

Fast-track Approvals Act 2024

MINUTE 11 OF THE EXPERT PANEL

Pound Road Industrial Development [FTAA-2505-1057]

23 January 2026

- [1] This minute addresses the progression of this Application. It:
- a. Makes directions for a conference/workshop of the parties interested in matters relating to the outstanding matters on traffic impacts/effects.
 - b. Makes directions seeking assistance to understand the impact (if any) of the amended national direction that has recently come into force.
 - c. Makes a determination on the receipt of additional information provided by the owner of 33 Barters Rd out of time.

Response to Minute 8 – outstanding matters

- [2] A memorandum of 19 December 2025 responding to Minute 3 (**Transportation Memo**) set out the matters the Applicant considered were still in contention between it and Christchurch City Council (**CCC**), New Zealand Transport Agency (**NZTA**) and KiwiRail (together, **Transport Agencies**) relating to transportation matters.
- [3] To avoid repetition, parties and other readers are referred to paragraphs 16 – 19 of the Transportation Memo for a list of the outstanding matters

identified by the Applicant.

- [4] The Panel then directed NZTA, CCC and KiwiRail to advise of their position on the remaining matters of disagreement between them and the Applicant.
- [5] On 20 January 2026 the Panel received advice on the remaining matters of disagreement from the Transport Agencies. Alignment between the parties was good.

Next Steps – resolution of disputed transportation matters

- [6] Section 10 FTAA requires us, when exercising powers and functions under the Act, to take all practicable steps to use timely, efficient, consistent, and cost-effective processes that are proportionate to the functions, duties, or powers being performed or exercised. Aligned with that obligation, clause 10 Schedule 3 FTAA gives us a broad discretion to determine our own procedure to ensure a just and timely determination of the Application - all while keeping the purpose of the Act in mind to facilitate (here) the delivery of development projects with significant regional benefits.
- [7] In light of these obligations and powers, we consider there is merit in the Applicant, the Transport Agencies and their experts attending a conference with the Panel to explore the unresolved matters between those parties and the potential solutions advanced by the parties to address them.
- [8] We envisage a relatively informal process, similar to a workshop, where all attending parties are given an opportunity to explain their position and what the solutions could be – we presume principally through conditions. We anticipate each party needing no more than 45 minutes to present their position and respond to questions from the Panel (the Panel are open to enlarging this time if parties consider it necessary). Once that has been done, the Panel could engage the parties in a roundtable discussion,

continuing to explore the issues.

- [9] We emphasise we are not directing panel-facilitated mediation. Rather, an opportunity for all parties to help the Panel understand their positions and to update it on any progress that has been made via direct discussions.¹
- [10] Parties are not required to file and serve any statements or summaries of position before the conference. However, any party that wishes to do so can and should circulate to all parties.
- [11] Attached as Appendix 1 is a list of topics the Panel is interested in. The parties are **directed** to confer on the list of topics and advise if they have any amendments or additions they wish to make by **Tuesday 27 January 2026**.
- [12] In the meantime, to assist, we further discuss below what the Panel wishes to receive further assistance on.

Intersection Upgrades

- [13] NZTA, CCC and the Applicant all agree an outstanding issue is the timing and funding of the Pound Road / Waterloo Road and Pound Road / SH1 intersection upgrades (**Intersection Upgrades**). The Panel agrees.
- [14] Currently, the Panel is proceeding on the basis that there is a possible solution to resolve the timing and funding of the Intersection Upgrades in the drafting of a condition or conditions requiring a contribution from the Applicant to the Intersection Upgrades. However, the drafting proposed by the parties at this time may, variously, be too uncertain or appears to rely on third party approvals. Thus, the Panel wish to hear further from the parties on the proposed conditions.
- [15] Another issue the Panel wish to better understand is the impact of the

¹ Refer NZTA Memorandum 20 January 2026 at 3.2.iv.

development on the intersections as each stage is released.

- [16] In Minute 10 we have sought comment on questions we are proposing to put to a transportation advisor to assist us to understand the relationship between the development (including as stages are released) and the Intersection Upgrades. Parties are directed to that minute and those questions for further guidance on the matters the Panel is considering and wish to hear from the parties on.
- [17] Should the Panel proceed with the appointment of special transportation advisor, it is anticipated that advisor would provide answers to the questions before the conference and then attend the conference.
- [18] Additionally, as the conference is likely to discuss matters relating to the structure and drafting of conditions we also see benefit in Ms Dines attending.

Issues between the Applicant and CCC – widening of BarTERS Rd, Hasketts Rd, Pound Rd and Shared Path/Cycle Path

- [19] In its memorandum CCC identify two issues that remain in dispute between it and the Applicant – see from paragraph 8 -15. We understand these points to align with the matters identified by the Applicant at 16(a) – (c).
- [20] To assist the Panel to understand these differences fully, firstly in respect of the Infrastructure Design Standards (**IDS**), the Applicant is **directed** to prepare cross sections to illustrate the differences between the Applicant's proposed widening upgrades to BarTERS, Hasketts and Pound Roads, the widening upgrades sought by CCC and the existing carriageways. The cross sections should show (for all cases) the dimensions for:
- a. The extent of carriageway;
 - b. The extent of shoulders (both sealed and unsealed);

- c. The centreline; and
- d. Any relevant constraints.

[21] The Applicant should consult with Mr Rodgers of CCC so that the sections accurately reflect the widening sought by CCC.

[22] Secondly, the Panel would like comment from the parties at the conference on the consistency between the IDS and the District Plan requirements, and the reasoning for any different design standards being applicable.

[23] Finally, in respect to the Pound Rd frontage pedestrian and cycle access, the Panel is interested in hearing further from the parties at the conference regarding the use of separated or marked in cycleways along Pound Road. In particular, we seek comment on how the proposed future road classification and its speed environment would affect the choice of cycleway (and its width) and whether a cycleway within the shoulder would have suitable separation to heavy vehicle traffic.

Response to Minute 8 – KiwiRail and LCISA

[24] KiwiRail confirmed it still seeks a Level Crossing Safety Impact Assessment (**LCSIA**) but advised that the cost of any works recommended by the LCISA would be the responsibility of CCC. While not retreating from its primary position, KiwiRail advised it would defer to CCC on this matter.

[25] The Panel can signal that it understands the parties' position on this matter of disagreement and does not necessarily see benefit in specifically addressing this issue at the conference. The parties should advise if they disagree and wish to include this matter on the list of topics.

Directions for Conference

[26] We therefore **direct** a conference with the identified parties be set down for **Thursday 29 January 2026** in Christchurch. The venue and start time

(tentatively 10am) will be confirmed by the EPA and it is directed to ensure audio-visual facilities are available for anyone who wishes to attend remotely.

Amended National Direction

- [27] Ten new or amended national direction instruments under the Resource Management Act 1991 were notified on 18 December 2025 and came into effect on 15 January 2026. Those instruments concern various matters including natural hazards, indigenous biodiversity, freshwater management, and highly productive land.
- [28] Although it is possible some of the new or amended instruments will have no consequence for the approvals we have been asked to grant, others may do.
- [29] The Applicant is therefore directed to provide their assessment of the application/implications of the new/amended national direction instruments to the proposal that are relevant for consideration, by memorandum by **2 February 2026**.

Further information from 33 Barters Rd

- [30] As set out in Minute 8, additional comments were received from the owner of 33 Barters Rd on 23 December 2025.
- [31] The Panel sought comments from the Applicant. The Applicant advised it did not have a view on whether the comments should be accepted. However, it provided comment on them all the same. In short it said that the matters raised have already been addressed.
- [32] Given the Applicant has gone to effort of addressing the additional information and does not oppose its introduction, it seems to the Panel it is reasonable to accept the late comments.

[33] The EPA are **directed** to forward the comments to the Panel for our consideration and to take any other necessary administrative steps.



Chris Thomsen

Pound Road Industrial Development Expert Panel Chair

Appendix 1 – Topics for Conference

1. Delivery, timing and funding of the Intersection Upgrades.
 - a. Is it correct that all parties agree that the upgrades are required to manage effects? Or could some or all of the development be approved without the upgrades being completed?
 - b. What is the impact of the development on the intersections as each stage is released? Is there a “tipping point” where the impacts are significant on the transportation network? If so, what does that mean for granting approvals for the Application?
 - c. Do the parties’ proposed conditions requiring the Intersection Upgrades:
 - i. Provide sufficient certainty that the upgrades will be undertaken?
 - ii. Provide certainty that the implementation of the upgrades will be complete by 2030/2031? – being the time the Applicant identifies that they are required.
 - iii. Provide sufficient certainty as to the contribution the Applicant will pay for the upgrades or provide a methodology to determine the same?
 - iv. Are lawful?
2. The issue of proportionality of impacts and contribution to the intersection upgrades.
 - a. How should the proportion of impacts and costs attributed to the subdivision be assessed?

- b. Could the physical works for the intersection upgrades be carried out in discrete stages? Is there a discrete stage of work that is in general proportion to the impacts attributed to the subdivision?
3. Relevance and interpretation of s 84A – especially for the delivery, timing and funding of the Intersection Upgrades.
4. Works at Barters Rd, Hasketts Rd, Pound Rd and Shared Paths:
 - a. Cross-sections – clarify and confirm the differences between CCC and the Applicant.
 - b. Relationship between the between the IDS and the District Plan requirements for upgrades required for Barters Rd, Hasketts Rd and Pound Rd?
 - c. Risk to cyclists and pedestrians at Stage 2 and beyond and the need to provide separate cycle facilities on Pound Rd.