APPENDIX O: INTEGRATED TRANSPORT ASSESSMENT

novo group
Planning. Traffic. Development.

Integrated Transport Assessment

Prepared for

PUNA PROPERTY HOLDINGS LTD

300 – 320 Springs Road
Christchurch

June 2026

Integrated Transport Assessment
Prepared for

Puna Property Holdings Ltd

300 – 320 Springs Road
Christchurch

Novo Group Ltd
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
P: (03) 365 5570
E: info@novogroup.co.nz
W: www.novogroup.co.nz

Document Date:	**19/06/2026**
Document Version/Status:	Revision C | FINAL
Project Reference:	0984-006
Project Manager:	Nick Fuller, Principal Transport Engineer
Prepared by:	Nick Fuller, Principal Transport Engineer
Reviewed by	Rhys Chesterman, Director and Traffic Engineer/Planner

The information contained in this document prepared by Novo Group Limited is for the use of the stated applicant only and for the purpose for which it has been prepared. No liability is accepted by Novo Group Ltd, any of its employees or sub-consultants with respect to its use by any other person.

All rights are reserved. Except where referenced fully and in conjunction with the stated purpose of this document, no section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of Novo Group Limited.

Table of Contents

Introduction 1
Transport Environment 2
Road Network 2
Alternative Transport Modes 5
Existing Site 6
The Proposal 6
Assessment of Effects 8
Internal Layout 8
Site Access Operation 8
Wider Network Effects 8
Summary & Conclusion 9
Summary 9
Conclusion 10

List of Figures and Tables

Figure 1: Site Location 1
Table 1: Springs Road & Marshs Road Transport Details 2
Figure 2: Springs Road / Marshs Road Roundabout 3
Figure 3: Christchurch Southern Motorway Shands Road Interchange 3
Figure 4: Christchurch Southern Motorway Halswell Junction Road Interchange 4
Figure 5: CAS Review Area 4
Figure 6: Site & Cycle Network 5
Figure 7: Concept Subdivision Layout 6

Appendices

Appendix 1 Application Plans
Appendix 2 NZTA CAS Data
Appendix 3 Transport Compliance Assessment

Introduction

1. Puna Property Holdings Ltd has commissioned Novo Group to prepare an Integrated Transport Assessment (ITA) for the referral stage application to the Fast-Track process for industrial use of the site at 300 – 320 Springs Road in Christchurch. As such, this report provides a high-level overview of the transport aspects of the proposed development for the purposes of supporting that application. It is intended to identify the likely transport matters that will require further consideration at the Substantive Application stage, and to confirm whether feasible transport solutions are available to address those matters. It is not intended to provide a final detailed design or a full Integrated Transport Assessment for consenting purposes.

2. The proposed development is to establish 21.51ha of industrial activity at the site with accesses to Springs Road and Marshs Road. The activity is anticipated to generate 273 to 300 vehicle movements per hour in the peak hours and 3,412 vehicle movements per day.

3. The site location is illustrated in **Figure 1** and an indicative site layout illustrated in **Appendix 1**.



Figure 1: Site Location
Background sourced from canterburymaps.govt.nz

Transport Environment

Road Network

Springs Road & Marshs Road

4. **Table 1** summarises the transport details of Springs Road and Marshs Road in the vicinity of the site.

Table 1: Springs Road & Marshs Road Transport Details

Key Feature or Characteristic	Springs Road	Marshs Road
Road Classification	Minor Arterial	Minor Arterial
Cross-Section Description	8.4m - 10.0m wide carriageway, within a 20.1m wide road corridor. The carriageway comprises two 3.5m traffic lanes, and sealed shoulders on both sides that vary in width. A right-turn bay and associated median strips are located outside a portion of the site.	Approximately 7.4m wide carriageway with a rural formation.
Traffic Volumes	1,300 to 1,800 vehicles per hour and 20,500 vehicles per day[1].	300 to 500 vehicles per hour and 4,850 vehicles per day[2].
Speed	60km/h speed limit.	60km/h speed limit.
Pedestrian & Cycling Infrastructure	2.5m wide shared path on the western side.	None provided along Marshs Road on the site boundary. There is a shared path (Little River Rail trail) on the southern side of the road leading west from the site's northern boundary. A shared path crossing for the Rail trail at the site's northern boundary, as it becomes a cycle route to the north.
Public Transport	Routes 80 & 81.	None
Road Links & Connections	Provides links to / from the Christchurch Southern Motorway Halswell Junction Road interchange.	Provides links to / from the Christchurch Southern Motorway Shands Road interchange.

Key Intersections

Springs Road / Marshs Road Roundabout

5. The Springs Road / Marshs Road roundabout is located at the southern corner of the Site. The roundabout is illustrated in **Figure 2** and was constructed in 2021. We understand this roundabout to be operating satisfactorily at present.

[1] Christchurch City Council count in September 2019.
[2] Christchurch City Council count in October 2023.



Figure 2: Springs Road / Marshs Road Roundabout
Background sourced from Google Earth

Christchurch Southern Motorway Shands Road Interchange

6. The Christchurch Southern Motorway interchange with Shands Road is approximately 1.5km west of the site and is illustrated in **Figure 3**. The interchange has signalsed intersections where the on and off-ramps meet Shands Road. The old Marshs Road alignment provides the eastbound on-ramp to the motorway. We understand this interchange to be operating well.



Figure 3: Christchurch Southern Motorway Shands Road Interchange
Background sourced from canterburymaps.govt.nz

Christchurch Southern Motorway Halswell Junction Road Interchange

7. The Christchurch Southern Motorway interchange with Halswell Junction Road is approximately 0.4km north of the site. This interchange comprises roundabouts on both sides of the State highway, with westbound off movements via the roundabout on the southside and eastbound on movements via the

other roundabout on the northside. The latter roundabout is currently congested, to the extent that a peak time traffic signal has been constructed on the Halswell Junction Road northbound approach to the Springs Road roundabout to ensure gaps are provided to Springs Road traffic.



Figure 4: Christchurch Southern Motorway Halswell Junction Road Interchange
Background sourced from canterburymaps.govt.nz

Crash History

8. The NZ Transport Agency Crash Analysis System (CAS) has been reviewed to identify crashes that have been reported in the area highlighted in **Figure 5**, which comprises the Christchurch Southern Motorway interchanges with Shands Road and Halswell Junction Road, plus the routes to these interchanges from the Site.

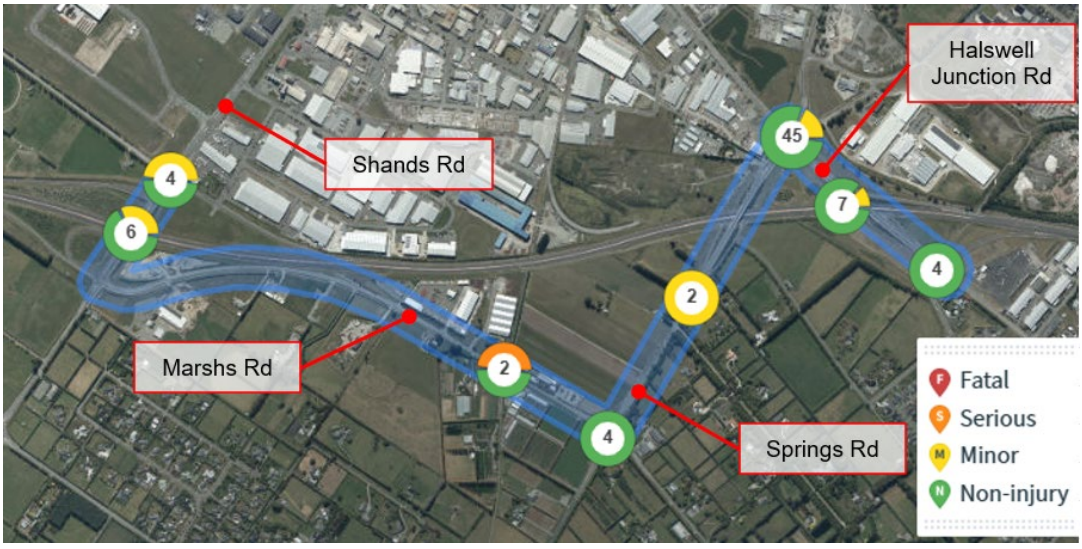


Figure 5: CAS Review Area

9. **Figure 5** indicates there have generally been a modest number of crashes on the surrounding network, with the exception of the Halswell Junction Road / Springs Road roundabout. Although these crashes

are predominantly Non-injury or Minor injury, there will be a need for subsequent reporting at the Substantive Application stage to more fully consider the causes of these crashes and potentially recommend mitigation.

10. A Serious injury crash has been reported at the Railtrail crossing of Marshs Road. However, that crash related to a stolen vehicle hitting a power pole and is not related to users of the crossing.

Alternative Transport Modes

Passenger Transport

11. Bus services 80 and 81 operate on Springs Road and indented bus stops are located on the northern approach to the Marshs Road roundabout. These services are summarised as:

    i. Route 80: Serves Lincoln University, Prebbleton, Central Christchurch to Parklands. It has a 15-minute frequency during the peaks and 30-minute frequency off-peak; and

    ii. Route 81: A direct service that only stops at Lincoln University, Prebbleton, Christchurch Hospital, the Bus Exchange and Ara (i.e. not stopping near the Site). There are three services into Christchurch in the weekday AM peak and three return services in the PM peak.

Cycling

12. The location of the site within the context of the cycle network is illustrated in **Figure 6**. This indicates the site has the Little River Link cycleway running along the western and northern boundaries, as well as shared paths on Springs Road. The Little River Cycle Trail runs along Marshs Road, as well as heading south to Prebbleton.



Figure 6: Site & Cycle Network
Background sourced from https://ccc.govt.nz/transport/getting-around/cycling/cycling-maps

Existing Site

13. The existing site is predominantly zoned as *Rural Urban Fringe*, although the northern 2.93ha is *Industrial Heavy* (with no activities established in this area to date). The land on the southern boundary is Texture Plants, who grow and sell plants, grass and landscaping supplies.

The Proposal

14. It is proposed to enable *Industrial General* activities at the site along with subdivision. Access will be taken to Springs Road and Marshs Road with a concept internal layout illustrated in **Figure 7** and **Appendix 1**.



Figure 7: Concept Subdivision Layout

15. The following provides an overview of the transport components of the activity.

Traffic Generation

16. The predicted traffic generation of the proposed industrial use of the Site has been based on data from the TRICS database. This data has been used and accepted for the Industrial Fast-Track applications at Ryans Road (Carter Group) and Pound Road (Ngai Tahu) in Christchurch. The data suggests that the traffic generation of the proposed activities would be:

    i. Weekday AM peak Hour: 300 vehicles per hour (197 arrivals plus 103 departures);

    ii. Weekday PM peak Hour: 273 vehicles per hour (100 arrivals plus 173 departures); and

    iii. Daily volume of 3,412 vehicles.

Site Layout

Site Access Arrangements

17. Site accesses are proposed to Marshs Road and Springs Road, with both accesses anticipated to be priority-controlled intersections with dedicated right turn bays on the major road to safely accommodate turning traffic.

18. The Marshs Road intersection is approximately 310m from the Springs Road / Marshs Road roundabout. There is potential for the central median for the right turn bay (on Marshs Road) to accommodate a crossing island for the Little River Cycleway, thereby improving the safety for cyclists crossing Marshs Road.

19. The Springs Road access is approximately 465m from the Springs Road / Marshs Road roundabout. The existing right turn bay markings that lead to the service station (at 312 – 316 Springs Road) would be relocated to serve this access. The Resource Consent for that service station requires access to be via this road (when it is constructed), which is anticipated in the *Industrial Heavy Zone (Springs Road) Outline Development Plan* (see **Figure 8**).

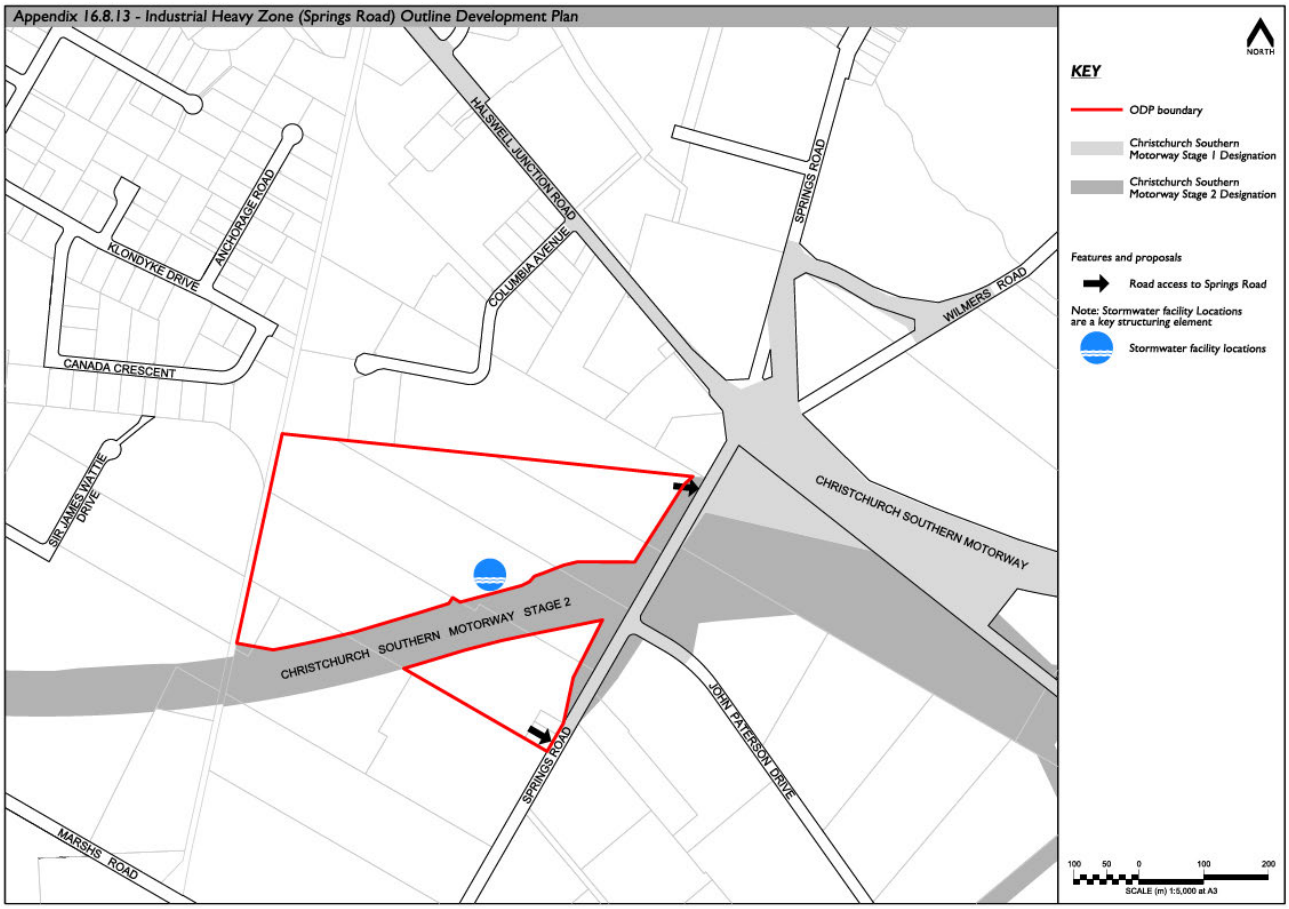


Figure 8: Industrial Heavy Zone (Springs Road) Outline Development Plan

Internal Site Layout

20. The internal road network comprises a 20m road corridor and intersections are separated by at least 100m. Rights of Way are proposed to service back sections of land. The layout provides a logical and functional arrangement.

Assessment of Effects

Internal Layout

21. The indicative internal road layout meets the road corridor requirements of the Christchurch District Plan and is considered logical for the purposes of this high-level referral assessment. The detailed road cross-sections, intersection layouts, pedestrian / cycle connections, servicing arrangements and lot access arrangements will need to be confirmed at the Substantive Application stage. Based on the concept layout, there is no apparent impediment to achieving a practical and functional subdivision layout that can suitably accommodate all transport modes.

22. Similarly, details of Right of Ways and potential access locations will be reviewed and confirmed at the Substantive Application stage. Again, we see no impediment to achieving an acceptable layout.

Site Access Operation

23. The proposed site accesses are anticipated to be priority-controlled intersections with right-turn bays on the major roads, being Springs Road and Marshs Road. Detailed traffic capacity modelling and intersection design will be required at the Substantive Application stage to confirm the appropriate form and layout of these accesses. However, based on the likely traffic generation, the separation from nearby intersections and the ability for development traffic to be distributed across two frontage roads, it is considered that feasible access solutions are available and that no fundamental access-related constraint has been identified at this referral stage.

Wider Network Effects

Traffic Effects

24. The traffic effects of the proposed activity on the wider network are generally anticipated to be acceptable. The activity is predicted to generate approximately 300 vehicle movements per hour in the weekday peak and this traffic will be distributed across the network depending on the origin / destination of those trips.

25. Employee travel will be distributed over Springs Road south (Prebbleton and Lincoln), Marshs Road (Templeton, Rolleston and northern / western parts of Christchurch), and Springs Road north (Christchurch). Heavy vehicle traffic will be split between:

    i. Marshs Road for access to the Shands Road interchange and access to SH1 to / from, Shands Road for access to SH1 to the north as well as to / from the Airport; and

    ii. Springs Road to the Halswell Junction Road interchange for access to Christchurch as well as Lyttelton Port.

26. The key wider network matter for detailed assessment at the Substantive Application stage is the Halswell Junction Road interchange area, including the intersection with Springs Road. This location

already experiences capacity constraints and additional traffic from the proposal would contribute to future demands at this part of the network. Potential mitigation options are available, including signalising the existing roundabout or replacing the roundabout with a standard signalised intersection. The appropriate form of mitigation, and the extent to which it is attributable to this proposal relative to wider growth in Prebbleton and Lincoln, would need to be determined through detailed traffic modelling, concept design and engagement with Christchurch City Council and NZ Transport Agency during the Substantive Application process. Improvements at this intersection are desirable regardless of this application, and the Substantive Application stage provides an opportunity to progress those discussions and facilitate a practical solution to an existing issue.

Alternate Transport Modes

27. The site is well located with regard to the existing cycle network. Subsequent design stages will include links to the Little River Cycleway and the existing shared paths on Marshs Road and Springs Road. We do not foresee any issues in achieving these connections.

28. There are also bus stops on Springs Road that connect the site to the public transport network. The site will need to provide suitable paths on Springs Road and Marshs Road to the stops. This provides access to / from Lincoln, Prebbleton and Christchurch.

Summary & Conclusion

Summary

29. The proposal is to enable approximately 21.51ha of *Industrial General* activity, supported by subdivision of the site. The predicted traffic generation is approximately 300 vehicle movements per hour in the weekday AM peak, 273 vehicle movements per hour in the weekday PM peak, and 3,412 vehicle movements per day.

30. The concept layout provides access to both Marshs Road and Springs Road, with each access anticipated to operate as a priority-controlled intersection supported by a dedicated right-turn bay on the major road. These accesses are anticipated to operate satisfactorily, although traffic modelling will be required at the Substantive Application stage.

31. The additional traffic generated by the proposal is expected to be distributed across Springs Road, Marshs Road and the wider arterial network according to trip origins / destinations. The key wider network issue is the Halswell Junction Road / Springs Road interchange area, which already experiences capacity constraints and may require signalisation or an equivalent form of intersection upgrade to accommodate future traffic demands. The final mitigation package would be confirmed through detailed modelling and concept design, noting that wider growth in Prebbleton and Lincoln is also expected to contribute materially to future traffic demands at this location.

32. The site is well located to connect with the walking and cycling networks, including the Little River Link / Little River Cycle Trail along the western and northern boundaries, the shared path on Springs Road, and the existing shared path connections on Marshs Road. Subsequent design stages will need to provide appropriate internal and frontage connections to these facilities, including safe and practical links to the cycleway and nearby shared paths. Passenger transport access is available via bus services on Springs Road, including existing stops near the Marshs Road roundabout. The site layout should provide suitable pedestrian connections to those stops to support travel to and from Lincoln, Prebbleton and Christchurch.

Conclusion

33. Overall, this high-level transport assessment has identified the key transport matters that are likely to require further consideration as part of a Substantive Application. Based on the assessment undertaken to date, none of these matters are considered to represent a fundamental transport impediment to the proposal proceeding to the Fast Track Substantive Application stage. Feasible transport solutions are available, including access design measures, frontage and internal walking / cycling connections and wider transport network mitigation as required. The detail of those measures would be confirmed through traffic modelling, concept design and engagement with Christchurch City Council and NZ Transport Agency during the Substantive Application process.

34. On that basis, the proposal is considered capable of being supported from a transport perspective for referral to the Fast Track resource consent process, with the detailed assessment and mitigation package to be developed and confirmed through the Substantive Application stage.

Appendix 1

Concept Subdivision Layout



NOTES

1. ALL WORKS TO BE IN ACCORDANCE WITH CHRISTCHURCH CITY COUNCIL STANDARDS.
2. COORDINATES IN TERMS OF NZ GEODETIC DATUM
3. LEVELS IN TERMS OF THE NZ VERTICAL DATUM
4. ORIGIN OF LEVELS = SM XXXX SO XXXX(XXXX) PUBLISHED RL=XX.XX, SOURCED FROM THE LINZ DIGITAL GEODETIC DATABASE.
5. BOUNDARIES ARE SUBJECT TO FINAL SURVEY.

SW MANAGEMENT AREAS ARE INDICATIVE ONLY AND SUBJECT TO SIZING

LEGEND

- EX INTERNAL BDY
- EX ABBUTAL
- PR BDY
- PR LOT BDY
- PR 3m LANDSCAPING PERIMETER
- PR ROAD
- PR RIGHT OF WAY
- PR SW MANAGEMENT

Rev	Description	By	Date
B	CONCEPT	AR	06/2026
A	DRAFT	AR	06/2026

	By	Date
Survey	-	-
Design	AR	11/2025
Drawn	AR	03/2025
Checked	AR	06/2026

land play

Project
INDUSTRIAL REZONING SPRINGS ROAD, CHCH FOR PUNA PROPERTY HOLDINGS LTD

Title
PROPOSED CONCEPT PLAN

Project no.	000000		
Scale	1:2500 @ A3		
Cad file	C100 - CONCEPT.DWG		
Drawing no.	C100	Rev	A