

# MEMORANDUM OF NEW ZEALAND TRANSPORT AGENCY WAKA KOTAHI ON THE POUND ROAD CHRISTCHURCH INDUSTRIAL SUBDIVISION PROJECT

20 January 2026

## 1 INTRODUCTION

- 1.1 This memorandum presents the New Zealand Transport Agency (**NZTA**) assessment of the outstanding transportation matters of disagreement pertaining to the application (**the Application**) submitted by Ngāi Tahu Property Development Holdings (**the Applicant**) for the Pound Road (Yaldhurst Christchurch) subdivision under the Fast Track Approvals Act (**FTAA**) 2024.
- 1.2 The assessment has been prepared in response to an invitation from the Expert Panel (**the Panel**) under Panel Minutes 8 and 9 to provide NZTA comment on the applicants Transportation Memo and provide the NZTA perspective as to the remaining outstanding transportation matters of disagreement relevant to NZTA.

## 2 BACKGROUND

- 2.1 Following the agreement of the Panel to the Applicant's request to pause the Application (Panel Minute 5) the Applicant, and NZTA engaged in further discussions concerning NZTA's interests in the proposed development.
- 2.2 A productive Teams meeting between the Applicant and NZTA on 08/12/2025 exploring the outstanding transportation matters culminated in an agreed set of meeting minutes outlining a reduced range of matters outstanding between the NZTA and the Applicant (refer to the agreed meeting minutes of 08/12/2025 in Attachment 1).

## 3 ASSESSMENT

- 3.1 The agenda for the abovementioned 08/12/2025 meeting addressed the following outstanding questions:
  - i. Does the modelling provide a satisfactory foundation for determining intersection upgrades required to mitigate the effects of the proposed subdivision?
  - ii. Is the proposed Pound Road / SH1 upgrade practicable?
  - iii. Does the design mitigate the anticipated adverse effects arising from the subdivision and associated development?
  - iv. Does NZTA have the appetite to enter into a funding agreement with the applicant?

### Meeting Conclusions and Next Steps

- 3.2 The abovementioned questions were all answered in the affirmative with the following conclusions drawn:
  - i. NZTA's concerns have a feasible and achievable solution, providing confidence to progress the Application while funding and timing issues are resolved.

- ii. All parties agreed a subsequent meeting focused on funding and timing is the logical next step.
- iii. All parties agreed that Christchurch City Council (CCC) as the road controlling authority for the approaches to the Pound Road / SH 1 intersection should be involved in discussions.
- iv. NZTA's process for assessment of unscheduled works and securing funding has been initiated with discussions to be held this week (with CCC included) in preparation for a further joint meeting with the Applicant in the near future.

**The Applicant's Transportation Memo of 19/12/2025** (In response to Panel Minute 3)

3.3 The Applicant's summary of outstanding matters pertaining to the application is set out in section 16 of the Transportation Memo (parts of relevance to NZTA underlined).

"16. In the Applicant's opinion, the outstanding matters of disagreement between the parties in relation to traffic are:

- (a) whether the Applicant or CCC is responsible for the upgrades to Barbers Road and Hasketts Road opposite the Site;
- (b) whether the CCC should contribute toward the funding of shoulder widening on Pound Road along the site frontage;
- (c) the need for a shared path along Pound Road between the proposed Site access roundabout and the Pound Road / Waterloo intersection;
- (d) the timing and funding of the Pound Road / Waterloo Road and Pound Road / SH1 intersection upgrades; and
- (e) whether a Level Crossing Safety Impact Assessment is required prior to development occurring at the site."

**NZTA**

3.4 NZTA is in agreement that the underlined subsection (d) is a fair summary of the general position of the two parties (NZTA and the Applicant) at this stage of negotiations on the timing and funding arrangements around the agreed intersection upgrade.

3.5 However, there is still considerable ground to cover before the precise details around the design, funding, timing and implementation of the intersection are finalised.

3.6 This includes discussions with CCC and the Applicant around the development of a suitable condition of consent for the development addressing:

- i. The establishment of a side agreement between the Applicant and NZTA for the funding of the intersection upgrade
- ii. Title release for subdivision associated with the development to be timed to commence once the intersection upgrading necessary to mitigate the effects generated by development is completed.

**4 CONCLUSION**

4.1 In summary, in providing comments to the Panel on the Application, NZTA identified areas where further information was required. This information has now been supplied, and general agreement has been reached on a pathway forward to address NZTA's remaining concerns.

4.2 NZTA has not yet proposed detailed changes to the draft consent conditions but intends to comment on those prepared by the Panel. However, NZTA would seek to have input into a modified review condition to ensure that anticipated traffic effects generated by the subdivision are mitigated prior to the release of titles.

4.3 In addition, NZTA would seek to ensure that provision for the negotiation of an acceptable side agreement between the Applicant and NZTA covering intersection upgrade contributions where necessary is provided for within the conditions.

**Attachment 1 – NZTA / Ngai Tahu, Minutes of the Meeting of 08/12/2025 on Fast Track Track Application – Pound Road Industrial Subdivision / Development.**

