

# Fast-track Approvals Act 2024

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## MINUTE 3 OF THE EXPERT PANEL

Pound Road Industrial Development [FTAA-2505-1057]

3<sup>rd</sup> November 2025

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[1] By memorandum dated 28 October 2025 (**Memorandum**) the Applicant stated the scope of the technical expert appointed to assist with the assessment of traffic effects, Andrew Metherell, needed to be clarified.

### Background

[2] In a minute dated 6 October 2025 (**Minute 2**) the Panel sought the views of the participants on the appointment of a technical advisor to:

assist with the assessment of the transport effects, including at the Pound Road/Waterloo Road intersection and Pound Road/Main Road South intersection (including the rail corridor) and the proposed entry points to the subdivision, this may include a peer review as described at 14.11 – 14.13 of the Guidance Note. The Panel have not yet confirmed who it proposes to appoint but seeks comments from the parties in the meantime on that appointment in principle. The Panel notes the Applicant has suggested an advisor the Panel may wish to appoint.

[3] No comments were received.

[4] The Panel then appointed Andrew Metherell.

[5] Driven by procedural concerns, including a lack of a clear scope for Mr Metherell's brief and that he is acting beyond the scope of the technical assistance

signalled in Minute 2, the Applicant seeks clarification of the scope, purpose and rationale of Mr Metherell's engagement, the opportunity to respond to the scope once identified and an opportunity to respond to any advice from him.

### **The Panel's Powers**

[6] The Panel notes:

- a. The obligation to perform its functions, duties and powers in a timely, efficient, consistent, and cost-effective way that is proportionate to the functions, duties, and powers it is performing or exercising - s 10 FTAA.
- b. Its powers to regulate its own procedure as it thinks appropriate, without procedural formality, and in a manner that best promotes the just and timely determination of the approvals sought in a substantive application – cl 10(1) Schedule 3.
- c. The purpose of the Fast-Track Consenting Act Practice and Procedure Guidance Note (**Guidance Note**), which is to, in recognition of the need for consistency, offer guidance on a range of matters that are expressed in terms of recommendations or encouragement – cl 1.2.

[7] Subject to s 10 FTAA, the Panel understands it has broad powers to regulate its own procedure. That broad power is subject to an overarching requirement that it runs a fair process. It understands the Guidance Note to be one way that fairness is achieved through encouraging a consistent approach to decision-making under the Act.

[8] Given the matters raised in the Memorandum, the Panel accepts that it is desirable to seek the Applicant's views on the scope of the transportation technical advisor's (**Technical Advisor**) appointment. Thus, the purpose of this minute is to address these requests, provide the Applicant with the information sought and

make further directions.

### **Purpose & rationale for the engagement**

[9] The Panel's objective in engaging the Technical Advisor to assist it with its assessment of the transportation effects is to ensure it properly understands the traffic effects of the proposal.

[10] Recognising that the Panel is yet to receive comments from the invited parties, it appears to the Panel that issues for it to consider include:

- a. The impact additional traffic generated by the proposal will have on the surrounding traffic environment, including the intersections at Pound Road and Waterloo Road, Pound Road and Main South Road/ State Highway 1 and the rail crossing on Pound Road. We understand these to be issues that have been subject to engagement between the Applicant, NZTA and CCC.
- b. The interface between the proposed intersection and the existing road network.
- c. Understanding the internal subdivision layout and its functioning, including if the land allowed for the transport corridors is sufficient for the operation of the vehicles, including during intermediate stages of the overall development.

[11] The matters identified above are matters that the Panel does not have specific expertise in. It has reviewed the Application carefully and, mindful of cl 14.5 Guidance Note, considers it would best achieve its s 10 obligations by appointing a technical advisor with the appropriate expertise to assist it, especially in light of the tight timeframes in the FTAA for delivery of its decision and the procedural steps leading up to doing so.

### **Scope**

[12] The proposed purpose of the assistance sought is to help the Panel to identify the scale and significance of effects of the development over time, including with and without the assumed upgrades to external intersections in place.

[13] At this time, the matters the Panel proposes to request the Technical Advisor address are:

- a. The effect of the development on the functioning of the traffic environment, in particular the intersections at Pound Road and Waterloo Road, Pound Road and Main South Road/ State Highway 1 and rail crossing on Pound Road, including from queuing lengths (as modelled) and the proposed intersections connecting the site with the external roading network.
- b. How will the effects of the development impact the traffic environment as each stage of the development is released? How has the modelling report assessed these effects?
- c. What would the impact be if the competent agency (likely NZTA or CCC) did not upgrade the intersection of Waterloo and Pound Road and/or Pound Road and Main South Road/ State Highway 1 before 31 December 2027?
- d. What is the impact of the development on Maddisons Road and Marshs Road? Have effects on these two roads been adequately assessed?
- e. Comments on the design of the road network within the development, including intersection design and connections to bus routes and cycleways.

[14] As noted in Minute 2 and discussed in the Memorandum, the scope of the Technical Advisor's engagement may include a peer review. For clarity, the Panel

records it is not asking for a peer review.

[15] The Panel notes the matters addressed above may evolve once comments are received. In making this point, the Panel notes the importance of ‘keeping things moving’ given the timeframes for decision-making under the FTAA, which is why the Technical Advisor has been appointed before comments have been received. Should the comments result in the matters the Panel seeks assistance with “evolving” a further minute will be issued.

### **Directions**

[16] The Panel directs the Applicant to provide comments on the proposed scope, purpose and rationale of Mr Metherell’s engagement and any legal submissions in support by **5pm Thursday 6 November 2025**.

[17] The Panel confirms the Applicant will be given an opportunity to respond to the matters the technical advisor provides advice to the Panel on. We will issue directions accordingly in due course.



Chris Thomsen

**Pound Road Industrial Development Expert Panel Chair**