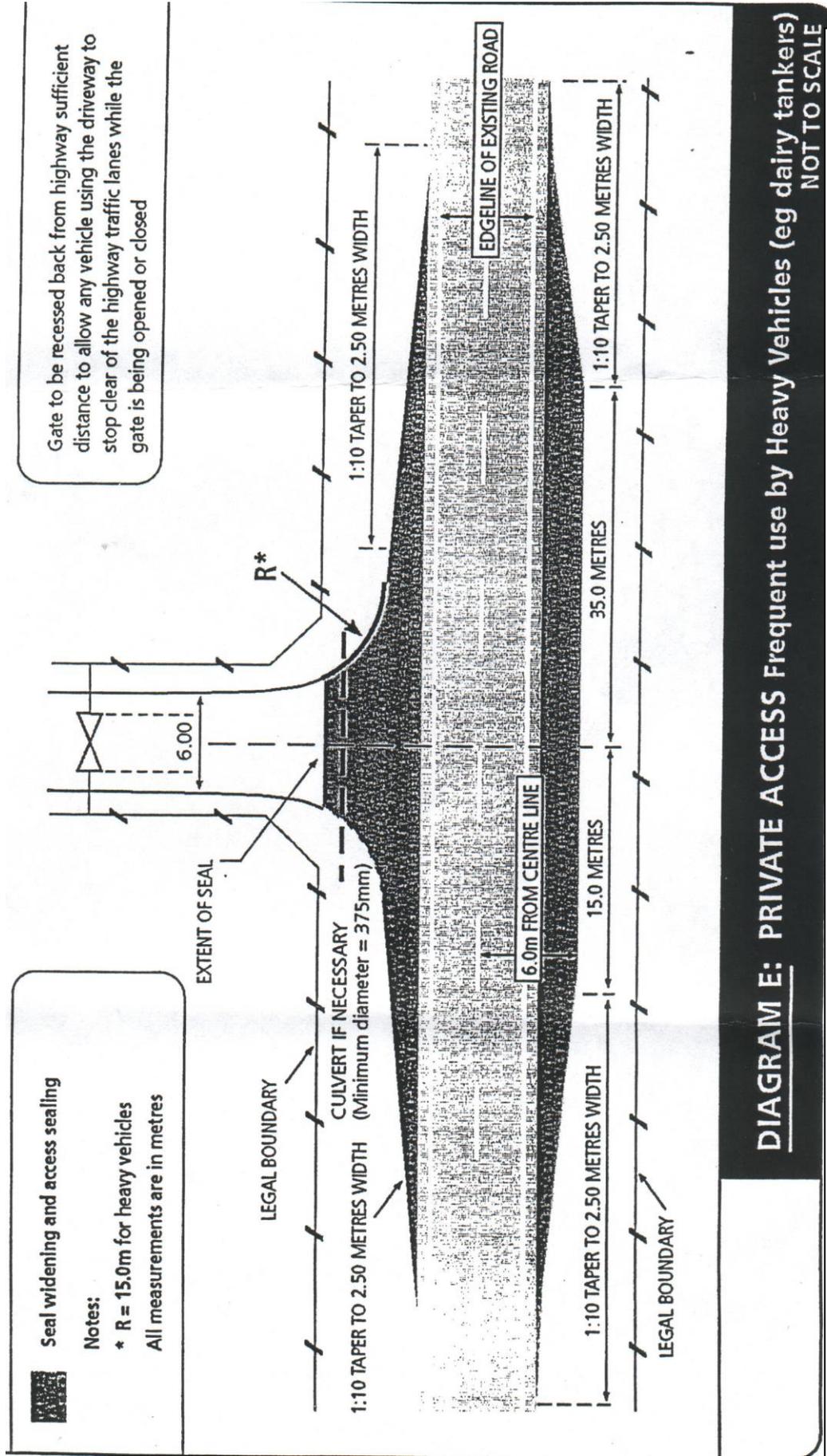
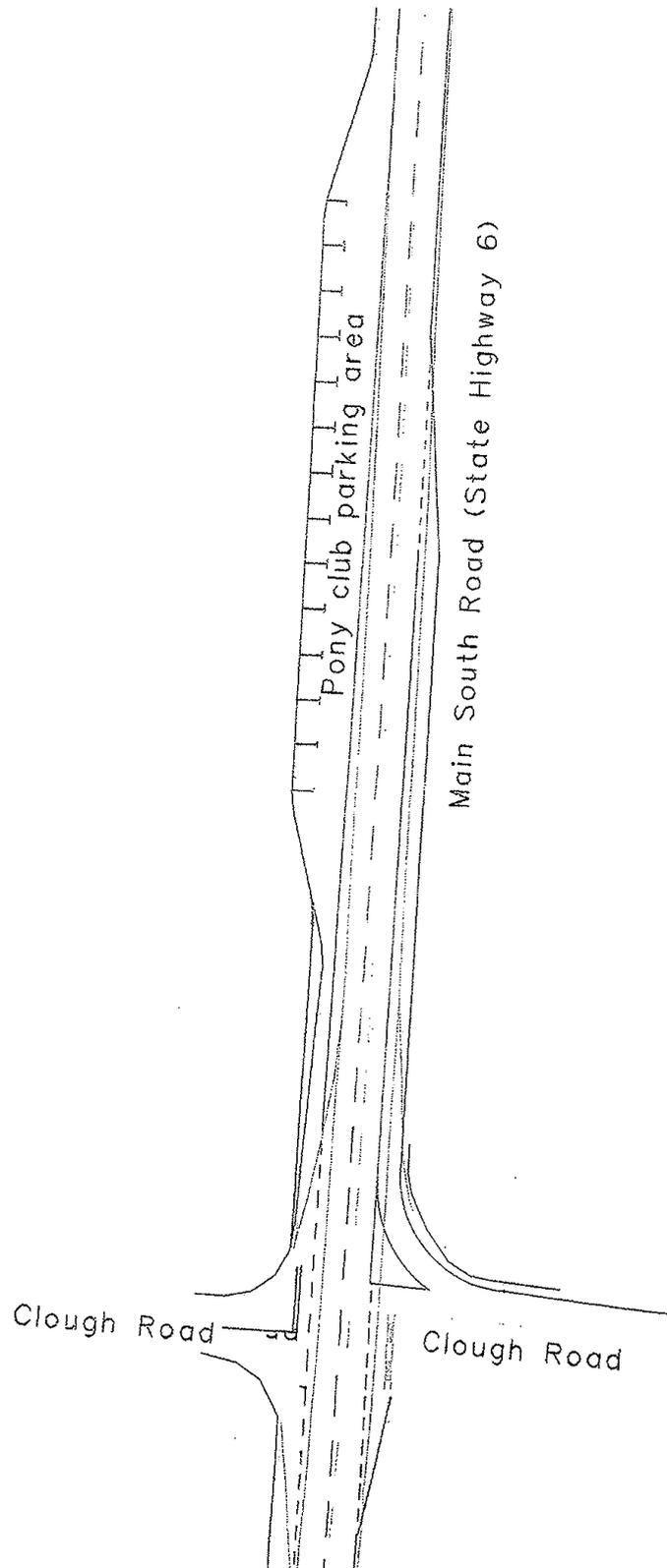


DIAGRAM F



24.9 SCHEDULE 4 - GREY DISTRICT ROADING HIERARCHY**24.9.1 STRATEGIC ROUTES**

Planning Map Numbers	Locality	Description
Maps 23, 24, 25, 26, 29, 31, 32, 34, 36, 37, 38, & 51	State Highway 6	from the northern abutment Punakaiki River Bridge (RS 388) through Greymouth to northern abutment Taramakau River Bridge (RS 445).
Maps 31, 40, 41, 43, 44, & 45	State Highway 7	From Northern abutment Big Grey River Bridge (RS 224) to the junction with SH6 at Greymouth

24.9.2 DISTRICT ARTERIALS

Planning Maps Numbers	Locality	Description
Maps 41, 42, 43, & 47	North side of Grey River	from State Highway 6 Coal Creek to Rough River Bridge (encompassing: Taylorville Road, County Road, Taylor Street, Taylorville Blackball Road, Atarau Road)
Map 7	Nelson Creek Road	from State Highway 7 Ngahere to Nelson Creek
Maps 8, 9, 10, 15, 16, 48, 49, & 50	The Lake Brunner Road	from State Highway 7 Stillwater to south side Sir Stanley Gooseman Bridge (encompassing: Arnold Valley Road, Moana Rotomanu Road, Crooked River Road, Inchbonnie Rotomanu Road, Jackson's Inchbonnie Road)
Map 38	Rutherglen Road	from State Highway 6 Paroa to Shantytown
Maps 32, 33, & 35	Marsden Road, GM	from Shakespeare Street to Sawyers Creek Bridge, Boddytown
Maps 27, 28, & 29	Bright Street, Cobden	
Map 27	Domett Esplanade, Cobden	
Map 31	Mawhera Quay, GM	

APPENDIX 4 - TRANSPORT

Maps 30 & 31	Boundary Street, GM	
Map 30	Preston Road, Blaketown	
Maps 30 & 32	Raleigh Street	from Preston Road to High Street
Map 31	Tainui Street, GM	from Mawhera Quay to Whall Street
Map 31	Herbert Street, GM	
Map 31	Murray Street, GM	from Herbert Street to Alexander Street
Map 31	Alexander Street, GM	
Map 31	Willis Street, GM	
Maps 31, 32 & 33	Shakespeare Street, GM	
Maps 31 & 33	Heaphy Street, GM	
Map 33	Franklin Street, GM	from Shakespeare Street to High Street
Map 32	Buccleugh Street, GM	from Shakespeare Street to High Street
Map 31	Puketahi Street, GM	from Alexander Street to Tainui Street

24.9.3 COLLECTOR ROUTES

Planning Maps	Locality	Description
Map 13	Waipuna Road	from State Highway 7 to Waipuna
Map 45	Napoleon Street, Ahaura	from Clifton Street to Orwell Creek Road
Maps 13 & 45	Orwell Creek Road, Ahaura	from Napoleon Street to Ahaura Kopara Road
Map 13	Ahaura Kopara Road	from Orwell Creek Road to Ahaura River
Maps 7 & 14	Nelson Creek Bell Hill Road	from Nelson Creek Road to Bell Hill Road
Maps 14, 15 & 19	Hauptiri Road	from Bell Hill Road to Ahaura Amuri Road
Maps 14 & 15	Bell Hill Road	from Hauptiri Road to Crooked River Road
Maps 8 & 14	Amor Road (Deep Creek Road)	from Nelson Creek Bell Hill Road to Blair Road
Map 8	Blair Road	from Arnold Valley Road, Kokiri, to Arnold Valley Road, Kotuku

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Map 4, 9 & 10	Kumara - Inchbonnie Road	from Inchbonnie Rotomanu Road to south side William Stewart Bridge, Kumara
Maps 4 & 10	Taramakau Settlement Road	
Map 3	Rutherglen Road	from Shantytown to Maori Creek Road
Maps 3 & 9	Maori Creek Road	from Rutherglen Road to Dunganville
Map 3	Marsden Road	from Sawyers Creek Bridge, Boddytown, to Rutherglen Road
Maps 46 & 47	Main Road, Blackball	
Map 46	Hart Street, Blackball	
Map 46	Hilton Street, Blackball	
Maps 27, 28 & 29	Ward Street, Cobden	(from Domett Esplanade to Sturge Street)
Map 28	Hall Street, Cobden	(from Bright Street to Firth Street)
Map 27	Firth Street, Cobden	(from Lynch Street to Hall Street)
Map 28	Sturge Street, Cobden	(from Bright Street to Ward Street)
Map 30	Steer Avenue, Blaketown	
Map 30	Swift Street, Blaketown	
Map 31	Turumaha Street, Greymouth	
Maps 31 & 32	Cowper Street, Greymouth	
Maps 32 & 33	Marlborough Street, Greymouth	
Map 33	Sinnott Road, Greymouth	
Map 33	Nancarrow Street, Greymouth	
Map 33	Josephine Street, Greymouth	
Map 33	Bidgood Street, Greymouth	(from Josephine Street to Geraldine Street)
Map 32	Geraldine Street, Greymouth	
Maps 32 & 33	Lydia Street, Greymouth	
Map 33	Winnie Street, Greymouth	(from Lydia Street to Shakespeare Street)
Map 33	Perotti Street, Greymouth	
Map 33	Kilgour Road, Greymouth	(from Perotti Street to Shakespeare Street)
Map 37	Clough Road, Paroa	(from State Highway 6 and Clough Road intersection to Coulson Road)
Map 37	Coulson Road, Paroa	(from end of Clough Road south along Coulson Road to Gadd Road – Note:

APPENDIX 4 - TRANSPORT

		does not include south of Gadd Road or north of Clough Road/Coulson Road intersection)
Map 26	Seddon Street, Runanga	(from Seven Mile Road to McGowan Street)
Map 26	McGowan Street, Runanga	(from Seddon Street to Ward Street)
Map 26	Ward Street, Runanga	(from McGowan Street to Hall-Jones Street)
Map 25	Hall-Jones Street, Runanga	(from Ward Street to Cromarty Street)
Map 25	Cromarty Street, Dunollie	(from Hall-Jones Street to MacDougall Avenue)
Map 25	MacDougall Avenue, Dunollie	
Map 25	Argyle Street, Dunollie	(from MacDougall Avenue to Inverness Street)
Map 25	Inverness Street, Dunollie	
Map 25	Somerled Avenue, Dunollie	