

MEMORANDUM OF THE NEW ZEALAND TRANSPORT AGENCY WAKA KOTAHI ON THE RYANS ROAD INDUSTRIAL DEVELOPMENT

18 DECEMBER 2025

1. Introduction

This memorandum presents the proposed conditions by the New Zealand Transport Agency Waka Kotahi (NZTA) in response to the substantive application for the Ryan's Road Industrial Development project (Application) (NZTA reference 2025-1131), submitted by Carter Group Limited (**CGL**) under the Fast Track Approvals Act 2024 (**FTAA**).

NZTA appreciates the opportunity to provide proposed conditions on the Application.

The proposed conditions have been prepared in response to an invitation from the Expert Panel (**the Panel**) to provide suggested conditions and includes brief explanation/reasons for the proposed conditions relating to transportation as they relate to the state highway network.

These conditions are based on the Application materials submitted to the Environmental Protection Agency (**EPA**).

Suggested conditions for fast-track approval for industrial development - Ryan's Road Industrial Development – 104 Ryans Road, Christchurch – Carter Group Limited.

1. Development of the site shall occur over two consecutive, chronological stages. Stage 1 comprises 65 lots and Stage 2 comprises 61 lots, as shown on the document prepared by Capture Land Development Consultants, titled 'Proposed Subdivision Staging, Job No 1252, Drawing Number RC-PG115, Revision B', dated 12/08/2025.

Brief explanation/reason:

A consecutive two-stage development of the Carters site is sought so that, prior to Stage 2 proceeding beyond issue of Section 224C certification, the level of service (LOS) achieved through the upgrade to the Pound Road/State Highway 73 (SH73) roundabout, as sought through a condition below, can be assessed to determine if it has maintained capacity equivalent to the present-day LOS of the intersection. The staging creates a 'hold point' after Stage 1 is developed and will ensure that LOS at the Pound Road/State Highway 73 (SH73) intersection is not worsened, beyond the present-day LOS, as a result of Stage 1 or 2 of the Carters development in combination with traffic generation from the surrounding locale. Worsening LOS can result in risky driver behaviour. This hold point is likely to coincide with the completion of New Zealand Transport Agency's Hornby Study, which will provide greater clarity of the highway improvements required to meet future demands in this area.

2. Prior to the issuing of Section 224 certification for any of the lots within Stage 1, the consent holder shall engage a suitably qualified and experienced transport professional to prepare detailed design plans for upgrading the Pound Road and State Highway 73 intersection to provide the following:
 - (a) a dual-circulating lane roundabout, designed in accordance with Austroads Guide to Road Design;
 - (b) dual-lane exits to the northern and southern legs of the roundabout;
 - (c) remarking of Pound Road to accommodate the dual-lane configuration and;

(d) new roads signs in accordance with Traffic Control Devices (TCD) informing road users of the new intersection layout.

The detailed design plans, including the associated detailed design drawings, the traffic modelling report, and the construction methodology and programme, shall be submitted to the New Zealand Transport Agency for approval prior to construction.

Brief explanation/reason:

Traffic generated from the proposed development of Carters site is expected to worsen the LOS at four state highway intersections being SH73/Pound Road, SH1/SH73, SH1/Ryans Road and the Dakota Park interchange on SH1, as noted in both Carters Integrated Transport Assessment (ITA) and NZTA's comments on the substantive application. NZTA considers it reasonable for Carters to mitigate the effects of their development on the state highway network. Adding a second circulating lane to the roundabout at this intersection was identified in their ITA as a measure that would mitigate the effects of traffic generated from the development of Carters site. We consider it is reasonable to apportion this requirement to Carters, noting they are not being asked to do works or contribute to funding to mitigate the effects on the other two intersections that their development will impact.

Dual-lane exits on the northern and southern legs are necessary to ensure safe egress and merging by road users. The existing layout of the Yaldhurst Road/ Pound Road roundabout has the capacity to modify road markings to allow dual lane circulation. However, the current layout will only allow dual exit on the east, south and west arms. The limited exit capacity on the north arm is therefore a safety concern. We also note that this north arm exit will be heavily trafficked by traffic generated by the Carter's development. It is considered appropriate for Carters to widen this north arm exit in accordance with NZTA design standard.

3. Prior to commencing works to upgrade the Pound Road and State Highway 73 roundabout, the Consent Holder shall enter into a Private Developer Agreement with the New Zealand Transport Agency. This agreement will define the responsibilities of the parties and the funding arrangement in relation to the Pound Road/SH73 roundabout upgrade works, as well as the design standards the upgrade works will need to comply with.

Brief explanation/reason:

It is NZTA's preference for Carters to fund the upgrade works, while NZTA contractors would undertake the physical upgrade works. This legally-binding Private Developer Agreement will delineate the responsibilities of each party respectively, including the timeframes to be met for steps set out in the Agreement.

4. Prior to commencing works to upgrade the Pound Road and State Highway 73 roundabout, the Consent Holder shall submit a Construction Traffic Management Plan (CTMP) to the New Zealand Transport Agency for approval. The CTMP shall include measures to mitigate safety and efficiency effects on highway motorists and pedestrians during the roundabout upgrade works. No construction works may commence until the CTMP has been approved by New Zealand Transport Agency.

Brief explanation/reason:

A CTMP will have to be prepared to manage the effects of the Pound Road/SH73 intersection upgrade, and NZTA considers that it is reasonable to require the consent holder to have this CTMP prepared.

5. Prior to the issuing of Section 224 certification for any of the lots within Stage 1, the consent holder shall provide to Council written confirmation from the New Zealand Transport Agency that the single circulating lane roundabout at the intersection of Pound Road and State Highway 73 has been upgraded to a dual-circulating lane roundabout, with dual-lane exit on the northern and southern legs of the roundabout and meets New Zealand Transport Agency standards.

Brief explanation/reason:

Development of Carters site is expected to worsen the LOS at this intersection, which already is known to have a degraded LOS. Land use development of the lots within Stage 1 will not be able to occur until titles are issued by Council pursuant to Section 224C of the RMA. This condition seeks to avoid further worsening of the LOS as a result of land use development and associated traffic generation within Stage 1 of the Carters site, by requiring the upgrade to occur before any development/traffic generation from the Carters development occurs. This condition relies upon the Panel accepting condition 1 above, that sought Stage 1 and 2 to occur consecutively (as opposed to concurrently).

6. Prior to the issuing of Section 224 certification of any of the lots within Stage 2, the Consent holder shall engage a suitably qualified and experienced transport professional to complete a transport assessment that assesses the level of service achieved from the dual-laning of the Pound Road and State Highway 73 roundabout, as well as the estimated level of service it will achieve once all of Stage 2 is developed. If this assessment indicates that the level of service of the roundabout will worsen if Stage 2 was to advance, the transport assessment should also identify further upgrades that would need to be undertaken to prevent the Level of Service (LOS) of the intersection worsening. This assessment shall be submitted to the Council and New Zealand Transport Agency for certification of the modelling, modelling assumptions and limitations, and assessment findings.

Brief explanation/reason:

The assessment required by this condition will identify whether the dual-laning of the roundabout will effectively mitigate the impacts on the Level of Service of the intersection from both Stage 1 and Stage 2 of Carters development, when considered in combination with vehicle generation from the wider locale. It will help to inform whether additional upgrade works to the intersection will be necessary prior to land use development within any of the lots comprising Stage 2.

7. The issuing of Section 224 certification for any of the lots within Stage 2 shall not proceed if the transport assessment, required by condition 6 and certified by the Council and New Zealand Transport Agency, shows that the forecasted traffic volumes to be generated from the development of Stage 2 will result in a further reduction of the level of service of the Pound Road and State Highway 73 roundabout when compared to the level of service achieved immediately following completion of the Stage 1 roundabout upgrade works and with Stage 1 fully developed.

Brief explanation/reason:

This condition seeks to prevent any further worsening of the LOS at this intersection that could arise from traffic generated from the development of Stage 2 until further mitigation measures are identified and implemented.

8. If the transport assessment required by condition 6 identifies that an unacceptable Level of Service would arise if Stage 2 were to proceed, before titles for any of the lots within Stage 2 can be issued, the Consent Holder must either provide additional capacity improvements as agreed with New Zealand Transport Agency or wait until such time as New Zealand Transport Agency, subject to its funding and work programming priorities, has constructed improvements that address capacity at this intersection. Additional capacity improvements may include signalisation, road widening, and/or other design solutions approved by New Zealand Transport Agency.
For the purposes of this condition 'unacceptable' means any reduction of the level of service of the Pound Road and State Highway 73 roundabout when compared to the level of service achieved immediately following completion of the Stage 1 roundabout upgrade works and with Stage 1 fully developed.

Brief explanation/reason:

It is known that, as LOS worsens, the incidence of some motorists undertaking unsafe driving manoeuvres can increase. It is therefore important that the LOS at this intersection is not further degraded by traffic generated by Stage 2 of the Carters development. NZTA considers it reasonable to require that the Consent holder either delay land use development within Stage 2 until NZTA identifies and implements an improvement at this intersection, or for the Consent holder to mitigate the effects that traffic generated from Stage 2 is estimated to have on this intersection.

NZTA expects to complete its 'Hornby Study' in approximately 12 months. The purpose of this study is to identify transport improvements that can effectively address current transport challenges and opportunities, as well as accommodate growth occurring in the Hornby area, including upgrades to state highway intersections and connections. The improvements identified and prioritised within the Hornby Strategic Plan will be included in the relevant NLTP funding cycle but would require subsequent Investment Cases before they can proceed to detailed design and implementation. It is probable that it will be several years before funding is secured and physical works begin on the ground.

If you have any queries regarding further correspondence about the above or wish to discuss matters further, please feel free to contact the Environmental Planning team at:
environmentalplanning@nzta.govt.nz.