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Subject: Woodend By Pass - Fast Track - Consent conditions disappear? Toll? Will any one use it?

Hi National MP's

Just wanting a few answers here.

The Woodend By Pass Motorway -Toll ? Consent conditions?

Just wondering why does the Woodend By Pass Motorway extension (4km

Long) need to be fast tracked? what happens to the 100 + resource consent conditions? Do they disappear?

See consent conditions attached.

From the Kaiapoi River to Middle of Woodend. 4km

There are many reasons why the Woodend by pass was never been built in the past in this coastal location.

At best its a very expensive Matt Doocey pet political project. If this project was in Auckland would there be enough traffic to justify the expense of building this all out motorway when more local roading solutions would achieve a far better outcome for a fraction of the price. .

Its a 4km engineering challenge & environmental disaster, which makes not logical sense. The 1960 designation was lifted & lots of developemnt happen. Then just before the earthquake planning began again on recreating designation. It was the first test case planning of the broad brush motorway to be designated - completely lacking in detail plans, elevation. Rate payers have no idea how costly this motorway is.

Lots of issues building a coastal motorway: Lots more development, global warming, sea level rise, coastal flooding issues, known earthquake issues, liquefaction, lateral spread, high water table, not the best place for a heavy motorway structures. It also goes straight through the massive North End Sands Shingle Pits and the old Gladstone Road rubbish dump. Takes Maori land & destroy's cultural site & ruins fishing. Lots of buried bones through here after the sacking of the

Kaiapoi. Infrastructure needs to move inland to future proof.

Very strange the govt is committing to buying more land for a project without a budget. No detailed public release of motorway plans, elevations, so many bridges/over passes staggering amount of fill.

Its only 4 km and so over the top. Much better to think about a local road improvements (adding another lane at pine acres & through Woodend. Look at a future local roading route inland, west of the airport, Rangiora and Amberley linking to Inland road. Be a quick trip to Hammer. New bridge inland over the Waimac would be very handy and change the way traffic moves, no need to go through Woodend, giving more options if the other 3 bridges are damage in a flood or earthquake. But was never part of the brief.

So much has changed, Ecan is due to release a report at the end of the year on the infrastructure and effects of the Alpine fault, and the new issues effecting the Woodend By Pass. The route is now quite built up. There has been the earthquakes, liquefaction along the east coast. Kaiapoi was ground zero liquefaction/damaged roads, structures. The last earthquake had major effects on the many shingle pits lakes.

*The Kaiapoi Lakes: cause way across the lake sank (put there to stop the contaminated rubbish dump which tipped directly into the lake, infilling polluted the far end of the lake. The lookout deck also slipped down the bank *The Lakes subdivision: structures gave way
* North End Sand Shingle Pit : causeway subsided.

The route runs through the council's new maps zones showing liquefaction & tsunami, flooding. These areas have many low lying historic wetlands so close to the coast, with a high water table. Woodend itself has mushroomed and the motorway no longer by passes Woodend. It finishes in the middle of it. No talk of the next stage.

The Ashely bridge is in a fragile coastal environment. Not the best place for a motorway bridge. Its is old and narrow, with coastal tidal flooding/fresh water flooding. Nasty big flood here in the 50's. Closed the bridge. It cant fit wide machinery either so that traffic has to go to the Rangiora bridge. The next section of state highway by the fragile saltwater creek has been closed to flooding too.

The entire length of the motorway is through significant cultural & historic Maori landscape (Most populated Maori trading centre in the South Island, lots of pa sites throughout the area . History: In 1831 the Kaiapoi Pa was attacked, massive battles & four month siege by Te Rauparha. Many people were killed as they fled through the surrounding swamp land. In the 60's lots of tension with building the motorway & bridge over the Cam. It also takes Maori land.

Seems to be a lack of public info out there about the planning, unless you were at the hearings.

This is what I gather is proposed.

1. Additional lanes for the bridge over the Kaiapoi River which is very bad liquefaction area. Off ramp bridge as well. (Engineering Challenge)

Then from the the current strip of two way motorway is very low lying and the whole area both sides motorway has flooded big time before.
(maybe former estuary)

2. More huge bridges over the Cam River. The tidal toe is around here and is the breeding habitat for whitebait. (Environmental nightmare) 3. An over bridge by Williams Street/Lees road which is very close to the Lakes Subdivision. Lateral spread issues with heavy structures close to deep shingle pits. (Engineering Challenge)

4. Filling in the some of massive North End Sand shingle pit lakes of North End Sand. (Costly engineering Challenge) Filled by ground water aquifers, high water table, lots of fill to make a road to be above the water table. Huge demand for shingle/sand which was used to re build Christchurch so early plan showed no lake.

Currently plans on old arial show small lake, when it fact its huge now. These lakes are over 15 acres of water here now. Its a lovely spot. Shingle Pits resource consent requires extensive landscaping for enhancement. So what will happen with that?

The North End Sands Shingle pits are now massive and the motorway goes through the middle! Can now see them form Lees Road, but generally hidden from view. New ponds have also been dug. Plus shingle mountains from over bridge to the deep shingle pits. Then need more shingle to build up above the high water table. Nobody is talking about Shingle Pit Lakes. Its the largest man made fresh water lakes in North Canterbury and could be used for more water sports/ recreation & biodiversity hotspot of Canterbury. Currently used Recreational Fishing Club and the Waimac Sailing Club. Its fresh water lakes, has significant eel populations, fish which feeds the abundant birdlife, Also Raupo which desired by the local Bittern. The sports fish Carp in the land locked shingle pit wouldn't want that getting into the local waterways & eating the native fish/whitebait. (Environmental nightmare)

5. Then runs through some very productive food producing, low lying land

6. More over bridges for Woodend Beach & Gladstone Road

7. Then goes straight through the old Gladstone Road rubbish dump (Another engineering challenge & environmental nightmare)

8. Motorway then dumps traffic in the middle of Woodend (Traffic nightmare)

9. Toll road? Will commuters pay a toll? Or will they just use the existing routes.

More traffic heading through Kaiapoi, Revells Road, & existing main highway route. So no safety benefits to Woodend. Kaiapoi will get congested?

If there is no on/off ramp at Pineacres will all the North End Sand Shingle Pit trucks get off in Kaiapoi and drive through Kaiapoi township causing more congestion.

10. Motorway will effect water, wells, and most the the waterways and streams between the Waimac and Ashely. Stream side banks altered, streams diverted, others extensively piped. Motorways create a lot of contaminated runoff which will end up in the water way. (Engineering Challenge & Environmental nightmare)

Kind regards

Nicky Auld

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