

**Wanaka Community Board  
22 June 2017**

**Report for Agenda Item: 6**

**Department: Planning & Development**

**Road Naming Application - New subdivision of Lot 2 DP362505 off Orchard Road**

**Purpose**

The purpose of this report is to consider an application from Orchard Road Holdings Limited to name a new private road located off Orchard Road, Wanaka.

**Recommendation**

That the Wanaka Community Board:

1. **Note** the contents of this report;
2. **Accept** the application for the new road name:

***Wilbur Gunn Way***

Prepared by:



Warren Vermaas  
Resource Management  
Engineer

22/05/2017

Reviewed and Authorised by:



David Wallace  
Manager, Resource  
Management Engineering  
Planning and Development  
30/05/2017

**Background**

- 1 An application has been received to name a new private road associated with a 18 lot subdivision (RM130165) located off Orchard Road, Wanaka. The site is located at land legally described as Lot 2 DP 362505, Wanaka.
- 2 Attachment A contains the location of the subdivision and a plan of the proposed road to be named.
- 3 The options put forward for by the applicant for the road name are outside the provisions of the Council's Road Naming Policy (see Attachment B). This report puts this road name to the Wanaka Community Board for a decision. The name is

not considered in poor taste or likely to cause offence and is not in use anywhere else.

### **Comment**

- 4 The applicant has put forward the following choices (as labelled in Attachment A):

**Road One** –Wilbur Gunn Way

Alternative choices: Jerome Case Way, Little Orchard Way

- 5 The applicant has chosen the name Wilbur Gunn Way as this is the name of the founder of the Lagonda Motor Company which became part of the Davis Brown Company which manufactured tractors in the 1930's. The tractor link is a reference to the historic agricultural use of this site, which was once part of the Old Wanaka Station.

### **Road Naming Policy**

- 6 We have considered the names against the road naming policy and note that the background offered in relation to Wilbur Gunn Way is outside the provisions of the policy.

### **Options**

- 7 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.

Option 1 – Do Nothing.

- 8 The road needs to be named before the applicant can have the titles issued for the subdivision. This is a resource consent condition that the applicant must comply with by way of application to Council.
- 9 Roads need to be named for practical addressing purposes so residents can be located in an emergency and have mail and service connections.
- 10 There are no advantages to doing nothing and the disadvantage is that the new road names cannot be finalised.

- 11 Option 2 – Approve the application.

*Advantages:*

- 12 The road names which are approved can be formalised immediately post meeting and staff can proceed with updating the Council records and other outside parties with new addressing.

*Disadvantages:*

- 13 None identified.

14 'Option 3 – Decline the application as applied for.

*Advantages:*

15 If the application is declined, the applicant will need to return to the Council with alternative names. This could be considered an advantage if the applicant returns to Council with revised road names that comply with the policy.

*Disadvantages:*

16 The road naming will be postponed, which will affect the applicant as they will be delayed in progressing with erection of signage, allocation of addressing and finalising the matter.

17 This report recommends **Option 2** for addressing the matter. The name offered is not in use or likely to cause poor taste or offence. The discretion for approval of road names outside of the policy sits with the Wanaka Community Board.

### **Significance and Engagement**

18 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because:

- The naming of this new road will not have a large impact on the environment, culture and people of the district.
- The background offered for the road names is outside existing policy and the application has been brought to the Wanaka Community Board for consideration.
- There is no impact on the Council's capability and capacity in respect to the objectives set out in the Financial Strategy, Ten Year Plan and the Annual Plan.
- The decision does not relate to the sale or transfer of shareholding of any of the Council's strategic assets.

### **Risk**

19 This matter related to the operational risk OR011A, as documented in the Council's risk register. The risk is classed as moderate. This matter relates to this risk as it refers to the Council's need to deal with Land Information Memorandum and requests for service using Council records. These rely on location address information being available on our system, TechOne, which is also used for reporting and performance monitoring of our contractors and for dealing with requests from ratepayers.

20 The recommended option considered above mitigates the risk OR011A by -  
Treating the risk - putting measures in place which directly impact the risk.

### **Financial Implications**

21 There are no operational and capital expenditure requirements or other budget or cost implications resulting from the decision.

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

22 The Council's Road Naming Policy 2005 was considered in association with this application. The Policy objective notes that:

*"The Queenstown Lakes District Council 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."*

23 Road name applications for the Wanaka area that fall outside the Council's Road Naming Policy are considered by the Wanaka Community Board.

24 This matter is included in the 10-Year Plan/Annual Plan. Road naming is a regulatory function which relates to Section 319 A of the Local Government Act 1974.

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

25 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 by allowing the Council to allocate site addresses to development occurring in this area.
- Can be implemented through current funding under the 10-Year Plan and Annual Plan.
- Is outside the Road Naming Policy but within the terms of reference for the Wanaka Community Board.
- 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**

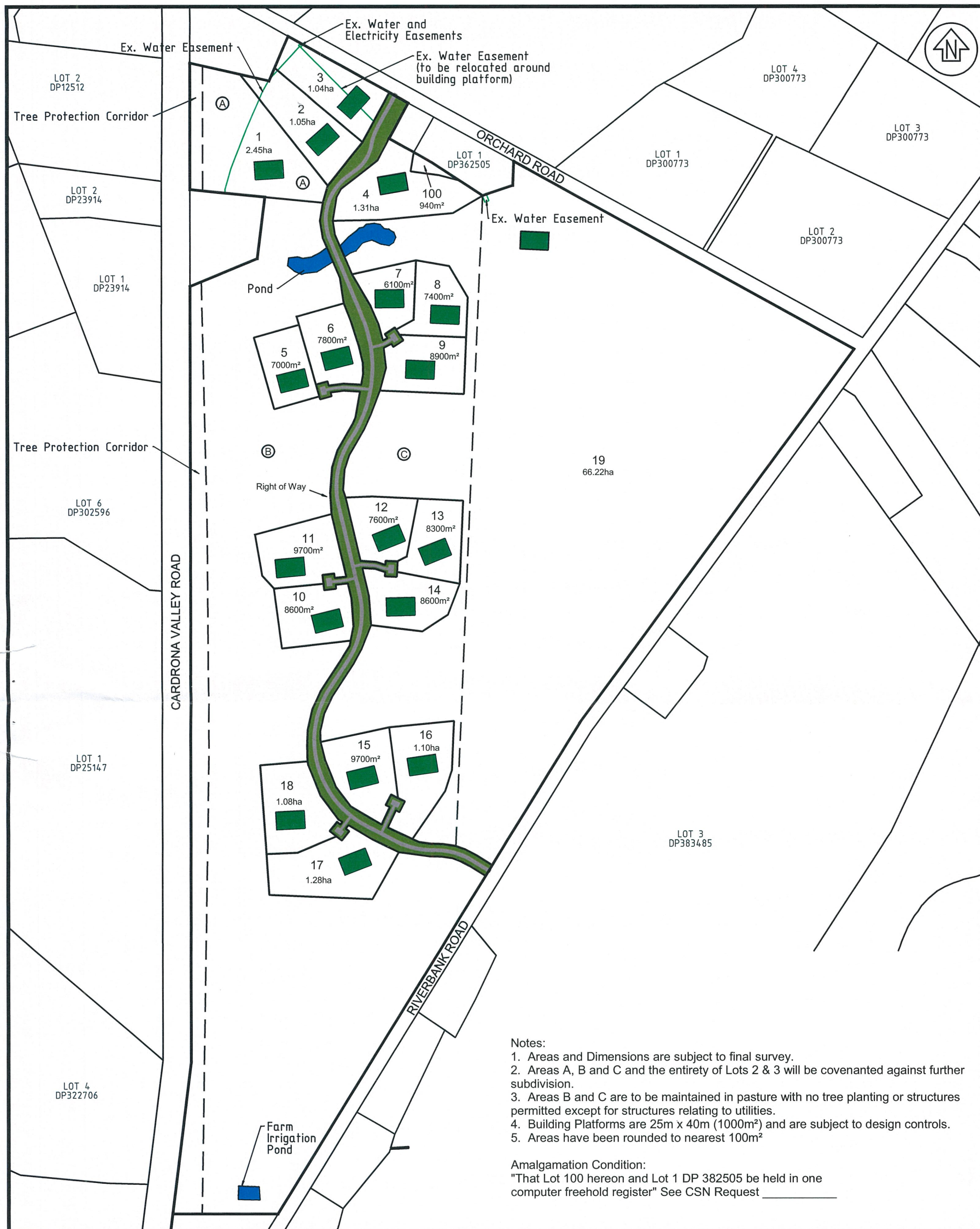
26 The persons who are affected by or interested in this matter are the applicants and the Queenstown Lakes District Council.

27 No community consultation has been undertaken in association with this request.

## **Attachments**

- A Location Map – Three Park Road Naming Plan
- B Council's Road Naming Policy 2016





- Notes:
1. Areas and Dimensions are subject to final survey.
  2. Areas A, B and C and the entirety of Lots 2 & 3 will be covenanted against further subdivision.
  3. Areas B and C are to be maintained in pasture with no tree planting or structures permitted except for structures relating to utilities.
  4. Building Platforms are 25m x 40m (1000m<sup>2</sup>) and are subject to design controls.
  5. Areas have been rounded to nearest 100m<sup>2</sup>

Amalgamation Condition:  
"That Lot 100 hereon and Lot 1 DP 382505 be held in one computer freehold register" See CSN Request \_\_\_\_\_

Lots 1-19 & 100 being a Proposed  
Subdivision of Lot 2 DP362505  
Orchard Road Holdings Ltd, WANAKA

**C. HUGHES & ASSOCIATES LTD**  
Surveying and Resource Management • Central Otago

WANAKA  
Level 3, 80 Ardmore Street  
P.O. Box 599  
03 443 5052

CROMWELL  
17A Murray Terrace  
P.O. Box 551  
03 445 0376



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ISSUE	AMMENDMENTS	DATE
A		
B		
C		
D		
E		

Scale:  
**1: 5000**  
  
Datum:  
**MSL**

Job No:  
**5191**  
  
Plan No:  
**W771**  
  
Date: **7 April 2014**

Drawn:  
**JDL**



email sent to Dave 26/4/17  
Under Consideration 12/5



# APPLICATION FOR ROAD NAME/S

QLDC  
10 APR 2017  
QUEENSTOWN



Application Guide and Form



## GENERAL INFORMATION

An applicant requesting to use Maori names for roads will be directed to consult with the IWI prior to seeking Council approval (refer to Road Naming Policy). Upon receipt of the application, staff will consult with the IWI to ensure consultation has occurred.

A list of road name suggestions is available from QLDC. This list has been compiled by local historic groups and the Council believes they are appropriate names.

### Have you enclosed:



A copy of the subdivision plan highlighting the road/s



A location map



Application fee of \$56.25 per road name (Please give three suggestions for each Road)



## APPLICANT DETAILS

Name of Applicant: Orchard Road Holdings Limited

Postal Address: PO Box 170, Dunedin

Post code:  
9054

Phone Numbers: Work: 03 474 9911

Home:

Mobile: 021 969 152

Email Address: alison@willowridge.co.nz



## ROAD NAME DETAILS // The Council has requested you must provide three choices for each name

First Choice	Second Choice	Third Choice
Wilbur Gunn Way	Jerome Case Way	Little Orchard Way



## LEGAL DESCRIPTION OF ROAD/S // please state if it is Private or to Vest in QLDC

### Legal Description of Road/s

The road will be a private road contained in a right of way easement over Lot 19 DP509888. The RoW easement will be described as Area A DP509888

### Background details explaining the reasons for the preferred name/s:

Wilbur Gunn Way - Wilbur Gunn was the founder of the Lagonda motor company, which made popular motorcars around the turn of the 19th century. The Lagonda motor company went on to become part of the David Brown company, which manufactured tractors from the 1930's. This tractor link is a reference to the historic (and current) agricultural use of the site, which was once part of the Old Wanaka Station.

Jerome Case Way - Jerome Case founded the J I Case Company, which was an early manufacturer of farm machinery and tractors. This is another link to reflect the agricultural history of the site.

Little Orchard Way reflects the fact that the site was once an orchard.



## SIGNATURE

Signature:

Date: 6.4.17



**QUEENSTOWN  
LAKES DISTRICT  
COUNCIL**

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# **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.