

Fast-track Approvals Act 2024

MINUTE 13 OF THE EXPERT PANEL

Pound Road Industrial Development [FTAA-2505-1057]

4 February 2026

- [1] The processing of the Application was resumed on 3 February 2026.
- [2] A memorandum dated 3 February 2026 (**Memorandum**) was filed by the Applicant updating the Panel on discussions between Christchurch City Council (**CCC**), NZ Transport Agency (**NZTA**), KiwiRail (together, **Transport Agencies**) and it on the transportation matters addressed in Minutes 11 and 12.
- [3] Following receipt of the Memorandum, this minute makes directions for the conference set down for Thursday 5 February 2026, which we confirm will proceed.
- [4] To assist the parties to prepare for the conference the Panel offer the following in response to the Memorandum and the Novo Group Memo dated 26 January 2026 (**Novo Memo**):
- a. At [3](b)¹ – the Applicant and CCC clearly state that Stage 1 of the development may proceed without the Pound Road / Waterloo Road and Pound Road / SH1 intersection upgrades (**Upgrades**). The Panel would be assisted by NZTA elaborating on what it means by the

¹ All references are to the Memorandum.

words in parentheses at (i)?

- b. At [3](c) - given the agreement that “an upgrade to the intersections is required to accommodate the full development proposed by the Applicant and background traffic”, and by reference to the Novo Memo’s assessment of the contribution of traffic through the intersections at each stage of development², is there a ‘trigger’ or ‘tipping point’³ where the Upgrades (one or both) need to occur? If so, are the parties in agreement as to when that is?
- c. No party has alerted us to any partial or temporary mitigation options in lieu of the Upgrades that would result in the Applicant making a fair contribution to the Upgrades. Has there been any consideration to if there any viable partial or temporary mitigation options in lieu of the Upgrades that we should consider? Recognising the short timeframe available, in due course the Panel would be assisted by the presentation of diagrams showing upgrade options for any temporary or partial works and comments from the parties on the efficacy of those options (if any).
- d. Do the Transport Agencies have any suggestions for appropriate conditions that address their concerns?
- e. In light of any conditions that are discussed, will CCC be in a position at the conference to comment on enforceability as the local authority responsible for the land use consents? Particularly the enforceability of any condition requiring the Applicant to contribute to the Upgrades once the full development is complete.

[5] The Applicant’s suggested memorandum addressing the matters in

² See e.g. paragraph 11.

³ Refer [1](b). Topics for Conference at Appendix 1 Minute 11.

Appendix 1 would be gratefully received. The Panel will endeavour to read the same before the conference begins but the Applicant should be prepared to take us through the memorandum at the start of the conference.

- [6] The Panel can signal that it expects the conference to be 'fluid' and other than the topics identified in Appendix 1 and above, no formal agenda will be set down. Nonetheless, it would be helpful if the parties would all come prepared to briefly set out their position on key issues at the outset of the conference.
- [7] Following receipt of the Memorandum and other information it is now suggested the parties allow around three hours for the conference. We also note one member of the Panel will be attending remotely.
- [8] Finally, the Applicant is requested to update the EPA on the cross-sections directed at [20] of Minute 11. Will the cross-sections be available at the conference? If not, when?



Chris Thomsen

Pound Road Industrial Development Expert Panel Chair