

BEFORE THE FAST-TRACK EXPERT PANEL

AT CHRISTCHURCH

IN THE MATTER of the Fast-track Approvals Act
2025

AND

IN THE MATTER of applications for Pound Road
Industrial Area [FTAA-2505-
1057]

**MEMORANDUM FOR CHRISTCHURCH CITY COUNCIL RESPONDING TO MINUTE 8 OF
THE EXPERT PANEL**

Dated: 20 January 2026

Christchurch City Council
53 Hereford Street, Christchurch, 8011
PO Box 73016, Christchurch, 8154

POINTS OF DISAGREEMENT

1. In a minute dated 15 January 2026 the Panel directed CCC to identify the remaining matters of disagreement between CCC and the applicant relating to transportation matters, along with a brief explanation of the reasons for the position.
2. The remaining points of disagreement from CCC's perspective are as follows:

CAPACITY IMPROVEMENTS TO SH1/POUND AND POUND/WATERLOO INTERSECTION

3. There is yet to be agreement on how this will be implemented and funded.
4. This impacts upon a Kiwirail rail line and an existing level crossing, and any changes to it will need to be to Kiwirail's satisfaction.
5. CCC's position is that this is not a project which CCC currently has in its Long Term Plan, carries substantial risks, and is unlikely to be a high priority project for a future Long Term Plan (note this is ultimately a political decision).
6. The concern is that if a clear path to delivery is not in place, the proposed mitigations are unlikely to occur.
7. As this project involves changes to SH1 under NZTA control, and CCC understands that NZTA has been considering a future project that will deliver these improvements (although funding for this is not yet confirmed or committed as far as CCC is aware), CCC will defer to NZTA's evidence on this matter.

CONFORMATION WITH THE INFRASTRUCTURE DESIGN STANDARDS (IDS) REQUIREMENTS FOR A ROAD UPGRADE

8. Council and the Applicant are in general agreement that the upgrade ought to meet the requirements of the IDS. However, the Applicants position is regarding the extent of the upgrade required. The Applicant agrees to upgrade the development side of the road.
9. Council's position is that this is acceptable, provided that the design as required by the IDS can be wholly provided for on the development side of the road (ie from the current road centreline towards the development) and does not require changes to the opposite side of the road.
10. The applicant notes that on Barters Road, widening only towards the development side of the road will result in the carriageway being very close to the existing Barters Road water race at the intersections, and so the widening will need to occur both sides of the road.
11. Council's position is that in this case, the widening on the opposite side is required for the new intersections to function and is not otherwise planned by Council, and so should be a requirement of the development.
12. This remains a point of disagreement between Council and the Applicant.

STAGE 2: POUND ROAD FRONTAGE PEDESTRIAN AND CYCLE ACCESS.

13. Council considers that the pedestrian and cycle access to Stage 1 as proposed is acceptable, however when access is opened to Pound Road this will become a more direct route to the north-eastern part of the development (Stage 2) for all road users, including pedestrians and cyclists, as well as a general northbound route for recreation cycling in general, with no direct pedestrian or cycle facilities provided.
14. The CCC IDS requires separate cycle facilities on rural minor arterial

roads such as Pound Road. The concern is that pedestrians and cyclists whose destination is in that direction (such as commuters using bicycle or public transport to get to Stage 2 of the development) will not avoid the route in the absence of facilities and will be placed at greater risk, and there will be pressure for CCC to deliver the link if it is not provided by the development.

15. This remains a point of disagreement between CCC and the Applicant.

Dated 20 January 2025

Peter Rodgers

