

30 April 2026

Kerstin Ghisel
Franco Farms Ltd
C/- Barkers and Associates

Attention: Kerstin Ghisel

TRANSMITTAL: Email

Dear Kerstin

Franco Farms – High-Level Assessment for Fast-track Referral Application

Thank you for inviting us to provide high-level feedback on the traffic and transportation aspects of the Franco Farms Fast Track Referral Application. We understand that Franco Farms Limited intend to lodge a referral application under the Fast Track Approvals Act 2024, and Private Plan Changes in parallel. We have undertaken a high-level assessment of the transport elements and extent to which we can support the proposal. This letter documents the findings of our assessment.

By way of background, we are transportation professionals based in Christchurch. Dave Smith has over 25 years of experience and has:

- been admitted as a Member of Engineering New Zealand (including the Transportation and NZMUGS sub-groups)
- been Chartered as a professional member of the Institute of Logistics and Transport
- been accredited as an independent hearing commissioner
- provided transportation engineering and planning advice including as an expert witness to a range of other public and private sector clients including NZ Transport Agency, Auckland Transport, Auckland Council, Taupo District Council, Selwyn District Council, Central Otago District Council, Fulton Hogan, Foodstuffs, Fonterra, Ports of Auckland and many others.

Mat Collins has over ten years of experience and has:

- provided transportation engineering and planning advice including as an expert witness to a range of other public and private sector clients including Far North District Council, Auckland Council, Auckland Transport, Wellington City Council, Christchurch City Council, Selwyn District Council, Kainga Ora, and multiple large scale residential, commercial and industrial developers.
- been the lead transport expert for master plans, district plan reviews, plan changes, large scale land use and subdivision resource consents for a wide variety of land use activities, notices of requirement, and outline plans of work.

1. Transport Elements of the Application

We have reviewed the material shared in relation to the proposal and consider that the key transportation elements are as follows:

- Rezoning and subdivision to enable approximately 348 residential lots at Lot 2-3 Deposited Plan 68573 within Christchurch City boundary and 6 Wroots Road within Selwyn District boundary (the Site).
 - Lot 2-3 Deposited Plan 68573 is zoned Rural Urban Fringe Zone (RuUF) and is adjacent to Residential New Neighbourhood Zone (RNN) to the north and east.
 - 6 Wroots Road is zoned General Rural Zone (GRUZ) and is adjacent to RuUF to the north, west and east, and GRUZ to the south.
- New roads are to be constructed in general accordance with Christchurch City Council (CCC) and Selwyn District Council (SDC) requirements to provide access to the dwellings, noting that some departures from each Council's standards may be required to ensure a consistent design of roads within the Site¹ and with the recently consented subdivision at 101 Sabys Road to the north east.
- Access to the wider network for all modes will be provided via two roading connections to Sabys Road and one roading connection to Candys Road.
- No roading connection to Halswell Road (SH75), to protect its through movement function consistent with a State Highway.

The concept plan for the Site including in relation to the 101 Sabys Road approved subdivision (which is not part of the Fast Track referral) is shown in Figure 1.1. A draft lot area plan for the Site is also included in Figure 1.2.

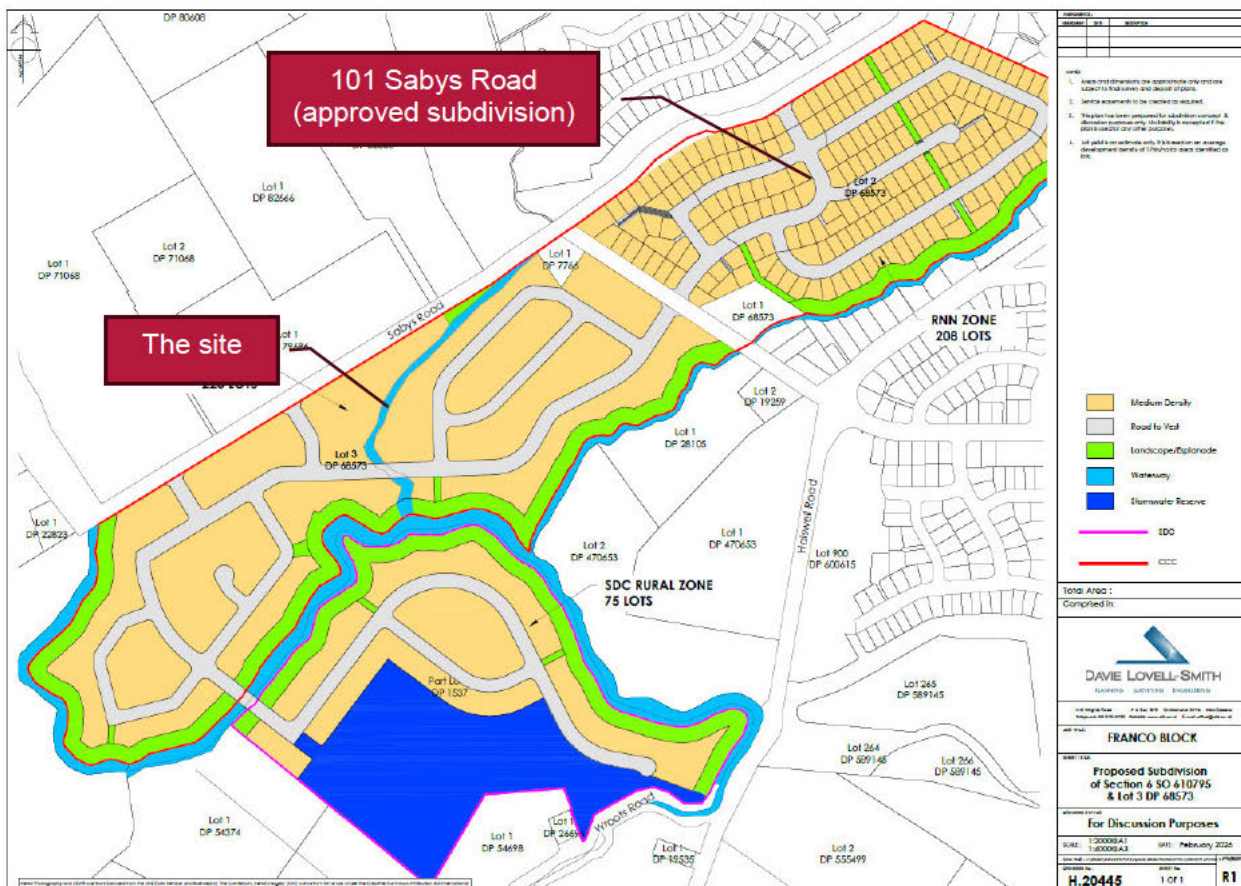


Figure 1.1 Concept Plan (Source: Davie Lovell Smith)

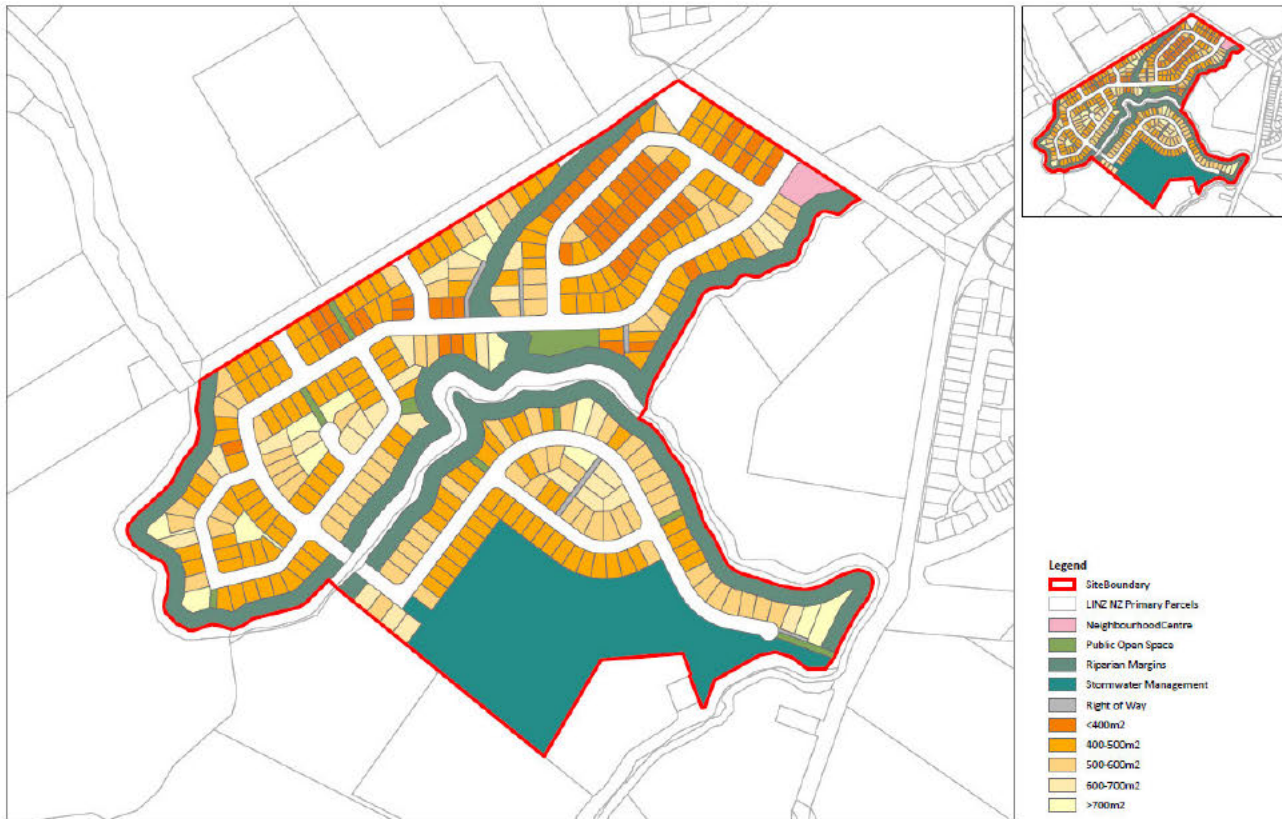


Figure 1.2 Draft lot area plan (source: Barkers & Associates)

Dave undertook a site visit on Tuesday 16th December 2025 and observed the operation of the current transport network in vicinity of the Site including the location of the proposed accesses off Sabys Road and Candys Road.

2. Existing environment

2.1 Road safety assessment

A search of the NZ Transport Agency Waka Kotahi (NZTA) Crash Analysis System (CAS) database of the surrounding roads, shown in Figure 2.1, was conducted in the vicinity of the Site. The analysis reveals a total of 11 crashes have been reported over the past five years, between 2021 and 2025 inclusive.

Table 1 NZTA CAS records

Crash year	Crash location	Crash details	Crash outcome
2025	Trices Road/Ellesmere Road intersection	Driver lost control turning right, went off the road to the left.	Serious injury
2025	Trices Road/Ellesmere Road intersection	Driver westbound on Trices Road hit turning vehicle at Trices Road/Ellesmere Road intersection.	Minor injury

Crash year	Crash location	Crash details	Crash outcome
2025	Trices Road/Ellesmere Road intersection	Driver eastbound on Trices Road hit manoeuvring vehicle at Trices Road/Ellesmere Road intersection. Driver inexperience reported as a crash factor.	Non-injury
2022	Trices Road/Ellesmere Road intersection	Driver westbound on Trices Road cutting a corner hit an oncoming vehicle.	Non-injury
2022	Trices Road/Ellesmere Road intersection	Driver westbound on Trices Road failed to give way on eastbound vehicle on Ellesmere Road.	Non-injury
2021	Trices Road, south of Ellesmere Road intersection	Driver heading towards Halswell, lost control turning on a right hand bend, went off the road to the left. Alcohol test above limit.	Minor injury
2024	Trices Road, at Knights Stream bridge	Driver heading towards Prebbleton, lost control turning on a right hand bend, went off the road to the left. Alcohol test above limit, driver travelling to fast into curve.	Minor injury
2024	Sabys Road south of Candys Road	Driver heading northbound, hit parked vehicle, driver reported to be dazzled by full beam headlights from oncoming car.	Non-injury
2025	Sabys Road between Candys Road and Quaifes Road	Motorcyclist heading southbound, lost control. Driver reported to be speeding and potentially under the influence of alcohol.	Non-injury
2025	Sabys Road between Quaifes Road and Halswell Junction Road	Driver turning out of driveway failed to give way to driver heading southbound on Sabys	Minor injury
2023	Sabys Road between Quaifes Road and Halswell Junction Road	Driver heading southbound, hit parked vehicle, driver reported to be speeding and fatigued.	Non-injury

On the basis of the historical crash records there is evidence of a safety concern regarding the Trices Road/Ellesmere Road intersection. This is likely due to the unconventional intersection layout, where the northern arm of Trices Road is required to give-way to vehicles travelling between Trices Road (south) and Ellesmere Road, as shown in Figure 2.2.

² Ellesmere Road Seal Widening Project, FY 2025/25, Budget \$3million. As detailed in Rooding Projects 2024 LTP for Council Information, available online at <https://www.selwyn.govt.nz/your-council/plans-and-reports/ltp-2024-2034/supporting-documentation-for-the-long-term-plan-2024-2034/Transport-Capex-Full-List.pdf>



Figure 2.2 Trices Road/Ellesmere Road intersection (Source: Canterbury Maps)

2.2 101 Sabys Road subdivision

Franco Farms Ltd recently received resource consent approval for residential subdivision and development for 101 Sabys Road (RMA/2025/2041). The Site was included as Stage 7 for the subdivision and are shown as Balance Lots. The subdivision plan is shown in Figure 2.3 and the Roding Plan is shown in Figure 2.4.

The approved consent includes:

- formation of a roundabout at the Sabys Road/Candys Road intersection (this is a condition of consent)
- a walking and cycling connection (3m wide formed width) to Halswell Road (SH75), via a vested reserve between Lots 83 and 86
- urbanisation of Sabys Road and Candys Road along the Site frontages. The indicative cross sections for these upgrades are shown in Figure 2.5.



Figure 2.3 101 Sabys Road approved subdivision plan

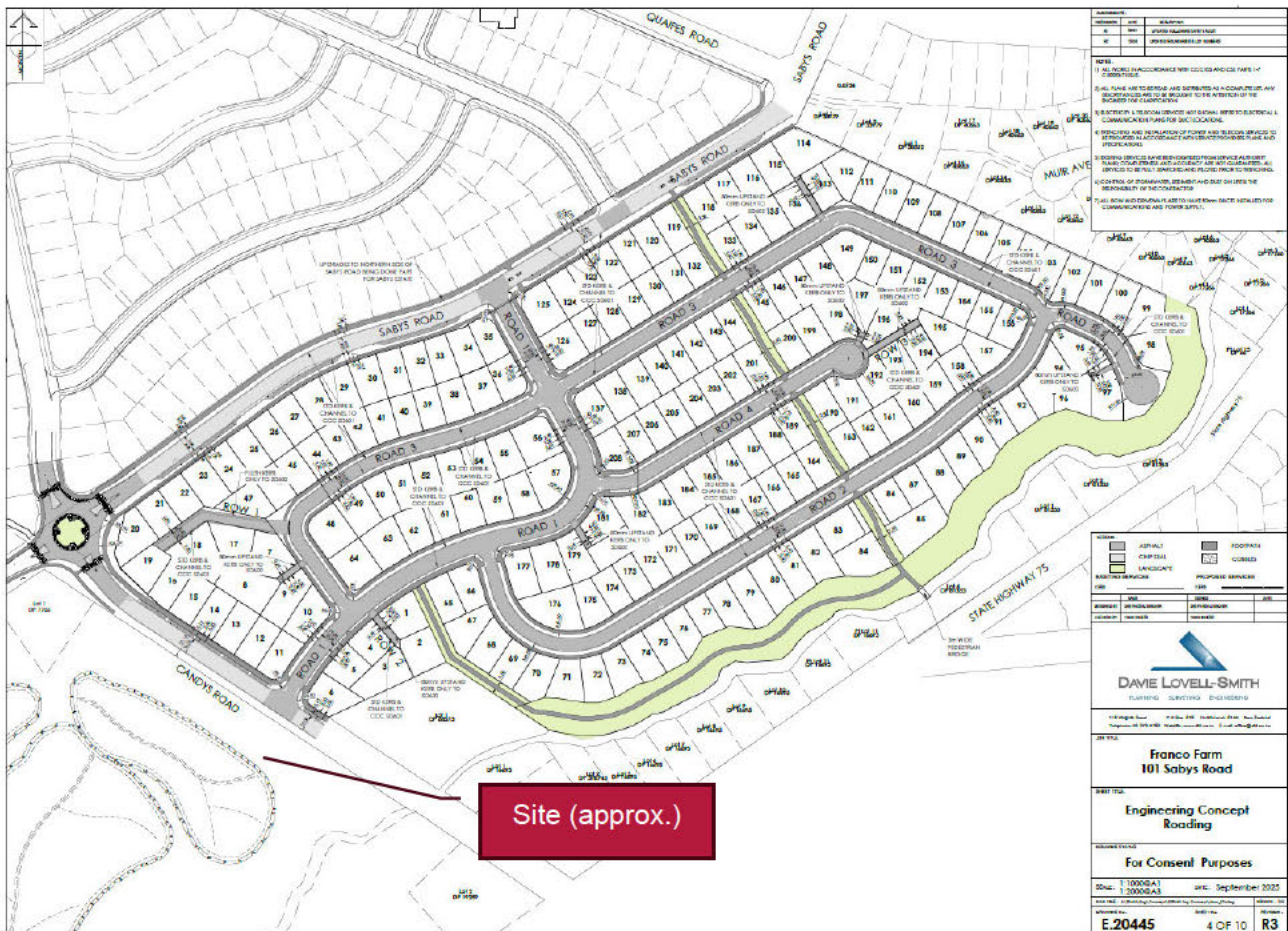


Figure 2.4 101 Sabys Road approved roading plan

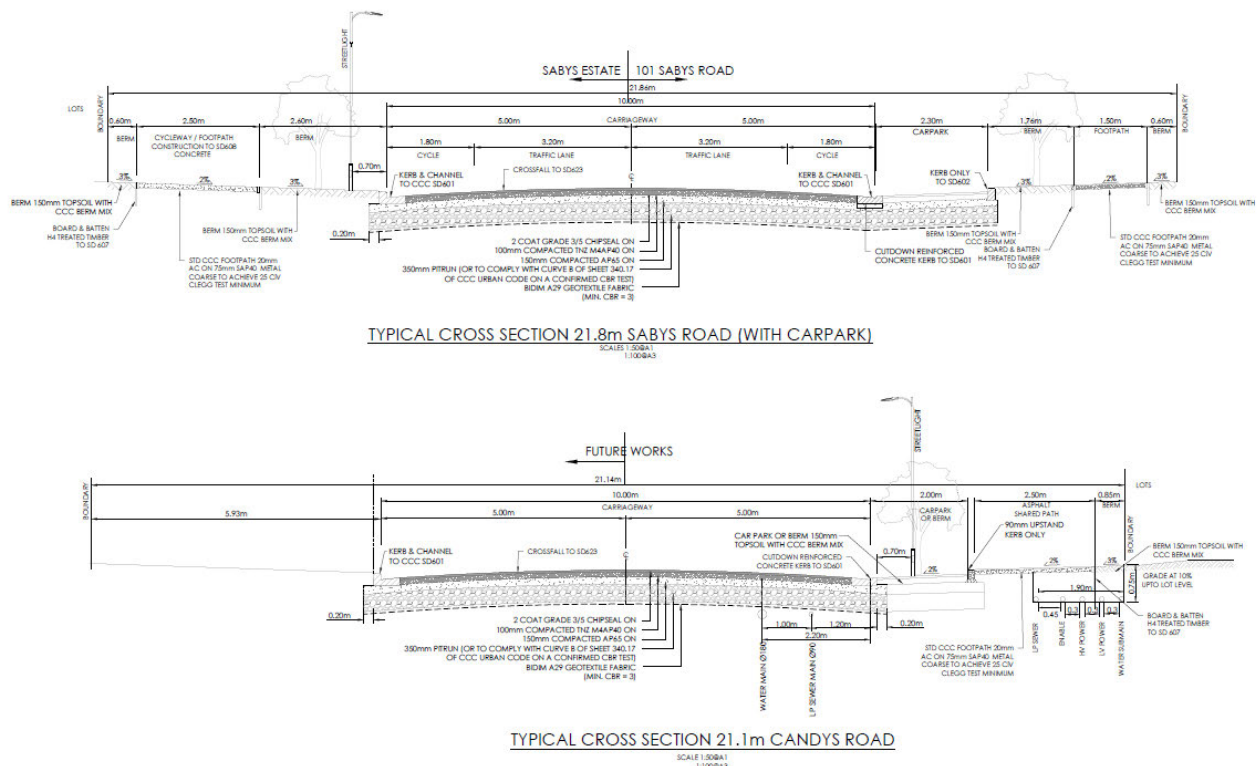


Figure 2.5 101 Sabys Road approved frontage upgrade cross sections

3. Assessment of the proposed development

The concept Site plan, shown in Figure 3.1, includes:

- a series of new roads within the Site. These are anticipated to be a consistent design with the recently consented subdivision at 101 Sabys Road.
- urbanisation of the Sabys Road and Candys Road frontages, consistent design with the recently consented subdivision at 101 Sabys Road.
- two priority tee intersections onto Sabys Road
- one crossroad intersection at Candys Road, aligned with Road 1 of the 101 Sabys Road development.
- no roading connection to Halswell Road (SH75), to protect its through movement function consistent with a State Highway.



Figure 3.1 Concept Site plan (Source: Davie Lovell-Smith)

3.1 Internal transport network discussion

The proposed internal roading layout is shown in Figure 3.1. As the application progresses this will be developed further, however for the purposes of this high-level assessment we anticipate that:

- All internal roads will be classified as local roads which connect to Candys Road and Sabys Road, both of which are classified as a Minor Arterial under the Christchurch District Plan (CDP).
- The internal roads will be a slow speed environment with posted speed limit of no more than 50 kph. There is the potential to introduce traffic calming and a speed environment of 30 kph on some links where cycling is encouraged. The lower speeds will also assist with supporting appropriate sight distances between intersections. Internal roads are expected to comply with CDP requirements and be consistent with the roading cross sections approved under the subdivision of 101 Sabys Road. As 6 Wrooths Road is located within Selwyn District, some minor deviations from the Selwyn District Plan may be required to ensure a consistent road typology throughout the Site. Any deviations will not affect the safe functioning of internal roads and will only be as required to integrate different engineering standards between the two Councils.
- Internal intersections would generally be priority control. Appropriate pedestrian crossing facilities will be included into the design.
- It is expected that Sabys Road and Candy Road Site frontages will be urbanised, to include walking and cycling facilities, kerb and channel, berms etc, consistent with the frontage upgrades approved for 101 Sabys Road (refer to Figure 2.5).

We consider an additional walking and cycling link is required, to improve connectivity of the 6 Wroots Road site to the wider network including the Halswell Road corridor. Two potential options are shown on Figure 3.1. Should lot 2 on the east side of the Halswell River develop a direct connection is recommended which can be constructed at the appropriate time noting that Franco Farms does not own the land to be able to establish such a connection immediately. Alternately a pedestrian/cycle connection could be established within the Site upstream as shown in Figure 3.

Having reviewed the proposed layouts, although there will be more detail available at the substantial assessment stage, we consider that the internal layout will largely comply with CDP transport rules and meet policies and objectives in the CDP.

3.2 Vehicle access assessment

The concept Site plan proposes three vehicular access connections to the wider network:

- Access 1: At the south-western end of the Site onto Sabys Road, approximately 90 m east of the Knights Stream bridge
- Access 2: Approximately 170m east of Access 1
- Access 3: One onto Candys Road, opposite Road 1 (consented as part of the subdivision of 101 Sabys Road).

For a 60 km/hr speed limit (and assuming a 70 km/hr operating speed), 141m safe intersection sight distance (SISD) is required. This is achieved for at all access points other than Access 1 towards the west. As noted above, Access 1 has approximately 90m sight distance to the west. However, as vehicles are travelling around the corner at lower speeds, the sight line requirement reduced. At a 50 km/hr operating, 92m sight distance is required. We consider this demonstrates that sufficient sight distance can be achieved, and further technical assessment will be undertaken as the concept Site design is developed.

The Site is bounded by Halswell River to the west and Nottingham Stream to the east. Subsequently the ability to enable connections to adjacent sites is limited.

After considering a road connection to Halswell Road (SH75), we recommended against it as:

- the Site has limited frontage and cannot achieve a suitable intersection with sufficient sight distance to the north.
- such a connection could increase rat-running between Sabys Road/Trices Road and SH75.
- the adjacent Halswell River creates design challenges for any new intersection.

3.3 Walk / cycle assessment

The Site can connect with the walking and cycling network. Cycle lanes and footpaths already exist on Halswell Road, north of the Candys Road intersection, connecting to the wider walking and cycling network. See Figure 3.2.

Candys Road, west of Halswell Road, currently lacks facilities for pedestrians and cyclists. However, the subdivision of 101 Sabys Road includes a pedestrian and cycle link to Halswell Road, which will provide a continuous walking and cycling connection between existing facilities on Halswell Road and the Site.

New roads in the Site will provide for include walking and cycling, in accordance with CCC local road design standards for residential neighbourhoods. We understand that Franco Farms Ltd intend to use the road cross sections approved for 101 Sabys Road within the Site, which we support.

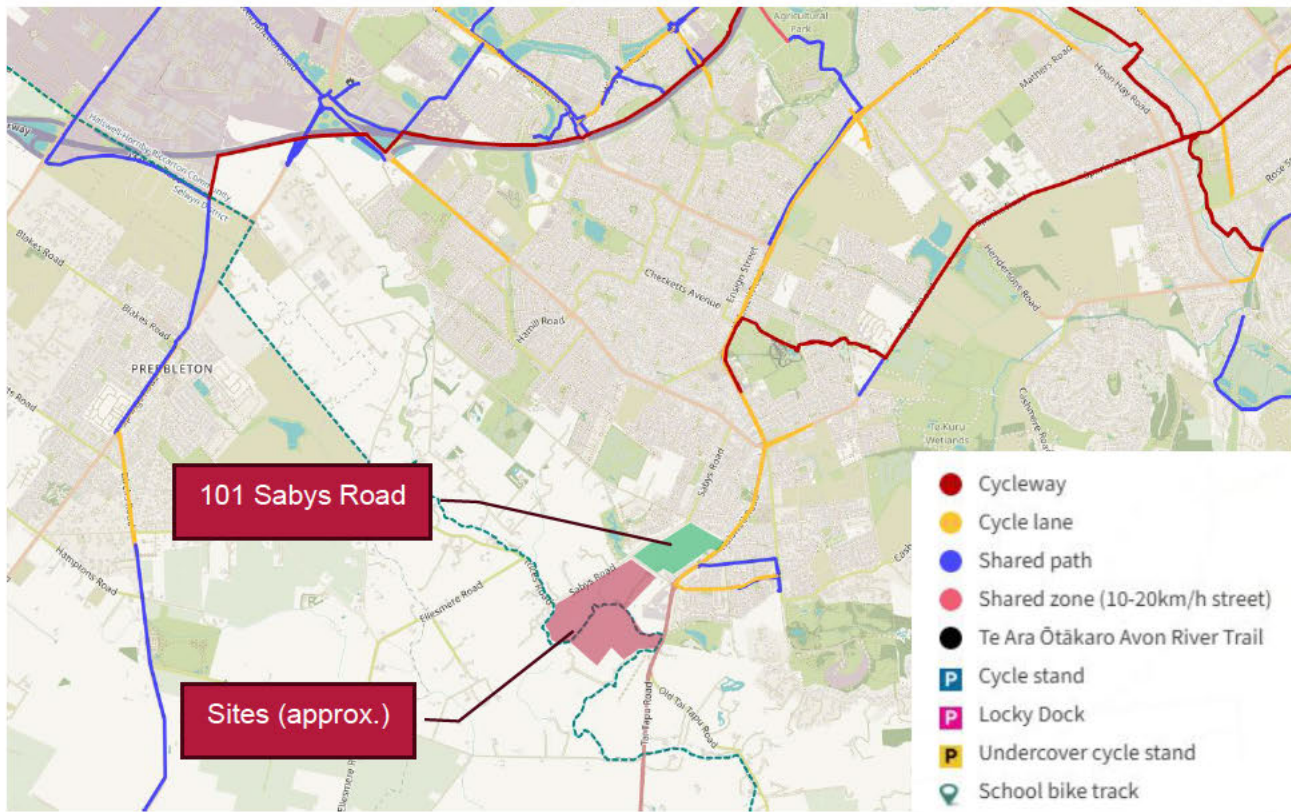


Figure 3.2 Current cycle network in vicinity of Site (source: CCC cycle map³)

3.4 Public transport assessment

The nearest public transport stop (100 Wigram/The Palms service) is approximately 500m walking distance from the northern boundary of the Site. The 100 service:

- runs from around 6am to 10pm
- has 15min frequency during peak hours, and 30min frequency at other times
- connects to Wigram, University of Canterbury, and St Albans

Further afield is the 125 Redwood/Westlake service, with bus stops on Halswell Junction Road approximately 1.3km from the northern boundary of the Site. The 125 service:

- runs from around 6am to 10pm
- has 30min frequency during peak hours, and 60min frequency at other times
- connects to Hornby, Christchurch Airport, and Papanui

As the wider area urbanises, the 100 service could be extended in a one-way loop on Halswell Road/Sabys Road (as indicated in Figure 3.3), which would add only a minor diversion to the existing route and provide services to the growing residential catchment along Sabys Road, including the recently consented development at 101 Sabys Road. We do not consider the extension of the existing public transport network to be necessary to enable development of the Site – it is common practice for public transport services to be provided only once greenfield areas are largely developed.

³ <https://ccc.govt.nz/transport/getting-around/cycling/cycling-maps>

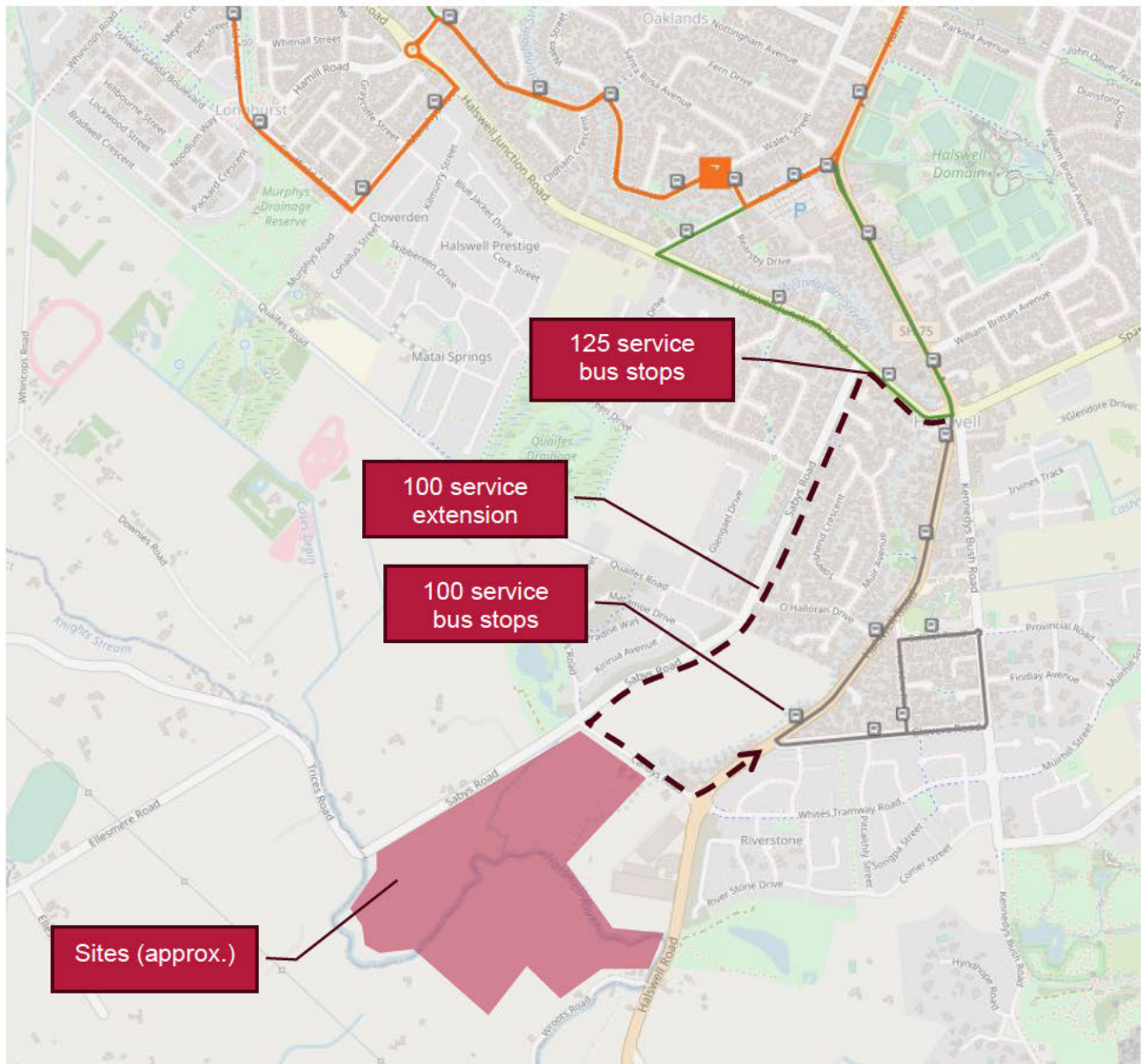


Figure 3.3 Current high-frequency bus service, observed turnaround routing in dashed orange

3.5 Discussion of traffic effects

Abley commissioned QTP consultants to extract data from Christchurch City Council's CAST traffic model. This focused on traffic flows for residential development in the same traffic zone (ie immediately adjacent to) the Site.

The model outputs showed that for the morning and evening weekday peak periods, two-way traffic to and from the Sabys Road vicinity was distributed as follows:

- 20% (morning) and 21% (evening) travelled west via Trices or Ellesmere Roads to Selwyn District
- 20% (morning) and 25% (evening) travelled north via Quaifes Road to northern / western suburbs of Christchurch City
- 25% (morning) and 21% (evening) travelled northeast via Halswell Road (SH75) to central Christchurch City

- 25% (morning) and 29% (evening) travelled east via Sparks Road to southern suburbs of Christchurch City
- 10% (morning) and 4% (evening) were short local trips

This demonstrates the Site is well served by local connections and the wider travel patterns are well dispersed across the transport network. The local network includes a roundabout recently constructed at Halswell Road/ Candys Road and signals at Halswell Road / Sparks Road which provide controlled and safe access to the wider network. The 348 lots are likely to generate approximately 0.85 vehicles movements in peak hour, or 296 two-way movements per hour. We have calculated the potential increase in traffic on each corridor based on the distribution of flow from Council's CAST Model, and these are shown in Figure 3.4. These increases equate to approx one vehicle per minute on each corridor, which is likely to have a negligible effect on transport network performance.



Figure 3.4 Distribution of vehicle movements generated by the Site during peak hours

A review of typical traffic congestion during weekday peak periods using Google Maps demonstrates that these intersections and adjacent corridors do not typically experience congestion. Further north along the one-lane sections of Halswell/Lincoln Roads (SH75) congestion is experienced, however this section from Curletts Road through to Wrights Road is being upgraded by Council with works beginning in April 2026. To the west of the Site, Quaifes Road, Trices Road and Ellesmere Road experience relatively low traffic volumes and have ample capacity to connect to the wider network and accommodate traffic associated with the Site.

Our view is that the potential increase in traffic can be accommodated on the local and wider network.

Should the proposal successfully move forward to the substantive application stage we recommend that an Integrated Transportation Assessment (ITA) report be prepared based on industry best-practice guidance and include:

- a detailed description of the current and future receiving environments

- a description of the transport elements of the proposal including access and connectivity for all modes
- the delivery of a trip generation assessment to inform the assessment of effects
- an assessment of the standard of the roads and suitability of other transport infrastructure including against the Council standards, noting transport infrastructure is expected to consistent with the recently approved
- an assessment of the proposal against relevant transport-related policies and objectives
- identify any mitigation requirements or recommended provisions / conditions of consent as required in relation to transportation matters.

We propose that the CAST model and SIDRA Intersection would be the primary modelling tools. Ongoing engagement with Council is recommended to determine the most appropriate modelling approach and tools.

3.6 Discussion of road safety effects

With the urbanisation of Sabys Road and Candys Road along the Site frontages, and the upgrade of Sabys Road/Candys Road to a roundabout, the road network will largely accommodate the urbanisation of the Site in a safe manner.

However, we consider that the additional traffic through the Trices Road/Ellesmere Road intersection may exacerbate existing road safety issues (discussed in Section 2.1). As previously discussed, SDC has a funded project for safety improvements along Ellesmere Road, which we understand includes the Trices Road/Ellesmere Road intersection.

However, if SDC does not deliver safety improvements at this intersection, we recommended that the priority at this intersection be switched such that Trices Road traffic does not give way to Ellesmere Road right turners. This should be achievable without physical works to the intersection but would require signage and linemarking changes as shown in Figure 3.5. Few if any southbound vehicles are expected to turn right from Trices to Ellesmere therefore seal widening along Trices Road is not anticipated to be required. This change of priority should be done prior to occupation of lots within the Site and would typically be accompanied by a safety audit.

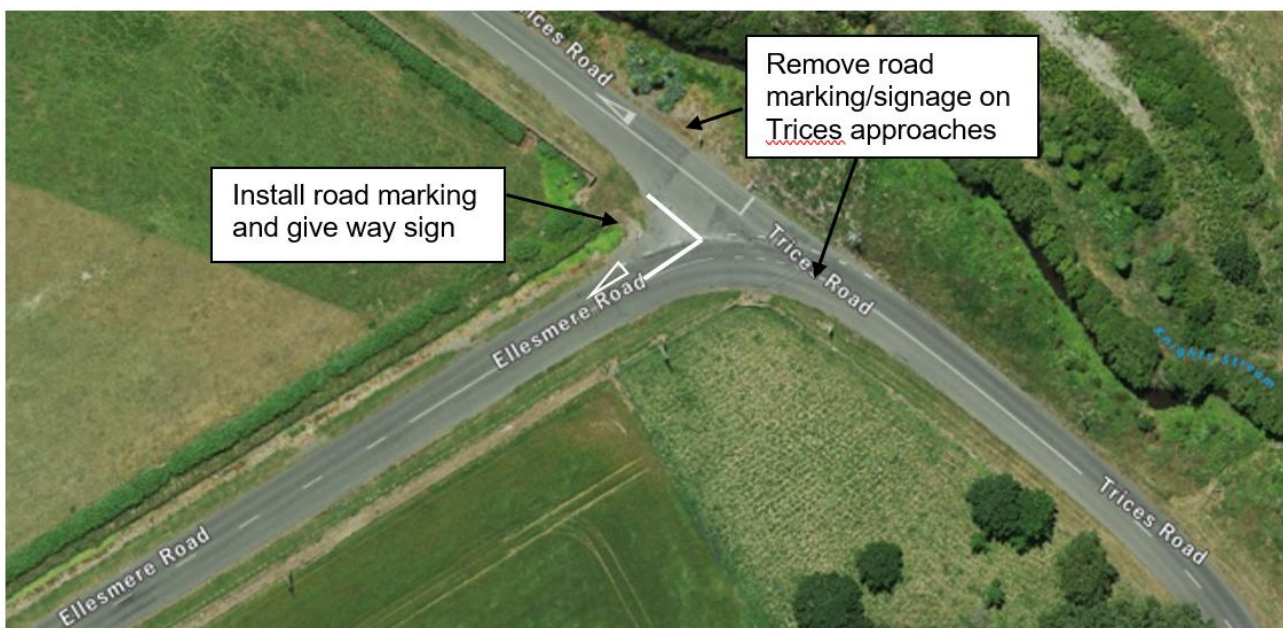


Figure 3.5 Proposed signage and markings changes at Trices Road/Ellesmere Road intersection

3.7 Infrastructure requirements

As previously discussed, we anticipate the following upgrades of the existing transport network would be required to support development of the Site:

- Site frontage upgrades to Sabys Road and Candys Road consistent with the recently approved subdivision of 101 Sabys Road, noting that the Sabys Road/Candys Road intersection will be upgraded to a roundabout as part of the 101 Sabys Road development,
- Staging development with SDC's funded Ellesmere Road Seal Widening Project, or alternatively Franco Farms Ltd can deliver linemarking and signage changes at the intersection should development proceed ahead of the SDC project.

4. Summary of assessment

Our assessment indicates that the development can be supported from a transport perspective, subject to the considerations and recommendations outlined in this letter. The Site's location can be well connected for all transport modes with opportunities for a well-integrated and resilient transport outcome by connecting to the existing pedestrian and cycle networks and in a location that can be served efficiently by future public transport services.

We have also provided an overview of the scope of future transport assessment including traffic modelling requirements. This would be delivered for a future ITA supporting a resource consent application under the Resource Management Act (1991) or substantive assessment under the Fast Track Approvals Act (2024).

Please do not hesitate to contact us should you require any additional information in relation to our assessment including the recommendations put forward in this letter.

Regards,

Abley Limited



Dave Smith

Technical Director

D s 9(2)(a)

E s 9(2)(a)



Mat Collins

Associate Transportation Planner

D s 9(2)(a)

E s 9(2)(a)