Comment on the Ryans Road Industrial Area Application

Please include all the contact details listed below with your comments and indicate whether you can receive further communications from us by email to substantive@fasttrack.govt.nz.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	New Zealand Transport Agency Waka Kotahi		
First name	Nicola		
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Postal address			
Contact phone number	[redacted]	**Alternative**	
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2. Comments on this application

NZTA thanks the Minister and the Expert Panel for the opportunity to comment on the substantive application for the Ryans Road Industrial Development by Carter Group.

NZTA has reviewed the traffic assessment documentation for the proposed 55.53 hectare industrial development at Ryans Road, Hornby. NZTA has examined the application documentation including the applicant's traffic modelling report. Our review identifies significant concerns about state highway network impacts that require comprehensive safeguards before the development can proceed.

Key Documentation Reviewed:

- QTP Traffic Modelling Technical Report (Ryans Road Fast-track Application)
- Integrated Transport Assessment prepared for Cater Group, by Novo Group Ltd, March 2025
- Proposed Consent Conditions, by Novo Group Ltd, updated 15 August 2025

DEVELOPMENT TRAFFIC GENERATION

NZTA has reviewed the applicant's integrated transport assessment to understand the scale and characteristics of the proposed Ryans Road Industrial development's traffic impacts. This analysis is fundamental to assessing impacts on the state highway, as the volume, composition, and distribution of development traffic directly determines the significance of network impacts and the level of mitigation required.

NETWORK IMPACT

The Ryans Road Industrial development will have an impact on four state highway intersections. These are SH73/Pound, SH1/SH73, SH1/Ryans, and the Dakota Park interchange on SH1. These are shown on the map in Figure 1.

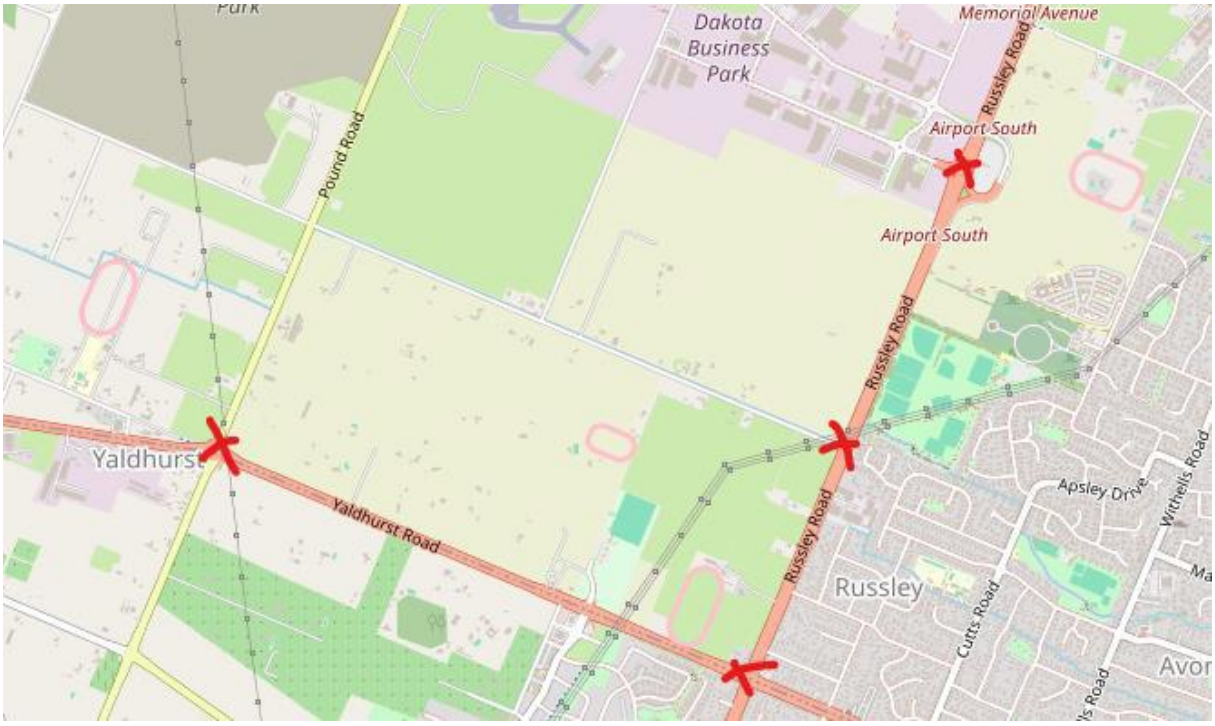

Figure 1: State Highway Conflict Points

SH1/SH73

The QTP report acknowledged that the SH1 / SH73 intersection is considered over-capacity in 2024 and 2038, even without the development traffic added to the surrounding road network. NZTA agrees that this intersection is currently over capacity. Adding additional volume to this intersection would cause further stress and delays. Without knowing exact traffic increases at this intersection at peak times, it is considered a significant concern to NZTA. We note the applicants Integrated Transport Assessment makes reference that NZTA are 'actively planning and funding an upgrade' however, this is misleading, as no upgrade is currently funded in the current National Land Transport Plan 2024-2027. There is no confirmed timeframe on when this upgrade may be funded.

Pound Road

Significant volumes of traffic currently use Pound Road as an alternative route to SH1. The reason for this is delays at SH1/SH73. Pound Road is classified as a local road and is not formally designed for significant volumes of heavy vehicles. NZTA is concerned that with additional traffic from the development travelling on Pound Road there will be increased delays at SH73/Pound Road roundabout.

SH1/Ryans Road

One main access point to Ryans Road is off SH1, through a left in left out (LILO) system. This left in left out was designed for low volume traffic, primarily light vehicles. With this development, more vehicles will be entering/exiting through the LILO system. At present, this system has no slip lane for traffic to enter the state highway. This would cause longer queues at this intersection.

Dakota Business Park

The final access point to Ryans Road is through the Dakota Business Park. This is the most suitable access point, as it is designed for heavy vehicles, and has suitable access points for southbound and northbound traffic.

POSITION AND RECOMMENDATIONS

Despite these significant concerns, we recognise the economic development benefits and strategic importance of industrial development in the western corridor.

While it is unclear what transport mitigation is being proposed by the applicant, NZTA would welcome engagement with the applicant to develop suitable improvements and solutions that mitigate the transport impacts this industrial subdivision will have on the surrounding state highway network.

Given the scale of potential state highway impacts, NZTA will need to undertake comprehensive detailed analysis and assessment to determine what mitigation measures may be required. This will include:

- Further traffic modelling with calibrated intersection models
- Assessment of proposed mitigation effectiveness
- Determination of appropriate state highway improvements to accommodate increased traffic flows
- Integration of development traffic assumptions into strategic network planning

NZTA will incorporate the development traffic impacts into our Hornby strategic case study to ensure proper integration with broader network planning.

SUMMARY

The development represents both economic opportunity and infrastructure risk. The scale of traffic generation (8,804 daily movements) onto an acknowledged failing network creates potential for significant adverse effects on state highway performance. However, these risks can be managed through appropriate conditions and independent verification. NZTA considers a suite of conditions would be required to resolve these impacts, and would welcome further engagement with the applicant to develop these.