

Before the Expert Panel

**FTAA-2505-1057**

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

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**Memorandum to the Expert Panel in response to Minute 8**

Date: 20 January 2026

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**Applicant's solicitors:**

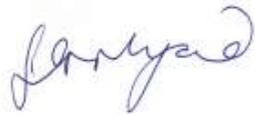
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**anderson  
lloyd.**

**May it please the Panel**

- 1 Minute 8 seeks the Applicant's views on whether the Panel should receive the additional comments submitted by the owner of 33 Barbers Road regarding the Pound Road Industrial Development [FTAA-2505-1057] Application (**Application**). Those comments were provided on 23 December 2025, after the period for comments under s 54 of the Fast-track Approvals Act 2024 (**FTAA**) had closed.
- 2 While the Panel may accept the late comment under s 81(6)(b) of the FTAA, the Applicant considers that it adds nothing new. The matters raised have already been fully addressed in the Application material and the expert evidence before the Panel.
- 3 Accordingly, the Applicant does not have a view on whether the Panel accepts the comment, noting that its late filing does not affect the assessment of the Application.
- 4 If the Panel does choose to receive it, the Applicant encloses a short memorandum from its transport expert confirming that the issues raised do not alter any of the conclusions reached in the transport assessment (see **Appendix One**).

Dated this 20 January 2026



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Jo Appleyard / Tallulah Parker  
Counsel for NTP Development Holdings Limited

**Appendix One: Pound Road, Christchurch Applicant Response to further  
Transport Submission**

20 January 2026

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## MEMO

**TO:** Dean Christie, NTP Development Holdings Ltd  
**FROM:** Nick Fuller, Principal Transport Engineer  
**PROJECT REF:** 0383-012\_Pound Rd\_TM003

### **FTAA-2505-1057: POUND ROAD, CHRISTCHURCH APPLICANT RESPONSE TO FURTHER TRANSPORT SUBMISSION**

1. This memorandum provides our response to the further transport related submission from Cass Jones and Gemma McLaughlin regarding the above application.

#### *Location of Access Intersection*

2. The further submission raises concerns regarding the location of the southern access intersection to the proposed development site in relation to the existing vehicle crossing to 33 Barters Road. The concerns raised are that the proposed intersection location makes access to 33 Barters Road more dangerous.
3. I consider that the access to 33 Barters Road has low traffic volumes, as it serves a single rural residential dwelling. There is sufficient space on that site to enable vehicles to enter and exit the road forward. There will be good visibility to traffic on Barters Road and at the proposed site access intersection to identify safe gaps in traffic to turn to / from the property.
4. The predominant flow of development site traffic at the intersection will be to / from the south and not passing the 33 Barters Road access. Left turning traffic into and out of 33 Barters Road will be unaffected by the proposed intersection arrangement, noting there is a separation of approximately 16m. There is potential that the central portion of the road (to the north of the intersection) could be marked as a flush median to accommodate right turns into the 33 Barters Road. This could be resolved at detailed design stage without modifications to the overall intersection geometry.
5. I note that the access location will comply with the District Plan requirements for access separation from intersections<sup>1</sup>. I also note that the Council has not raised any concerns regarding the proximity of this access to the proposed intersection.
6. Given the above, I consider the proximity of the proposed site access intersection to this existing vehicle crossing to be acceptable.

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<sup>1</sup> Noting there is no separation requirement where an access is located on the opposite side of the road.



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### *Pedestrian Crossing Points*

7. This submission seeks that pedestrian crossing points are provided at the Barters Road / Waterloo Road intersection to facilitate access to the shared path on the southern side of Waterloo Road and reserve.
8. I consider these are unnecessary, as pedestrians and cyclists will be able to travel through the subdivision and use the proposed footpaths and shared path to connect with the Waterloo Road shared path at the intersection with Pound Road. I have addressed these matters in paragraphs 42 to 44 of my previous response (dated 18 December 2025).
9. I also note that the reserve referred to in the submission is a stormwater treatment facility, rather than a recreation space. As such, I would not expect the reserve to generate a pedestrian / cycle demand.