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**To:** [Peter Skilton](#); [Hayley Thomas](#)  
**Cc:** [Samantha Lochery](#); [Suzanne O'Rourke](#); [Daniel Minhinnick](#); [Mark Apeldoorn](#); [Philip Comer](#); [timothy](#)  
**Subject:** External Sender: PC14 - Responses to Hearing Panel Directions  
**Date:** Friday, 21 March 2025 5:19:25 pm  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[TM001-A2313738.00-Henmar Trust SW Response.pdf](#)  
[52332.12 PC14 Hearing Panel Direction No.2 - Economic Response.pdf](#)

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Hi Peter and Hayley

As variously discussed with both of you, we have collated the following information that is intended to assist you with your responses to the Directions of the PC14 Hearing Panel as set out in Hearing Direction #2 dated 17 March 2025.

### Structure Plan

The issue raised is the linkage from the northern collector road (as it passes through BIL's land) into the Henmar Trust land and whether there should be a roundabout at the intersection of those two roads.

The following is the advice that I have obtained from Mark Apeldoorn (quoted verbatim):

*"There's been a bit of a sequence of events as I abbreviate and summarise below.*

*The key things are I suggest as follows:*

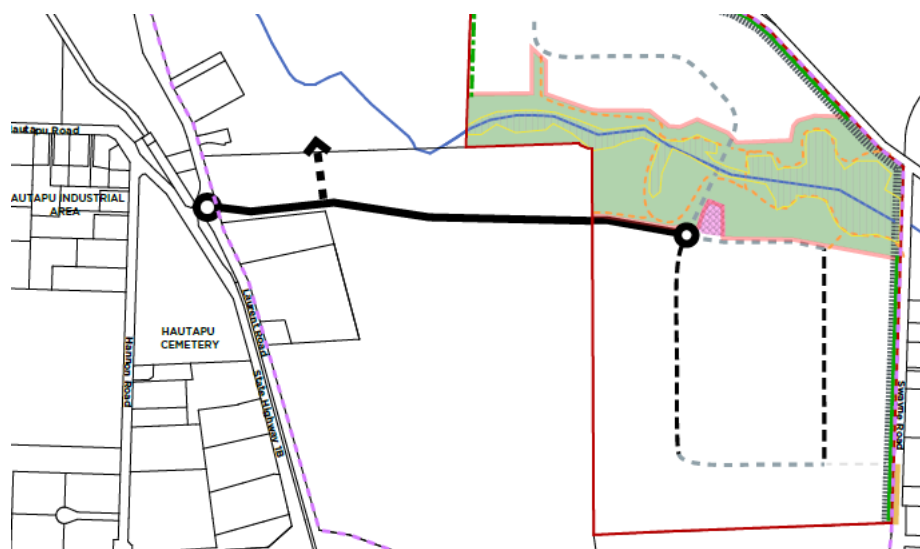
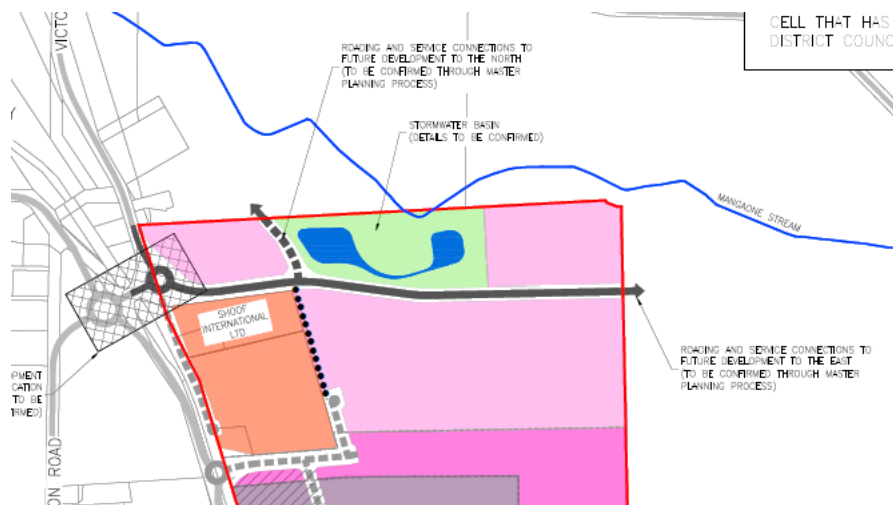
- *Initial BIL intentions indicated a collector road roundabout to manage a 4-leg intersection, and that is an appropriate safety response to the cross-road intersection*
- *Later C10 proposals intended the E-W Collector road, reflecting the need in the BIL structure plan, to accommodate all of the additional C10 land to the east, subject of this current proposal*
- *There is now no longer a requirement for a 4-leg cross road intersection. A standard T-intersection arrangement only is all that is likely to be required from a safety response perspective.*
- *A T-intersection readily accommodates the anticipated traffic demands (I've just run some scenarios to confirm this morning) with minimal queuing or delay*
- *A roundabout is proposed on Victoria/Zig Zag/Bruntwood, to address a 4-leg and identified adverse safety issue there*
- *A roundabout is proposed on C10/Zig Zag to respond to the high speed traffic environment there, not a factor in the C10 industrial internal roads (anticipated 50km/hr)*
- *Future demands on the Henmar Road link will be at levels commensurate with a*

Local Road and well below demand levels needed for a Collector Road.

- Notwithstanding the Henmar Local Road designation, the actual formation will be as required in the District Plan and appropriate for Industrial Subdivision servicing. So the road formation and carriageway dimensions will be appropriate to accommodate the vehicle types and demands. (Reference: District Plan, Appendix T4: Criteria for Public Roads). The road formation is the important part, not whether the status/hierarchy of the road is collector or local.

*In conclusion, a roundabout is not required for safety or capacity reasons. The link road traffic demands and its functional purpose are aligned with those necessary to support an Industrial Local Road function/purpose and demand expectations. They are inconsistent with a Collector Road function or demand level.”*

Our view is that the outcome should be as we have previously proposed. The following are the relevant Structure Plans (which are consistent in relation to the issue at hand):



I would suggest that you run this past Bryan Hudson. I would be surprised if he disagreed with any of the above. It might be best if the response comes from Bryan.

### **Stormwater**

Attached is a memo prepared by Harrison Grierson responding the issues raised by the Henmar Trust in relation to the stormwater management.

### **Economics**

Attached is a memo from Property Economics providing some further information in relation to economic related questions raised by the Hearing Panel.

I trust all of the above is of some assistance.

Regards

 **Mark Chrisp**  
Partner

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