

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 enclosing the Applicant's response to the Panel's questions set out in para [4] pf Minute 10.**

Date: 26 January 2026

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**May it please the Panel**

- 1 The Applicant refers to Minute 10, which sought comments 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 As indicated in the Applicant's memorandum dated 23 January 2026, the Applicant does not consider that such an appointment is required or consistent with the purpose and principles of the Fast-track Approvals Act 2024 (**FTAA**). To substantiate that response, please find enclosed the Applicant's response to the Panel's proposed questions set out in paragraph [4] of Minute 10.

Dated this 26 January 2026



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Jo Appleyard / Tallulah Parker  
Counsel for NTP Development Holdings Limited

**FTAA-2505-1057: Pount Road, Christchurch Applicant response to Minute  
10**

26 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\_TM004

## FTAA-2505-1057: POUND ROAD, CHRISTCHURCH APPLICANT RESPONSE TO MINUTE 10

1. This memorandum provides our response to the questions raised by the Panel in Minute 10. Those questions sought to understand the transport effects of the proposed development at the Pound Road / Waterloo Road and Pound Road / SH1 intersections both with and without the recommended intersection upgrades.

### Development Staging

2. The proposed development is intended to be developed over four stages, with each stage being as follows (some rounding errors occur):
  - i. Stage 1: 18.9ha (31% of the overall site area);
  - ii. Stage 2: 13.5ha (22% of the overall site area, leading to 54% of the overall developed at the end of this stage);
  - iii. Stage 3: 19.4ha (32% of the overall site area, leading to 86% of the overall developed at the end of this stage); and
  - iv. Stage 4: 8.6ha (14% of the overall site area).
3. Development of the site is anticipated to occur at a steady rate between 2028 to 2038, with the proposed conditions deferring issuing of Lot titles until 31 December 2027. This leads to approximately 9% of the development occurring each year to completion in 2038. As such:
  - i. Stage 1 would be complete in 2030 / 2031;
  - ii. Stage 2 would be complete in 2032 / 2033;
  - iii. Stage 3 would be complete in 2036 / 2037; and
  - iv. Stage 4 would be complete in 2038.

### Minute 10 Queries

4. The following provides a brief response to the questions set out in Minute 10 based on the outcomes of the traffic modelling.



a) *What the impact of the development would be as each stage of the subdivision is released? – assuming the Intersection Upgrades were not implemented?*

5. The information provided in the ITA<sup>1</sup> indicates that with inclusion of traffic contributions from the development the State Highway 1 / Pound Road intersection would need to be improved by 2030 / 2031, which is consistent with the end of Stage 1 of the development. The same modelling indicates that the Waterloo Road / Pound Road intersection would require upgrading by 2033 / 2034, which is broadly at the end of Stage 2 (or start of Stage 3). The transport effects (because of the development) on the State Highway 1 / Pound Road and Pound Road / Waterloo Road intersections if the upgrades are not implemented relate to the efficiency of the network and road safety.
6. With regards to the efficiency effects of not undertaking the improvements, the intersections will initially operate within acceptable levels of delay (i.e. no movements will be worse than Level of Service E<sup>2</sup>). However, some movements will operate with a Degree of Saturation of greater than 0.9, which is the typically acceptable upper limit for traffic signals. Although this is within the theoretical capacity of the intersection (less than a Degree of Saturation of 1), small increases in traffic volumes (such as from rainy days) will have disproportionate adverse effects on the operation of the intersection in terms of queuing and delay.
7. The key safety effects relate to the rail crossing. Although queuing currently occurs that extends across that crossing, it can clear the intersection in a single cycle (i.e. they only stop once at a red traffic light). As the operation of the intersection deteriorates those queues may no longer be able to get through the intersection in one cycle of the lights and may need to wait for a second phase of the intersection. Whilst this is relatively common in congested urban environments, there is potential that drivers incorrectly assume they can make it through the rail crossing but get caught at the end of a phase. This leads to concerns regarding safety of vehicles and trains at the crossing. Whilst there are safety measures in place that make it clear drivers should not queue on the rail crossing, the poor operation of the intersections increases the potential for drivers to make mistakes that lead to adverse safety outcomes.

b) *What the impact of the development would be as each stage of the subdivision is released? – assuming the Intersection Upgrades were implemented?*

8. The traffic modelling identifies that the proposed upgrade will satisfactorily accommodate the predicted full development traffic in 2038. This is agreed with the NZ Transport Agency and Christchurch City Council. As such, interim development scenarios will also be accommodated by the upgrade.

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 staging of the Application as proposed by the Applicant?*

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<sup>1</sup> Appendix 13 of the ITA.

<sup>2</sup> Where Level of Service 'A' is typically considered excellent operation, 'E' is at or approaching capacity and 'F' is over-capacity.



9. As identified in paragraph 5, the State Highway 1 / Pound Road intersection can accommodate Stage 1 plus associated background traffic growth, so the trigger for this upgrade would be commencement of Stage 2 of the development (approximately 2031). The Waterloo Road / Pound Road intersection can accommodate Stage 2, so the trigger for this upgrade would be commencement of Stage 3 of the development (approximately 2033).

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

10. We consider the proportion of traffic impact attributable to the proposed development to be commensurate with the percentage of traffic that the development generates through these intersections during the peak hours. **Table 1** sets out the peak hour traffic volumes through the State Highway 1 / Pound Road and Waterloo Road / Pound Road intersections at the future years that most closely match the ends of proposed development stages. This presents the baseline and with development traffic volumes, plus the percentage increase in traffic through the intersections as a result of the proposed development<sup>3</sup>.
11. Table 1 indicates the development will contribute the following percentages of traffic through the combined SH1 / Pound Road and Pound Road / Waterloo Road intersections at each stage of development:
  - i. Stage 1 – 6%
  - ii. Stage 2 – 12%
  - iii. Stage 3 – 17%
  - iv. Stage 4 – 20%
12. As per our correspondence with the NZ Transport Agency<sup>4</sup> regarding traffic generation rates associated with the modelling, the traffic generation rates used are at least 24% higher than those of other survey data we are aware of. This means the above provides a robust assessment of the volume of development traffic that may travel through these intersections.

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<sup>3</sup> The traffic volumes are from the modelling results in Appendix 13 of the ITA. Base years of 2024 and 2038 are included in the overarching CAST model, so traffic volumes for the years between these years have been interpolated assuming linear growth.

<sup>4</sup> Attachment 2 of our 18 December 2025 memo.



Table 1: Intersection Traffic by Stages

Stage	Intersection	Period	Baseline	With Development	Development Traffic %
Stage 1 (2030)	SH1 / Pound Road	AM Peak	2,401	2,532	5%
		PM Peak	2,649	2,779	5%
	Pound Road / Waterloo Road	AM Peak	1,747	1,861	7%
		PM Peak	1,750	1,854	6%
	<b>Combined</b>	-	<b>8,547</b>	<b>9,026</b>	<b>6%</b>
Stage 2 (2033)	SH1 / Pound Road	AM Peak	2,412	2,647	10%
		PM Peak	2,642	2,892	9%
	Pound Road / Waterloo Road	AM Peak	1,790	2,062	15%
		PM Peak	1,792	2,041	14%
	<b>Combined</b>	-	<b>8,636</b>	<b>9,642</b>	<b>12%</b>
Stage 3 (2036)	SH1 / Pound Road	AM Peak	2,504	2,838	13%
		PM Peak	2632	3,008	14%
	Pound Road / Waterloo Road	AM Peak	1,855	2,267	22%
		PM Peak	1,855	2,226	20%
	<b>Combined</b>	-	<b>8,847</b>	<b>10,339</b>	<b>17%</b>
Stage 4 (2038)	SH1 / Pound Road	AM Peak	2,566	2,941	15%
		PM Peak	2,626	3,084	17%
	Pound Road / Waterloo Road	AM Peak	1,898	2,404	27%
		PM Peak	1,897	2,355	24%
	<b>Combined</b>	-	<b>8,987</b>	<b>10,784</b>	<b>20%</b>