

SH1 Kaiapoi–Woodend to Pegasus Bypass
Fast Track Approval – Consultation Submission
and
Waimakariri District Council Consenting Process Application

22 April 2026

To whom it may concern,

I acknowledge receipt of your correspondence inviting feedback on the Fast Track approval process for the SH1 Kaiapoi–Woodend to Pegasus Bypass project.

While I am generally supportive of the bypass in principle, I have significant concerns regarding the proposed stormwater and runoff management associated with the project. These concerns relate specifically to the potential impacts on surrounding land, including increased flooding risk, loss of land use, and reduced property accessibility—particularly within the Jelfs Road area.

My concerns arise from a review of the Stormwater and Flooding Assessment and the General Arrangement drawings (Sheet 11, Ref No. RD-DRG-9111) provided as part of the Fast Track approval documentation. Based on this information, the proposal includes increasing culvert capacity to the Waihora Stream and directing additional stormwater runoff from both the new bypass and the Woodend Beach Road overpass into this system.

The Stormwater and Flooding Assessment itself identifies Waihora Stream as a tributary, or overflow channel, of Taranaki Stream, with flow into the system occurring primarily during high flow events. It further states that by the time the channel reaches the area southeast of SH1, it becomes “a broad, poorly defined channel that only flows during flood flows.”

This description clearly indicates that the feature is not a stable or consistently functioning stream, but rather an intermittent overflow pathway reliant on flood conditions and low-lying land to convey water.

In practical terms, this aligns with on-site observations. At and around Jelfs Road, the feature referred to as Waihora Stream is not a defined or maintained watercourse. It is better described as a shallow, overgrown drainage depression with limited conveyance capacity. It is not actively maintained, is obstructed by vegetation and debris, and does not function as a reliable or consistent drainage channel.



Location of existing Waihora Stream and culvert Jelfs Road. (Left Side)



Location of existing Waihora Stream exiting 32 Jelfs Road on the right hand side of road and connecting with existing concrete culvert under Jelfs road.



Looking south along Jelfs Road to the location of the Waihora stream culvert crossing approx. where the white posted street sign is. This photo clearly illustrates the low lying nature of Jelfs Road in this location which is already prone to flooding and erosion of the metal road.

While the “Waihora Stream” feature does provide limited conveyance of runoff, it ultimately feeds into a broader network of low-lying drainage channels, swales, and ditches within the Woodend Beach area, which discharge into the wider lagoon catchment. This system is already under significant strain.

Of particular concern are the details outlined in Section 4.4.5 (Waihora Stream Catchment) of the Stormwater and Flooding Assessment, which describe a system reliant on overland flow paths and low-lying areas, and subject to constraints such as culverts and road embankments that already limit flow capacity.

During winter and periods of moderate to heavy rainfall, the existing drainage network is unable to cope with current water volumes. On my property along Jelfs Road, this has resulted in repeated flooding and waterlogging of paddocks due to ineffective drainage. This is caused by backflow and congestion within the downstream network, particularly due to limited discharge capacity within the lagoon system.

Importantly, my property does not directly connect at the specific Waihora Stream location referenced in the proposal. The flooding experienced is the result of water backing up through an already overloaded network—into which additional stormwater discharge is now proposed.

These concerns have previously been raised with the Waimakariri District Council. Correspondence and site visits have confirmed that this is a low-lying area with an already constrained drainage system and limited outflow capacity. Despite this, the current proposal seeks to introduce additional stormwater into this same system.

A review of the General Arrangement drawings (Sheet 11) further highlights that the proposed design relies heavily on culverts and engineered crossings to collect and convey stormwater from the bypass and associated infrastructure into the receiving environment. This approach effectively concentrates and accelerates runoff into the downstream network.

However, there is no corresponding evidence within the design documentation that downstream capacity—particularly within the Waihora Stream system and connected low-lying drainage network around Jelfs Road—has been upgraded to accommodate this increased flow. This creates a fundamental imbalance whereby stormwater input and conveyance efficiency is increased, while the receiving environment remains constrained and already under stress.

Given that the receiving environment is characterised by intermittent flow, limited capacity, and reliance on overland flood pathways, the proposal to direct additional stormwater into this system introduces a significant and unacceptable risk. The assessment itself acknowledges that flooding is influenced by constraints such as culvert capacity and road embankments. Introducing additional discharge into a system that is both physically constrained and functionally intermittent is likely to exacerbate upstream flooding, increase backflow through connected drainage networks, and further impact adjacent private land.

This has direct implications for land usability, property access, and long-term land value. In my case, it risks rendering productive land unusable as a direct consequence of the proposed design.

In summary, I strongly urge that the stormwater and runoff management strategy for this project be reassessed. Specifically, I request that:

- The suitability and capacity of the Waihora Stream and associated drainage network be independently reviewed, including physical site inspections rather than reliance solely on modelling.
- The detailed design for the Jelfs Road underpass culvert and surrounding low-lying areas be revised to ensure the system can accommodate any additional runoff without increasing flood risk. Looking on Jelfs Road at the culvert and low lying road, road suitability to cope with this and potential flood risks and erosion.
- Alternative stormwater management solutions be considered that avoid discharging into an already overloaded and poorly maintained system.

- The cumulative downstream impacts on private landowners be fully assessed and addressed prior to approval. How will additional water be managed and allowed to exit when the current system does not allow exit as it stands.

It is unclear how a system explicitly described within the applicant's own assessment as only functioning during flood events has been deemed suitable to receive additional engineered stormwater discharge.

The design appears to prioritise efficient drainage of the state highway corridor without adequately addressing the cumulative downstream effects on private land and existing drainage infrastructure.

The documents referenced in support of these concerns are as follows:

4A General Arrangement — PART 2 (Sheet 11, Ref No. RD-DRG-9111)

https://www.fasttrack.govt.nz/_data/assets/pdf_file/0025/19366/82baf2ff28bf2e9364de3de170fa6320a3223d41.pdf

3L Stormwater and Flooding Assessment

https://www.fasttrack.govt.nz/_data/assets/pdf_file/0022/19363/3L-Stormwater-and-Flooding-Assessment_Redacted.pdf

Thank you for the opportunity to provide feedback on this proposal.

Yours sincerely,

Lance Dartnall

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