

Before the Expert Panel

FTAA-2505-1057

Under	Fast-track Approvals Act 2024 (FTAA)
In the matter of	Pound Road Industrial Development
Between	NTP DEVELOPMENT HOLDINGS LIMITED
	Applicant

Memorandum to the Expert Panel in response to Minute 10

Date: 23 January 2026

Applicant's solicitors:

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**anderson
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May it please the Panel

- 1 Minute 10 seeks comment from the Applicant and Transport Agencies on the appointment of Andrew Metherell as a special advisor on transportation matters regarding the Pound Road Industrial Development [FTAA-2505-1057] Application (**Application**).
- 2 In summary, the Applicant does not consider that Mr Metherell's engagement is required or consistent with the purpose and principles of the Fast-track Approvals Act 2024 (**FTAA**). To substantiate this position, the Applicant intends to provide an answer to the Panel's proposed questions outlined in para [4] of Minute 10 by **COB Monday, 24 January**.

Scope of Remaining Traffic Issues

- 3 The memoranda from the New Zealand Transport Agency (**NZTA**), the Christchurch City Council (**CCC**), and KiwiRail (together, **Transport Agencies**) in response to Minute 8 confirm that only minor matters remain outstanding. As identified by the Panel, the issues remaining in dispute have now narrowed to a small set of refinements, principally relating to the timing and funding arrangements for the Pound Road/Waterloo Road and Pound Road/SH1 intersection upgrades. This outcome reflects the significant progress achieved through continued and constructive consultation between the Applicant and Transport Agencies.
- 4 As noted in NZTA's memorandum of 20 January 2026, all parties have confirmed that the transport modelling provides a reliable and agreed basis for determining the nature and timing of the required upgrades, with NZTA recording that all of the key technical questions before it "were answered in the affirmative" following recent engagement with the Applicant.
- 5 Section 84A of the FTAA empowers the Panel to impose conditions to ensure that infrastructure within the project area, or any other infrastructure on which the project depends, is or can be made adequate to support the proposal. On that basis, the central question becomes whether appropriate and workable conditions can be crafted to allow for adequate infrastructure to materialise.
- 6 The modelling provides a sound, agreed-upon platform for determining the appropriate suite of conditions under the FTAA, which the Applicant intends to continue advancing through ongoing dialogue with the Transport Agencies. Importantly, the Panel has evidence that the Applicant remains willing to contribute to infrastructure improvements to mitigate the impact on the network caused by increased traffic from the development.

Scope of Mr Metherell's engagement

- 7 Given the limited scope of outstanding matters, the Applicant considers it unnecessary for the Panel to engage any additional experts. The questions proposed for Mr Metherell to answer in para [4] of Minute 10 relate to issues for which the relevant technical analysis is already well advanced and largely agreed between the parties, and the parties can therefore answer the questions themselves.
- 8 The purpose of the FTAA is to facilitate the delivery of infrastructure and development projects that provide significant regional or national benefits. Under the FTAA, the Panel may direct lines of inquiry in a substantive application to identify and resolve issues in a timely, efficient, and cost-effective manner, consistent with s 10 of the FTAA. In alignment with the purpose and principles of the FTAA and the Panel's Practice and Procedure Guidance Note (**Guidance Note**), a technical adviser should be appointed only to report on specific issues of disputed fact, opinion, or methodology.
- 9 In this context, the Applicant submits that appointing Mr Metherell is unnecessary and inconsistent with the purpose and principles of the FTAA. The FTAA is expressly designed to streamline decision-making and avoid duplicative or unwarranted process steps, particularly where the relevant technical matters are already well understood and largely resolved. Introducing an additional expert at this late stage, where there is no apparent disagreement on technical information between the Applicant and the Transport Agencies, would only add avoidable complexity, cost, and delay, without assisting the Panel in resolving any genuinely disputed issues of fact, opinion, or methodology. Such an appointment would therefore run counter to the efficient, targeted, and proportionate inquiry framework mandated under the FTAA and reinforced in the Panel's Guidance Note.
- 10 The Applicants consider that it is more appropriate for the experts already engaged in the process to address the questions raised by the Panel. To this end, and to support its position, the Applicant intends to provide its responses to the Panel's proposed questions by close of business Monday, 24 January.
- 11 For these reasons, the Applicant does not support the proposed appointment of Mr Metherell to assist with the questions posed by the Panel in Minute 8.

Dated this 23 January 2026

A handwritten signature in black ink, appearing to read "Jo Appleyard". The signature is written in a cursive, flowing style.

Jo Appleyard / Tallulah Parker
Counsel for NTP Development Holdings Limited