

Appendix B – Technical Memorandum - Transportation

30 July 2025
Job No: 1012502.5000

Hauraki District Council
PO Box 17
Paeroa 3640

Attention: Leigh Robcke

Dear Leigh

Response to submissions: PPC2 Waihi

1 Introduction

Table 1.1: Staff Summary

	Qualifications/experience	Technical assessment area
James Dyer	BE Civil (Hons), CMEngNZ 23 years industry experience	Transport Planning
Alan Gregory	MSc Traffic and Transportation, CPEng, CMEngNZ, IENG, MICE 30 years industry experience	Transportation, Transport Planning and Road Safety
Timothy Broadhead	NZ Diploma in Engineering (Civil), MEngNZ, 19 years industry experience	Transportation Planning, Road Safety and Design
Anna Gallaher	BE Civil (Hons), MEngNZ 3 years industry experience	Transportation Planning, Road Safety and Design

1.1 Code of conduct statement

While not required for a Council hearing for a proposed plan change, we have read the Environment Court's Code of Conduct for Expert Witnesses contained in the Court's Practice Note of 2023. We agree to comply with that code when giving evidence to the Hearing Panel in this matter. All our evidence is within our expertise, and we have considered and stated all material facts known to us which might alter or qualify the opinions we express.

We confirm that the issues addressed in this brief of evidence are within our area of expertise, except where we state that we are relying on what we have been told by another person. We have not omitted to consider material facts known to us that might alter or detract from the opinions expressed.

2 Process to Date

2.1 Previous involvement

- Tonkin & Taylor New Zealand Ltd (T+T) produced an Integrated Transport Assessment (ITA) initially in Draft (version 1.0) for Hauraki District Council (HDC) in November 2019, being finalised (version 2.0) in February 2020. This report covered four proposed areas of Waihi to be submitted as a Plan Change: W2, W3, W4 and W6.
- An addendum to this ITA was produced and finalised in September 2021, adding in another area designated W9. This area was subsequently not taken forward for consideration and therefore never included in the full report.
- In August 2023 the report was amended to include a change in area for W2, the removal of W3, and the addition of W7 adjacent to W6. This was issued in Draft (version 3.0) and then Final (version 4.0) shortly thereafter.
- In June 2024 the report was updated (version 5.0) to highlight trigger points (specifically in relation to the roundabout on State Highway 2 at the W2 growth area), and remove some text related to the National Land Transport Plan (NLTP); this was followed in August with the final update (version 6.0, which went out with Proposed Plan Change 2 (PPC2)) which updated the W2 modelling to reflect traffic figure changes since the original report was written, and refine trigger points around the proposed roundabout.

2.2 Issues raised through comments on the Draft Plan Change and Structure Plans

Comments from the Draft Plan Change process were taken forward as amendments to the ITA as noted above. Notably:

- New Zealand Transport Agency | Waka Kotahi (NZTA) comments related to the NLTP, and development triggers for building the roundabout.
- Council planning decisions resulting in the removal of W3, the reduction in size of W2 and subsequent transport related measures proposed for the Ford Road and Bradford Street proposed Structure Plans.

T+T were only involved in direct discussions with NZTA and have not been directly involved with the consultation process or other discussions with landowners or any other parties outside of HDC.

3 Submissions Received

A total of 27 submissions were received by Council, with 118 individual topics/subtopics. Of these, 29 directly related to traffic and transportation matters which are addressed in the following pages. The summary of traffic and transport submissions is in Appendix A to this report.

3.1 Summary of transport submissions received

11 of the 29 submissions were in support of the plan change. A further 13 were partially in support, with proposed amendments to PPC2 and five opposed the plan change.

One submission related to Thorn Road, 12 related to Bradford Street and 16 related to Ford Road.

The majority of the transportation matters are concerning road safety (16/24). With increase in traffic, particularly heavy vehicles, also being a key concern.

4 Assessment

Assessment of whether or not the proposed provisions/Structure Plans address submitter concerns has been carried out below. In the cases where the submitter was in support of the proposed plan change, it has been assumed that the proposed provisions/Structure Plans are adequate to address the points made in their submission and no further assessment has been undertaken.

Note the single Thorn Road submission was in support of PPC2.

4.1 Bradford Street

4.1.1 Peter and Leonie Rogers (5.2)

Concern: The location of the intersection of Bradford Street and the internal roads does not align with consented low density residential zone development the landowner wants to carry out.

Comment: Section 4.3.1 of the Transport assessment (PPC2 Appendix D) does address the reasoning behind the Structure Plan's proposed location; however the proposed provisions/Structure Plan do not address the specific concerns regarding a potential change in location of the proposed intersection clashing with the consented development.

Reasons: The location of the intersection shown in the Structure Plan connecting Bradford Street and the internal road is indicative only and developments which are in general accordance with the Structure Plan can still be permitted.

Recommendation: No changes are proposed at this stage.

4.1.2 Patricia and Keith McCreedy (10.1 and 10.2)

Concern: Provide for speed bump (at 102 Bradford Street) and yellow 'no stopping' lines on both sides of road at brow of both rises on Bradford Street.

Comment: The proposed provisions/Structure Plan do not currently address the submitter concerns regarding provision of speed and parking controls, but nor does it preclude their provision.

Reasons: Plan changes do not typically go into this level of detail, therefore no provisions have been outlined in the Structure Plan to address the implementation of speed and parking control generally, and on Bradford Street in particular.

Recommendation: HDC may consider monitoring traffic volumes and safety along Bradford Street once development starts to identify any necessary mitigation measures that will be required.

4.1.3 The Jamira Trust (27.1/2/3/6/7)

Concern: Provide additional pedestrian and cycle connections between the internal road and Bradford Street/Ohinemuri River.

Comment: The proposed provisions/Structure Plan do not currently address the submitter concerns regarding cycle/pedestrian connections to the Ohinemuri River or Bradford Street, but nor does it preclude their provision.

Reason: The requested amendments to the indicative cycle/pedestrian layout shown in the proposal (PPC2 Appendix K) are not essential to the safe and efficient operation of the transportation network of Waihi.

Recommendation: It is noted that cycle/pedestrian connection to the Ohinemuri River may be beneficial for local amenity and recreational needs, and whether or not opportunities for potential

connections in the future should be retained via the Bradford Street Structure Plan is a decision for HDC in terms of local amenity/recreation.

4.1.4 The Jamira Trust (27.4)

Concern: Establish a roading connection to Connell Street thereby providing two routes for ingress and egress from the site.

Comment: Section 4.3.1 of the Transport assessment (PPC2 Appendix D) addresses why a vehicle connection with Connell Street has not been suggested.

Reason: In summary: to avoid fundamentally changing the nature of Connell Street in its current form and avoid creating a “rat-run” between the intersections.

Recommendation: No changes are proposed at this stage.

4.1.5 The Jamira Trust (27.5)

Concern: Incorporate an indicative road and turning head at 111B Bradford Street to show an approximate termination of the internal road (with provision for turning).

Comment: The proposed provisions/Structure Plans do not address the submitters concerns regarding vehicle turning.

Reason: This concern is covered in the Section 8.4 and 8.6 of the Hauraki District Plan. The roading layout shown in the Structure Plan map is indicative only. The design/construction of any new roads will need to follow the standards set out in the Hauraki District Plan.

Recommendation: No changes are proposed at this stage.

4.2 Ford Road

4.2.1 Stops Family Trust (6.4)

Concern: There needs to be further consultation and investigation into ways to minimise increased traffic (and noise), and the proposed rezoning should be delayed or scrapped until this issue is addressed and decided.

Comment: The proposed provisions/Structure Plan addresses the submitter concerns regarding minimising the impact of the increased traffic.

Reason: PPC2 Appendix K, 8.6.16.17(4) to 8.6.16.17(9) in the proposed Structure Plan outline standards to minimise the impact of the increased traffic on the network. These standards include provisions for how developers are to approach connecting to the existing road network, including when a roundabout connecting the W2 Structure Plan area to State Highway 2 is to be constructed based on traffic reaching a certain level.

Recommendation: No changes are proposed at this stage.

4.2.2 Waikato Regional Council (11.11)

Concern: Note that Ford Road is more than 1 km from the existing urban area and due to the proposed location, HDC may need to mitigate traffic and connectivity impacts.

Comment: The proposed provisions/Structure Plan addresses the submitters concerns regarding traffic and connectivity impacts.

Reason: PPC2 Appendix K, 8.6.16.17(8) requires the first activity from the site to carry out a full assessment of the impact of their activity on the Ford Road intersection with State Highway 2 and carry out any mitigation measures resulting from that assessment.

In addition, 8.6.16.17(9) includes a standard that the construction of a roundabout connection directly from the Structure Plan area to State Highway 2 must occur once the vehicle movements from Ford Road through the State Highway 2 intersection reach a certain volume.

Recommendation: No changes are proposed at this stage.

4.2.3 NZ Transport Agency (16.1)

Concern: That a road safety 'start planning' trigger be included for adopting a roundabout for Growth Area W2. This trigger is recommended to be when the collective risk of the current intersection form is classified as high or medium-high compared with other intersections.

Comment: The proposed provisions/Structure Plan in its current form does not fully address the submitter concerns regarding triggers to start planning for a new roundabout on SH2.

Reason: PPC2 Appendix K, 8.6.16.17(9) in the proposed Structure plan outlines a vehicle movement volume trigger for the commencement of design, resource consenting and/or designation to enable the roundabout connection.

Recommendation: HDC could consider alternative wording to 8.6.16.17 to address the submitters concerns as follows:

- *When either of the following conditions is met the Council, in conjunction with NZTA, will commence design, resource consenting and/or designation to enable the roundabout connection referred to above.*
 - (a) Vehicle movements reaching 1,600 movements per day from Ford Road through the State Highway 2 intersection or,*
 - (b) The collective risk¹ of the Ford Road/State Highway 2 intersection is classified as high or medium high compared with other intersections (based on the NZTA High Risk Intersections Guide).*

4.2.4 Ian and Elizabeth Keys (17.7)

Concern: Ford Road (a narrow country road) is insufficient for increased and continuous heavy trucking and vehicular use.

Comment: The proposed provisions/Structure Plan addresses the submitters concerns regarding road safety of increased heavy vehicle use of a narrow country road.

Reason: The proposed standards set out provisions to mitigate the impacts of increased traffic volumes on the transportation network.

PCC2 Appendix K, 8.6.16.17(8) sets out that any subdivision or activity that establishes the first public road intersection with Ford Road in accordance with the Structure Plan or results in a cumulative total of 100 additional daily traffic movements from the Structure Plan Area at the intersection with State Highway 2 and Ford Road must be accompanied by an integrated transport assessment supplied by a suitably qualified traffic engineer.

This is designed to address any immediate safety concerns, followed by Section 8.6.16.17(9) of the proposed Structure Plan includes a standard that the construction of a roundabout connection directly from the Structure Plan area to State Highway 2 must occur once the vehicle movements

¹ Accessed July 2025, from [Urban KiwiRAP: Risk Assessment Process](#)

from Ford Road through the State Highway 2 intersection reach 2,400 movements a day, or as per the proposed amendment in 4.2.3 above once the collective risk at the intersection is classified as high or medium high in comparison to other intersections. This will further increase safety for vehicles along the State Highway and those exiting the W2 area.

It is however noted that while Ford Road is currently appropriate for its use (Rural Collector Road <700 veh/day) it is likely to need incremental upgrades in line with the existing Hauraki District Plan provisions, Table 3.1 (Rural Areas) in the Appendices to Part 3 - Road Works, as traffic volumes increase (for example, widening of lanes, addition of shoulders, etc.), however this is only expected to be required between the development intersection (W2 with Ford Road), and the Ford Road intersection, and only until the roundabout is implemented.

Recommendation: No changes are proposed at this stage.

4.2.5 Janice McHardy (18.4)

Concern: Roading and bridges surrounding the proposed site are substandard.

Comment: The proposed provisions/Structure Plan do not currently address the submitters concerns regarding the adequacy of the nearby roading infrastructure.

Reason: Provisions for incremental upgrades to existing are not usually included in structure planning documents but would be triggered by existing Hauraki District Plan rules.

The Ford Road formation is currently appropriate for its use (Rural Collector Road <700 veh/day) in-line with the existing Hauraki District Plan provisions (Appendices to Part 3 - Road Works, Table 3.1 Rural Areas), however as volumes increase Ford Road will likely need incremental upgrades (for example, widening of lanes, addition of shoulders, etc.), however this is only expected to be required between the development intersection (W2 with Ford Road), and the Ford Road intersection with State Highway 2, and only until the roundabout provision in PPC2 Appendix K 8.6.16.17(9) is triggered when it is expected most development traffic will start using the roundabout exit.

Recommendation: To further address the concerns of the submitter, HDC could consider implementing a heavy vehicle restriction south of the entrance to the site on Ford Road.

4.2.6 Ford Road Body Corp (20.2)

Concern: Ford Road is narrow rural road not designed for increased traffic – especially heavy vehicles. Safety concern for residents.

Comment: The proposed provisions/Structure Plan in its current form does not fully address the submitters concerns regarding increased traffic and road safety for residents of Ford Road.

Reason: PPC2 Appendix K, 8.6.16.17(5, 8, & 9) outline standards to minimise the impact of the increased traffic on the network. Including provisions that restrict vehicle accesses from Ford Road to individual sites, vehicle movement volume triggers for the construction of a roundabout connection directly from the Structure Plan area to State Highway 2 and Integrated Traffic Assessments to be carried out for any subdivision/activity that results in a cumulative total of 100 additional daily traffic movements from the Structure Plan Area at the intersection with State Highway 2 and Ford Road.

Recommendation: In line with existing Hauraki District Plan provisions, incremental upgrades to Ford Road required as traffic volumes increase will also help address safety concerns.

To further address the concerns of the submitter, HDC could consider implementing a heavy vehicle restriction south of the entrance to the site on Ford Road.

4.2.7 Ford Road Body Corp (20.3)

Concern: Concern for safety of young children resident in the area in relation to increased traffic.

Comment: The proposed provisions/Structure Plan in its current form does not fully address the submitters concerns regarding the safety of young children residing along Ford Road, although noting that PPC2 Appendix K, 8.6.16.17(4 to 9) in the proposed Structure Plan outline standards to minimise the impact of the increased traffic on the network.

Reason: Plan changes do not typically go into this level of detail, therefore no provisions have been outlined in the Structure Plan to address these specific concerns.

Recommendation: To further address the concerns of the submitter, HDC could consider implementing a heavy vehicle restriction south of the entrance to the site on Ford Road.

4.2.8 Dustyin Keys (21.5)

Concern: Opposition regarding potential traffic effects. Industrial use of the land would change the existing environment.

Comment: The proposed provisions/Structure Plans in its current form does not fully address the submitters concerns regarding the traffic impacts from industrial land use.

Reason: PPC2 Appendix K, 8.6.16.17(4 to 9) in the proposed Structure Plan outline standards to minimise the impact of the increased traffic on the network.

Recommendation: HDC can consider monitoring traffic volumes and safety along Ford Road once development starts, to identify any necessary mitigation measures that will be required.

To further address the safety concerns of the submitter, HDC could consider implementing a heavy vehicle restriction south of the entrance to the site on Ford Road.

4.3 Summary of assessment

11 of the 29 submissions were in support of the plan change.

Of the submissions that opposed or proposed amendments to the plan change, the proposed provisions/Structure Plan is adequate to deal with 4 of the submitters concerns, and partially for 5 others (noting 2 were identified as the same concern from the same submitter – refer 4.1.2). 9 of the submitters concerns are not dealt with under the proposed provisions/Structure Plan (noting 5 were identified as very similar concerns from the same submitter – refer 4.1.3).

The following considerations are suggested for HDC as a means to deal with the remaining submitter concerns.

Considerations for HDC:

- Traffic volumes and safety along Bradford Street could be monitored once development starts. Should issues arise, an assessment to identify any necessary mitigation measures that will be required to address any impacts on the transport network can then be implemented.
- A cycle/pedestrian connection to the Ohinemuri River may be beneficial for local amenity and recreational needs, and whether or not opportunities for potential connections in the future should be retained via the Bradford Street Structure Plan is a decision for Council in terms of local amenity/recreation.
- Monitoring traffic volumes and safety along Ford Road once development starts to identify any necessary mitigation measures that will be required.
- Implementing a heavy vehicle restriction south of the entrance to the site on Ford Road.

- Ford Road will likely need incremental upgrades in line with Table 3.1 (Rural Areas) of the Hauraki District Plan (Appendices to Part 3 - Road Works), as traffic volumes increase (for example, widening of lanes, addition of shoulders, etc.), however this is only expected to be required between the development intersection (W2 with Ford Road), and the Ford Road intersection with State Highway 2, and only until the roundabout is implemented.

Alternative PPC2 provision wording for HDC consideration:

- 8.6.16.17 (9); When either of the following conditions is met the Council, in conjunction with NZTA, will commence design, resource consenting and/or designation to enable the roundabout connection referred to above.
 - (a) Vehicle movements reaching 1,600 movements per day from Ford Road through the State Highway 2 intersection or,
 - (b) The collective risk of the Ford Road/State Highway 2 intersection is classified as high or medium high compared with other intersections (based on the NZTA High Risk Intersections Guide).

5 Applicability

This report has been prepared for the exclusive use of our client Hauraki District Council, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

We understand and agree that this report will be used by Hauraki District Council in undertaking its regulatory functions in connection with Proposed Plan Change 2 (PPC2) in Waihi.

Tonkin & Taylor Ltd

Prepared by:



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30-Jul-25

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Appendix A Transport Submissions

Table Appendix A.1: Submissions received

Locality	Ref	Submission Topic	Submitter	Status	HDC Summary decision request	HDC summary Reason for request
PLANNING MAP K3 - THORN ROAD	16.2	Traffic	NZ Transport Agency	Support	Approve the plan change.	The proposed developments will not have an adverse effect on the safety performance of the state highway network.
PLANNING MAP K5 – BRADFORD ST EXTENT	10.2	Traffic	Patricia and Keith McCreedy	Amend	Provide for speed bump (at 102 Bradford Street) and yellow 'no stopping' lines on both sides of road at brow of both rises on Bradford Street.	Increase in traffic with the proposed rezoning, and increased density, requires traffic safety provisions.
PLANNING MAP K5 – BRADFORD ST EXTENT	16.4	Traffic	NZ Transport Agency	Support	Approve the plan change.	The proposed developments will not have an adverse effect on the safety performance of the state highway network.
PLANNING MAP K5 – BRADFORD STREET	27.1	Partial Support Re-zoning Extent	The Jamira Trust	Amend	Support the rezoning of land subject to incorporation of six amendments to the proposed Structure Plan.	Amendments to Structure Plan relating to roading connectivity and pedestrian/cycle connectivity.
STRUCTURE PLAN - FORD ROAD	6.4	Traffic	Stops Family Trust	Amend	There needs to be further consultation and investigation into ways to minimise increased traffic (and noise), and the proposed rezoning should be delayed or scrapped until this issue is addressed and decided.	There currently appear to be two options for dealing with increased traffic (either through Ford Road or via an access road connecting to a proposed roundabout) and no decision appears to have been made on which is the preferred option but, any further increase in traffic needs to be mitigated.

Locality	Ref	Submission Topic	Submitter	Status	HDC Summary decision request	HDC summary Reason for request
STRUCTURE PLAN - FORD ROAD	11.11	RPS	Waikato Regional Council	Amend	Include an assessment of the proposed rezoning against the Urban Form and Development provisions and Appendix 11 – Development Principles of the RPS to complement section 5.3.1 [which references RPS considerations].	Note that Ford Road is more than 1 km from the existing urban area and due to the proposed location, HDC may need to mitigate traffic and connectivity impacts.
STRUCTURE PLAN - FORD ROAD	11.12	Traffic	Waikato Regional Council	Support	Retain Subdivision Standard 8.6.16.7(1)(b) [requirement for Integrated Transport Assessment].	Supports consideration of safe access to the site and safety improvements at intersection with State Highway 2.
STRUCTURE PLAN - FORD ROAD	11.13	Traffic	Waikato Regional Council	Support	Retain Subdivision Standard 8.6.16.7(1)(c) [roundabout design/access].	Supports consideration of safe access to the site and safety improvements at intersection with State Highway 2.
STRUCTURE PLAN - FORD ROAD	11.14	Traffic	Waikato Regional Council	Support	Retain Structure Plan Activity Specific Standard 8.6.16.17(4) [vehicle crossing from Ford Road].	Supports consideration of safe access to the site and safety improvements at intersection with State Highway 2.
STRUCTURE PLAN - FORD ROAD	11.15	Traffic	Waikato Regional Council	Support	Retain Structure Plan Activity Specific Standard 8.6.16.17(5) [vehicle crossing from specific point on Ford Road].	Supports consideration of safe access to the site and safety improvements at intersection with State Highway 2.
STRUCTURE PLAN - FORD ROAD	11.16	Traffic	Waikato Regional Council	Support	Retain Structure Plan Activity Specific Standard 8.6.16.17(7) [indicative roundabout].	Supports consideration of safe access to the site and safety improvements at intersection with State Highway 2.
STRUCTURE PLAN - FORD ROAD	11.17	Traffic	Waikato Regional Council	Support	Retain Structure Plan Activity Specific Standard 8.6.16.17(8) [integrated transport assessment].	Supports consideration of safe access to the site and safety improvements at intersection with State Highway 2.

Locality	Ref	Submission Topic	Submitter	Status	HDC Summary decision request	HDC summary Reason for request
STRUCTURE PLAN - FORD ROAD	11.18	Traffic	Waikato Regional Council	Support	Retain Structure Plan Activity Specific Standard 8.6.16.17(9) [roundabout trigger].	Supports consideration of safe access to the site and safety improvements at intersection with State Highway 2.
STRUCTURE PLAN - FORD ROAD	16.1	Traffic	NZ Transport Agency	Amend	That a road safety 'start planning' trigger be included for adopting a roundabout for Growth Area W2.	This trigger is recommended to be when the collective risk of the current intersection form is classified as high or medium-high compared with other intersections.
STRUCTURE PLAN - FORD ROAD	17.7	Traffic	Ian and Elizabeth Keys	Oppose	Ford Road (a narrow country road) is insufficient for increased and continuous heavy trucking and vehicular use.	Road safety concerns.
STRUCTURE PLAN - FORD ROAD	18.4	Traffic	Janice McHardy	Oppose	Opposed to the rezoning (roading and bridges substandard).	Roading and bridges surrounding the proposed site are substandard.
STRUCTURE PLAN - FORD ROAD	19.2	Traffic	McHardy Farms Ltd/McHardy Family Trust	Support	Support for roundabout at Beach Road intersection.	Very much in favour of a roundabout at Beach Road intersection.
STRUCTURE PLAN - FORD ROAD	20.2	Traffic	Ford Road Body Corp	Oppose	Unanimous opposition (from 7 residential properties) as it relates to traffic safety.	Ford Road is narrow rural road not designed for increased traffic – especially heavy vehicles. Safety concern for residents.
STRUCTURE PLAN - FORD ROAD	20.3	Traffic	Ford Road Body Corp	Oppose	Unanimous opposition (from 7 residential properties) as it relates to traffic safety.	Concern for safety of young children resident in the area in relation to increased traffic.
STRUCTURE PLAN - FORD ROAD	21.5	Traffic	Dustyin Keys	Oppose	Opposition regarding potential traffic effects.	Industrial use of the land would change the existing environment.

Locality	Ref	Submission Topic	Submitter	Status	HDC Summary decision request	HDC summary Reason for request
STRUCTURE PLAN K5 – BRADFORD STREET	10.1	Traffic	Patricia and Keith McCreedy	Amend	Provide for speed bump (at 102 Bradford St) and yellow 'no stopping' lines on both sides of road at brow of both rises on Bradford Street.	Increase in traffic with the proposed rezoning, and increased density, requires traffic safety provisions.
STRUCTURE PLAN K5 – BRADFORD STREET	16.3	Traffic	NZ Transport Agency	Support	Approve the plan change.	The proposed developments will not have an adverse effect on the safety performance of the state highway network.
STRUCTURE PLAN K5 – BRADFORD STREET	5.2	Map	Peter and Leonie Rogers	Amend	Amend the Structure Plan to align with the Low-Density Residential Zone development consented for the property (includes showing road from Bradford Street approximately 50 m further to the east).	Does not align with [consented] Low Density Residential Zone development owner wants to do on land.
STRUCTURE PLAN K5 – BRADFORD STREET	27.2	Map	The Jamira Trust	Amend	Establish a pedestrian and cycle connection no less than 6 m wide between Bradford Street and the proposed internal road within the Structure Plan.	Increased pedestrian and cycle connectivity from the east end of Bradford Street to the Ohinemuri River.
STRUCTURE PLAN K5 – BRADFORD STREET	27.3	Map	The Jamira Trust	Amend	Establish a pedestrian and cycle connection no less than 6 m wide between the proposed internal road and the public 'esplanade' on the northwest bank of the Ohinemuri River.	Increased pedestrian and cycle connectivity from the east end of Bradford St to the Ohinemuri River.
STRUCTURE PLAN K5 – BRADFORD STREET	27.4	Traffic	The Jamira Trust	Amend	Establish a roading connection to Connell Street thereby providing two routes for ingress and egress from the site.	Improved road connectivity between the internal road and Connell Street.

Locality	Ref	Submission Topic	Submitter	Status	HDC Summary decision request	HDC summary Reason for request
STRUCTURE PLAN K5 – BRADFORD STREET	27.5	Traffic	The Jamira Trust	Amend	Incorporate an indicative road and turning head at 111B Bradford Street to show an approximate termination of the internal road (with provision for turning).	Provide for vehicle turning to make the cul-de-sac more functional.
STRUCTURE PLAN K5 – BRADFORD STREET	27.6	Map	The Jamira Trust	Amend	Establish a pedestrian and cycle connection no less than 6 m wide between the proposed internal road and the public 'esplanade' on the northwest bank of the Ohinemuri River.	Increased pedestrian and cycle connectivity from the east end of Bradford Street to the Ohinemuri River.
STRUCTURE PLAN K5 – BRADFORD STREET	27.7	Map	The Jamira Trust	Amend	Establish a pedestrian and cycle connection no less than 6m wide between Bradford Street and the proposed internal road within the Structure Plan.	Increased pedestrian and cycle connectivity from the east end of Bradford Street to the Ohinemuri River.