

Fast-track Approvals Act 2024

MINUTE 10 OF THE EXPERT PANEL

Pound Road Industrial Development [FTAA-2505-1057]

22 January 2026

- [1] The Panel acknowledge memoranda from Christchurch City Council (**CCC**), New Zealand Transport Agency (**NZTA**) and KiwiRail (together, **Transport Agencies**) in response to Minute 8. The memoranda comment on the matters the Applicant has identified as outstanding in respect of the transportation impact/effects of the Application.¹
- [2] The memoranda show agreement between the parties as to the matters that are outstanding. A substantive response to the memoranda and further directions will follow shortly.
- [3] In the meantime, the Panel seek comments from the Applicant and Transport Agencies on the appointment of Andrew Metherell as a special advisor on transportation matters. The appointment would be to assist the Panel to understand the evidence that goes to its eventual decision on the suitability of the various conditions² proposed by the parties to address the timing (and possibly funding) of the Pound Road / Waterloo Road and Pound Road / SH1 intersection upgrades (**Intersection Upgrades**).

¹ See the Applicant's Memorandum in response to Minute 3 of the Expert Panel at paragraph 16

² See e.g. the Applicant's proposed condition 3 in its s 55 response, responding to CCC's suggested condition.

[4] We propose to ask the following questions:

It is understood the parties agree that the modelling undertaken by the Applicant, including in the Integrated Transport Assessment in the AEE, provides a reliable foundation for determining intersection upgrades required to mitigate the effects of the Application. The Panel further understands that the modelling assumes linear growth in average traffic demand from the development and that it shows that the Pound Road / Waterloo Road and Pound Road / SH1 intersection upgrades (**Intersection Upgrades**) would be required by around 2030/2031.

With that in mind, to what extent does the evidence before the Panel, including but not limited to the modelling, show:

- a) What the impact of the development would be as each stage of the subdivision is released? – assuming the Intersection Upgrades were not implemented?
- b) What the impact of the development would be as each stage of the subdivision is released? – assuming the Intersection Upgrades were implemented?
- c) When will the impacts on the Pound Road / Waterloo Road and Pound Road / SH1 intersections ‘trigger’ the need to have the Intersection Upgrades completed by, with reference to the staging³ of the Application as proposed by the Applicant?
- d) The proportion of the traffic impacts attributable to the subdivision at the Pound Road / Waterloo Road and Pound Road / SH1 intersections compared to the overall traffic

³ With reference to the stages shown on the Davie Lovell Smith scheme plan, drawing E20739, revision R2.

impacts, with reference to the staging of the application as proposed by the Applicant?

- [5] In proposing to seek this advice, we have taken account of the matters raised by the Applicant in its Memorandum in Response to Minute 3 dated 19 December 2025. Our current view is that this question falls within Mr Metherell's expertise and relates to discrete matters that will assist the Panel with its decision-making on the outstanding transportation matters, which we consider to be a significant matter for our consideration (at least partly as these issues are in dispute between the parties).
- [6] If the Applicant or Transport Agencies wish to make any submissions, or provide comment on, the above matters they are directed to do so by 12pm Friday 23 January 2026.



Chris Thomsen

Pound Road Industrial Development Expert Panel Chair