

NZTA acknowledges and appreciates the statements made by commenters that are supportive of, and align with, NZTA's proposed approach on a range of matters, the majority of which are not specifically addressed in this response table. NZTA is grateful for the community support for the Project, and values the detailed input provided. NZTA considers that any outstanding matters can be resolved through conditions or further engagement.

Attachment 1 - NZTA response to comments from invited parties in relation to State Highway 1 North Canterbury – Woodend Bypass Project (Belfast to Pegasus)					
Date received	Document name & page / para reference	Comment ID	Topic	Extract / summary of comment	NZTA response
Commenter 6 –Minister of Climate Change					
23 April 2026	Page 1	6.1	Support for the Project	"Having reviewed the substantive application, I note the Project has been designed to remain resilient to the potential impacts of climate change and natural hazards, including flooding/hydrological and seismic hazards. I wish to take this opportunity to express my broad support for projects which deliver positive outcomes for New Zealand, including the State Highway 1 (SH1) North Canterbury Woodend Bypass (Belfast to Pegasus) Project."	NZTA acknowledges and appreciates the support expressed for the Project by the Minister of Climate Change.
Commenter 7 – Minister for Infrastructure					
23 April 2026	Page 1	7.1	Support for the Project	"Infrastructure is important for growth and prosperity. Our view is our planning system has not been enabling of growth, hence the establishment of the FTAA. I wish to take this opportunity to express my broad support for projects which deliver positive outcomes for New Zealand, including the State Highway 1 North Canterbury - Woodend Bypass (Belfast to Pegasus) project. Please take this letter of support as a reflection of the Government's economic growth and infrastructure priorities."	NZTA acknowledges and appreciates the support expressed for the Project by the Minister for Infrastructure.
Commenter 8 – Lance Dartnall					
23 April 2026	Bypass submission Jelfs Road stormwater, page 1.	8.1	Stormwater and flooding	General support for the Bypass in principle, but expression of significant concerns about proposed stormwater and runoff management, particularly in relation to flooding risk, loss of land use and reduced property accessibility in the Jelfs Road area.	NZTA appreciates the support expressed for the Project, and responds to concerns regarding stormwater in the rows below.
23 April 2026	Page 1-2.	8.2	Stormwater and flooding	Proposal includes increasing culvert capacity to the Waihora Stream and directing additional stormwater runoff, but the Stormwater and Flooding Assessment identifies Waihora Stream as a distributary, or overflow channel, of Taranaki Stream, that is a "broad, poorly defined channel that only flows during flood flows". Concern that Waihora Stream is not a stable or consistently functioning stream. Requests 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 increased culvert sizes for Waihora Stream are intended to facilitate flood drainage that otherwise would overtop roadways (i.e. Woodend Beach Road) that are being raised as part of the project. Without the culverts, the work would have resulted in additional impounded water upstream of Woodend Beach Road with adverse flooding effects. The stormwater management strategy within the Waihora Stream catchment areas includes swale features that are intended to capture, impound, and infiltrate stormwater in a distributed manner throughout the catchment, replicating the existing infiltration patterns of the land to the greatest extent possible. The design avoids directly connected impervious areas and returns flows to the existing floodways in multiple locations.
23 April 2026	Page 2-3.	8.3	Stormwater and flooding	Requests 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.	The application seeks to authorise stormwater infrastructure associated with the proposed highway. The existing level of service issues, relating to overtopping of Jelfs Road during flood events in the Waihora flow path, are known to Waimakariri District Council.

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23 April 2026	Page 2-3	8.4	Stormwater and flooding	Waihora Stream feeds into broader network of low-lying drainage channels, swales and ditches, and this system is already under significant strain and flooding occurs. Concern that the Project seeks to introduce additional stormwater into the same system. Requests alternative stormwater management solutions be considered that avoid discharging into an already overloaded and poorly maintained system.	The wider Woodend Beach interdunal area is a low lying zone with significant portions of the area well below 1.0m RL that is subject to inundation from multiple sources, including high tailwater from both the Waimakariri and Ashley Rivers, high tidal conditions, and high groundwater levels. Persistent flooding in this area is generally the result of volumetric and groundwater impacts, rather than being constrained by downstream capacity. The maximum potential impact of the flood levels in this zone has been assessed, using a conservative displacement methodology and determined to be minor in potential impact.
23 April 2026	Page 3-4.	8.5	Stormwater and flooding	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?	Flooding and ponded water in the interdunal area largely results from a combination of high groundwater and low lying terrain with numerous low spots that have limited connectivity to existing drainage networks. The levels identified in the assessment of flooding impact in the interdunal ponding area have not relied on any downstream discharge, and are therefore conservative.
Commenter 9 – Glenn and Karla Allsopp¹					
15 April 2026	Comment from Glenn Allsopp, page 1. Comment from Karla Allsopp, page 1.	9.1	Tolling	Concern that tolling will deter users, and a significant amount of traffic will remain on Williams Street in Kaiapoi.	A decision has not yet been made in relation to tolling for the Project. Tolling decisions are made under separate legislation and a different process, specifically the Land Transport Management Act 2003. Tolling decisions are not a matter for the Panel to consider. Further information on tolling can be found at section of the Transportation Assessment (Volume 3C of the Substantive Application).
15 April 2026	Comment from Glenn Allsopp, page 1. Comment from Karla Allsopp, page 1.	9.2	Benefits	Concern that cost of Project is difficult to justify, and it is not evident that proposal delivers clear and meaningful benefits, especially given time travel savings are minimal.	As set out in section 2.5 of the Substantive Application Report (Volume 2A), the Project will have significant regional and national benefits, including significant travel time savings.
15 April 2026	Comment from Glenn Allsopp, page 1. Comment from Karla	9.3	Alternative solutions	Alternative solutions should be considered more seriously.	The route for the Project is largely fixed in place by the existing designation which was subject to an extensive consideration of alternatives. NZTA also considered alternative sites, routes and methods for the alterations to the designation being sought through the FTAA process, as set out in section 6.4 of the Substantive Application Report (Volume 2A).

¹ Note that these comments were received separately, but are identical in substance. Therefore, we have responded to them both here to avoid duplication.

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	Allsopp, page 1.				
Commenter 10 – Philip Jenkins					
16 April 2026	Comment from Philip Jenkins, page 1.	10.1	Noise	Requests noise mitigation north of the Pegasus interchange along the eastern side of SH1 to enhance living conditions of properties close to the runway. Suggests this could be mitigated using a combination of a bund and planting.	Construction and operational noise and vibration effects are already authorized by the Project designation with the exception of some Project construction activities that were not anticipated when the designation was included in the district plan, and where alterations to the designation are sought. The existing designation conditions already require the consideration of mitigation options (see conditions 92-96).
16 April 2026	Comment from Philip Jenkins, page 1.	10.2	Safety	Requests safety mitigation along the boundary with Pegasus golf course as far as Preeces Road to avoid potential accidents caused by a stray golf ball. Suggests this could be mitigated using a combination of a bund and planting.	This is an existing situation adjoining SH1 and no changes are proposed to the designation in relation to the golf course boundary. This matter is not within the scope of these applications.
16 April 2026	Comment from Philip Jenkins, page 1.	10.3	Support for the Project	"This project will provide significant benefits to all the adjacent communities, particularly Pegasus and Woodend, along with all commercial and public road users."	NZTA acknowledges and appreciates the support expressed for the Project.
Commenter 11 – Hugh Bramwell and Catherine Bramwell					
21 April 2026	Hugh Bramwell and Catherine Bramwell, page 1.	11.1	Project design	"The project should NOT negatively impact on the existing users of the SH1 on the section between Line Side Road Kaiapoi to the Pines which is currently a RIGHT of ACCESS and not a charged facility."	A decision has not yet been made in relation to tolling for the Project. Tolling decisions are made under separate legislation and a different process, specifically the Land Transport Management Act 2003. Tolling decisions are not a matter for the Panel to consider. Further information on tolling can be found at section of the Transportation Assessment (Volume 3C of the Substantive Application).
21 April 2026	Hugh Bramwell and Catherine Bramwell, page 1.	11.2	Project design	"The current sections from the Pines to Pegasus Roundabout has multiple access and exit points and existing traffic on these points will still exist so traffic using these points will not be able to access and exit the new bypass and therefore would not reduce the traffic pressure." The Project will only extend the blockage points into Waikuku and Kaiapoi at the exist of the Bypass.	The designation is existing and NZTA is not proposing changes to the access and exit points as part of this FTAA process.
21 April 2026	Hugh Bramwell and Catherine Bramwell, page 1.	11.3	Transport impacts	Traffic build up most commonly occurs on national holidays and during the school term. The maximum impact on travel is 10/15 minutes...	NZTA acknowledges that there are currently significant delays on the corridor during peak times. As set out in section 2.5 of the Substantive Application Report (Volume 2A), the Project will have regional and national benefits, including significant travel time savings.

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				This commenter makes other comments which are outside the scope of the FTAA process, and are therefore not responded to.	
Commenter 12 - Minister for Economic Growth					
28 April 2026	Minister for Economic Growth FTAA Feedback, page 1.	12.1	Support for the Project	The Project is expected to offer ongoing economic benefit to the Canterbury region and the country by improving land transport connectivity for industry operating across the region. The proposal's primary longer-term economic value arises from improved transport efficiency and network resilience on SH1. By removing a recognised bottleneck at Woodend, the bypass would reduce congestion and freight delays, improve journey time reliability, safety and support the effective functioning of a nationally significant transport corridor. The Project's role in enabling the efficient movement of people and goods and supporting broader transport system performance supports a well-functioning urban environment.	NZTA agrees with the Minister's assessment that the Project will deliver regional and national economic benefits.
Commenter 13 – Olivia Penrose					
26 April 2026	Comment from Olivia Penrose, page 1.	13.1	Flooding and stormwater	Concern whether stormwater modelling is sufficiently sensitive to local drainage patterns to confidently demonstrate that flood risk will not increase for surrounding properties, particularly within Copper Beech Estate and along Woodend Beach Road. Modelling must clearly demonstrate that the introduction of sealed surfaces and altered drainway pathways have been accounted for under a range of rainfall scenarios, rather than relying on high-level catchment assumptions.	The stormwater modelling undertaken for the project is a detailed 2-dimensional model of the project area that has cell sizes at a significantly higher resolution than the existing flood modeling undertaken by WDC. This resolution includes local drainage networks that are otherwise underrepresented by wider scale models. The model includes the sealed surfaces and altered drainage patterns. The model has considered effects for high flow events including 100- and 200-year ARI events. Additionally, the results shown in the flooding report consider the impacts for a high antecedent moisture condition, representing conservative flooding outcomes.
26 April 2026	Submission Fast Track - Woodend Beach Road - Woodend Motorway Bypass page 1.	13.2	Flooding and stormwater	Concerned that modelling looking at the wider catchment may miss the effects experienced by individual properties (especially during significant rainfall events) because of the complex drainage in the local area (Woodend Beach Road – Copper Beech Estate) being influenced by multiple interacting drainage pathways.	As above. It is noted that the project does not modify or add discharge to drainage paths within the Copper Beach Estate area. Roadway flows are directed away from this area and the flood modelling indicates no impact to flood levels in this area.
26 April 2026	Submission Fast Track - Woodend Beach Road - Woodend Motorway Bypass, page 1.	13.3	Flooding and stormwater	Concerned the Stormwater and Flooding Assessment does not sufficiently explore localised drainage behaviour and property-level effects in the downstream Woodend Beach Road area due to the mixed formal and informal drainage systems in the area.	As Above – the 2 dimensional modelling represents both formal and informal drainageways throughout the modelled extents, incorporating both local and catchment level drainage patterns.

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26 April 2026	Submission Fast Track - Woodend Beach Road - Woodend Motorway Bypass, page 2.	13.4	Flooding and stormwater	Requests the following to be considered: - Detailed stormwater modelling testing rainfall beyond standard design events - Location-specific modelling for Copper Beech Estate and Woodend Beach Road rather than averaged catchment-scale results (considering the central and cross-sectional location) - Evidence that combined catchment and drainage effects have been assessed together - Confirmation, supported by modelling outputs, that the project will not increase flood risk to nearby properties under design and stress-test conditions - Appropriate mitigation measures where required (including draining upgrades or water storage solutions) - Ongoing monitoring and review conditions	The stormwater modelling undertaken for the project includes 200 year rainfall under future climate change conditions in consideration of future development in the catchment and high antecedent moisture conditions. As a result, the resulting flood outputs reflect a conservative runoff condition. The flood modelling utilizes a 2 dimensional, LIDAR-derived hydrodynamic model and includes detailed terrain information for all areas within the modelled domain, including Copper Beech Road. This combines runoff generated both locally and from the combined catchment to assess flooding effects.
26 April 2026	Submission Fast Track - Woodend Beach Road - Woodend Motorway Bypass, page 2.	13.5	Flooding and stormwater	Concerned that work being done in the wider catchment may affect how water moves during extreme weather events, and that the Stormwater and Flooding Assessment may not fully consider cumulative environmental effects from: - Works/changes associated with the Kaiapoi river (which may influence broader drainage behaviour) - The planned filling of existing quarry ponds which currently provide water storage/buffering during heavy rainfall	The project has very limited interaction with the Kaiapoi River. Works in the Kaiapoi River Catchment consist of single lane widening and bridge widening, neither of which impact the waterway. Given the size of the catchment, these works will have negligible impact on the drainage patterns of the Kaiapoi River. The Quarry ponds currently only capture runoff from the immediate vicinity of the ponds and do not provide attenuation for the greater catchment. The partial filling of the ponds will not impact any storage capacity for the surrounding catchment.
26 April 2026	Submission Fast Track - Woodend Beach Road - Woodend Motorway Bypass, page 2-3.	13.6	Noise	"Long-term operational noise is also a concern, particularly from increased traffic volumes once the motorway is in use. Considering our location, approximately 400–600 metres from the motorway, there is a reasonable expectation that traffic noise may be noticeable at times, particularly during night-time periods when background noise levels are lower." Requests: - Predicted noise levels for Copper Beech Estate and Woodend Beach Road - Early identification of any areas where noise may approach guideline levels - Consideration of mitigation options (such as bunding, noise barriers or low-noise road surfaces) along with post-construction noise monitoring where required – particularly concerned with noise mitigation being considered for the Copper Beech/Woodend Beach Road area (both whether it has been considered, and if it may be required based on predicted noise levels)	Construction and operational noise and vibration effects are already authorised by the Project designation with the exception of some Project construction activities that were not anticipated when the designation was included in the district plan, and where alterations to the designation are sought. The existing designation conditions already require the consideration of mitigation options (see conditions 92-96).
26 April 2026	Submission Fast Track - Woodend Beach Road - Woodend	13.7	General but caveated support	"I am supportive of necessary infrastructure development in the region; however, it is important that local environmental effects are properly understood and managed. Given the streamlined nature of the fast-track process under the Fast-track Approvals Act 2024, it is particularly	NZTA acknowledges and appreciates the support expressed for the Project. Although the FTAA provides a streamlined consenting pathway, it does not remove the requirement to robustly assess potential environmental effects. Effects on the environment are assessed in section 6.6 of the substantive application report.

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	Motorway Bypass, page 3.			important that potential effects are clearly identified up-front and supported by robust, enforceable conditions where required."	
Commenter 14 – Minister for Māori Development and Minister for Māori Crown Relations					
30 April 2026	Letter to EPA from Hon Tama Potaka, page 1.	14.1	Support for the project.	"I support the application, subject to the Expert Panel having due regard to any comments received from relevant Māori groups, as identified in both the Section 18 report and in Minute 2 of the Expert Panel. I also encourage the Expert Panel to have regard to a) the cultural significance of the project area within Ngā Tūranga Tūpuna, including associations with waterways, wāhi tapu, urupā and ancestral landscapes. b) identified and potential effects on taonga species (including Kāmana, Tarāpuka and Kūaka).	NZTA acknowledges and appreciates the support expressed for the Project. The matters that the expert panel are encouraged to have regard to are addressed in section 4.3 of the substantive application report, and in the Statement of Cultural Values, Interests and Priorities prepared by Whitiara (Volume 1E). In addition, Whitiara has provided comments on the Project, pursuant to section 53 of the FTAA.
Commenter 15 – Foodstuffs					
30 April 2026	30 April Comments from Foodstuffs	15.1	Project design	Requests convenient, pragmatic and safe access to the New World Supermarket at Ravenswood. Recommends that NZTA and WDC reconsider the proposed signalisation of the Bob Roberston Drive/ Garlick Street intersection and undertake further development of a safe-system, multilane roundabout solution.	The Bob Roberston Drive / Garlick Street intersection at Ravenswood is outside the designation for this project, and the transport effects of the designation route have already been authorised. As noted in the transport assessment, NZTA has contributed to further work with WDC looking at the modelling of this intersection for the purpose of future local network planning, as the issue principally relates to local road issues associated with vehicles exiting Bob Robertson Drive and not the interchange operation. This work is being led by WDC and is not within the scope of this designation and process. Any changes regarding this location would be a matter for WDC.
Commenter 16 – Brendan and Carolyn Rhodes					
3 May 2026	Comment from Brendan and Carolyn Rhodes, page 1.	16.1	Stormwater	"Please explain the stormwater design and how it affects our property."	Under current conditions, stormwater originating from within the Waihora Stream catchment flows through a small culvert under Woodend Beach Road while floodwaters overtop the roadway in multiple locations west of Jelfs Road. The proposed design consolidates these flows into a single culvert, preventing the overtopping of Woodend Beach Road in this location.
3 May 2026	Comment from Brendan and Carolyn Rhodes, page 1.	16.2	Stormwater	"Does the NZTA need legal permission to divert stormwater from a public road onto private land?"	The proposed stormwater design does not represent a diversion of stormwater. The proposed Woodend Beach Road culvert replaces an existing culvert and discharges water into the Waihora Stream, which is shown on Waimakariri District Council mapping as a current floodway.

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3 May 2026	Comment from Brendan and Carolyn Rhodes, page 1.	16.3	Stormwater	"Will there be any construction or digging activity on our property? If so, we request that you consult with us beforehand and obtain our permission."	NZTA will only carry out construction activities on land which is owned by the Crown or for which NZTA has obtained property rights.
3 May 2026	Comment from Brendan and Carolyn Rhodes, page 1.	16.4	Stormwater	"We are concerned about the impact to our land of stormwater run off from the motorway and the Woodend Beach Road overpass, specifically the Waihora stream which passes across the north east of our land... In this area we have planted some natives... [and] are concerned that higher and more frequent flows will kill off some or all of these plants and render this land worthless and unusable due to both the quantity of flow and the contaminants which come off the roadways."	Stormwater from the motorway will be captured in bio infiltration swales that are intended to capture, treat, and infiltrate stormwater. This system will mitigate water quality impacts to a high standard, as well as reduce impacts due to added stormwater in the catchment.
3 May 2026	Comment from Brendan and Carolyn Rhodes, page 1.	16.5	Stormwater	"Due to the likely impacts of the stormwater on our land, we would request NZTA to consider providing riparian native planting in this area of our property."	As noted above, the stormwater effects of the Project will be beneficial in many locations. Stormwater will be concentrated into a current floodway, and treated. It therefore does not require mitigation via planting on private property. The Project does include extensive native planting on Crown land, but this is proposed for ecological and amenity purposes (not stormwater).

Commenter 17 - Dr. Rainer Hack and Dr. Ursula Hack

3 May 2026	Comment from Dr. Rainer Hack and Dr. Ursula Hack, paragraph 2.	17.1	Heritage/ designation conditions	"The designation conditions provide for a Heritage Management Plan for [REDACTED] to be submitted to the WDC as well as a photographic record (Conditions 31 and 32). We support these conditions. However, we request that Condition 32 be amended to require NZTA to provide us as property owners a copy of the photographic record of our property (currently the condition only requires this to be provided to the Council and Heritage NZ)."	Heritage effects are already authorised by the existing designation and are not within the scope of the Panel's decision, except for the minor areas of extra designation footprint. NZTA is not seeking to alter the obligations of these conditions but does agree to provide the property owners a copy of the photographic record for their property. It is not necessary for the designation conditions to be changed to require this.
3 May 2026	Comment from Dr. Rainer Hack and Dr. Ursula Hack, paragraph 3.	17.2	Designation conditions	"There are 4 notable trees on our property (3 are listed in the updated District Plan). Designation Conditions 58-63 relate to the Copper Beech which is closest to the designation corridor. We support the designation conditions to protect this tree and its roots."	NZTA appreciates the support for these conditions and has retained these.
3 May 2026	Comment from Dr. Rainer Hack and Dr. Ursula Hack, paragraph 4.	17.3	Noise/ designation conditions	"Given the proximity of the corridor to our two-storey homestead, we are very concerned with the operational road noise. Designation Conditions 92-96 refer to the proposed noise mitigation. 4A General Arrangement Layout Plan Sheet 14 shows the design of the corridor adjacent to our house and the proposed noise wall. We support the construction of appropriate noise walls to the best practice standard to mitigate the operational noise of the bypass on our [REDACTED]"	Operational noise effects are already authorised by the Project designation and regulated by the designation conditions. Where those conditions require the installation of noise walls or bunds, those mitigation measures will be taken into account in the Visual Effects Mitigation Plan, and the owners of [REDACTED] will be consulted on the VEMP in accordance with condition 41.

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				house and property. Please consult us on any proposed changes to the location of the noise walls in the vicinity of our property.”	
3 May 2026	Comment from Dr. Rainer Hack and Dr. Ursula Hack, paragraph 5.	17.4	Noise/ designation conditions	“However, it is still unclear as to the details of the noise barriers and the low-noise road surface, as the Road-traffic Noise Assessment Report has not been prepared and there appears to be no other report in the application documentation providing detailed assessment of operational noise effects. Please include in conditions 92-96 a requirement for NZTA to consult us on the draft Road-traffic Noise Assessment Report (or other detailed design of the Structural Mitigation measures) for any design relating to noise mitigation in the proximity of our property.”	Construction and operational noise and vibration effects are already authorized by the Project designation with the exception of some Project construction activities that were not anticipated when the designation was included in the district plan, and where alterations to the designation are sought. The existing designation conditions already require the consideration of mitigation options (see conditions 92-96). Furthermore, operational noise assessments are substantially advanced based on the scope set in the existing designation conditions, and this will be submitted at Outline Plan stage following the FTAA process (hence the FTAA application documentation does not include this). Changing these conditions would add considerable cost and delay to the project.
3 May 2026	Comment from Dr. Rainer Hack and Dr. Ursula Hack, paragraph 6.	17.5	Visual amenity/ designation conditions	“Designation Condition 40 provides specific visual mitigation for our property (see 40(c)(11)). The mitigation for our property suggested in that condition is mitigation may include dense evergreen trees no taller than 6 metres to be planted along the northern and eastern boundary of the property, for approximately 30 metres each way, starting from the north-eastern corner of the property boundary. We sought this mitigation through the original designation process and continue to seek this, given the proximity of our house to the bypass and the current rural outlook. Please amend the condition to require NZTA to consult with us on the draft Visual Effect Management Plan in relation to the proposed trees to be planted.”	Condition 41 of the designation requires NZTA to consult with identified ‘Affected Properties’ () to discuss the design, methods and timeframes for mitigation of the visual impact. Accordingly, no further amendments to conditions are required.
3 May 2026	Comment from Dr. Rainer Hack and Dr. Ursula Hack, paragraph 7.	17.6	Designation conditions	Please consult us on any proposed changes to the Designation Conditions, in particular the above noted ones which directly affect our property.	During the FTAA process commenters have an opportunity to comment on the draft conditions (see section 70 of the FTAA). This will provide an opportunity to comment on changes to designation conditions. If any designation conditions are changed after the FTAA process, these changes are regulated by the RMA (which in most cases requires notification to affected landowners).
Commenter 18 – Minister for the South Island					
1 May 2026	Comment from James Meager.	18.1	Support for the Project.	“I have considered the information provided and its alignment with the priorities of my South Island portfolio. I recognise that the timely delivery of well-planned, nationally and regionally significant transport infrastructure can play an important role in supporting economic activity, safety, and resilience across the South Island.”	NZTA acknowledges and appreciates the support expressed for the Project.
Commenter 19 – Minister for Regional Development					
4 May 2026	Comment from Shane Jones	19.1	Supports the project.	“Christchurch is the South Island’s primary economic hub. Given the proposed roading development’s location north of Christchurch, it is expected to offer ongoing economic benefit to the Canterbury region and potentially the country, by improving land transport connectivity for industry in the region.”	NZTA acknowledges and appreciates the support expressed for the Project.

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	Comment from Shane Jones	19.2	National and regional benefits.	Notes that benefits have not been quantified in the application and that travel time-savings appear modest and reliant on comparisons with other projects. States the impacts of this project may “differ significantly to similar projects in other locations due to various factors (such as population density, location proximity to other major economic hubs).” “At its peak, the construction programme is expected to offer regionally-significant employment opportunity. The projected average annual economic benefit of \$45.7 million from the seven-year construction period may be considered important in the context of the Waimakariri District’s annual Gross Domestic Product (GDP), which for year-ending December 2025 was \$3.19 billion (according to data from Infometrics). However, the regional impact in the context of the Canterbury region may be considered modest – for year-ending December 2025, Canterbury’s GDP was around \$54 billion”	As set out in section 2.5 of the Substantive Application Report (Volume 2A), the Project will have significant regional and national benefits.
Commenter 20 – Brian and Anne Stokes					
4 May 2026	Comment from the Stokes, page 3.	20.1	Condition/ existence of adjacent fast-track project.	“We respectfully request that, in determining the Woodend Bypass application and its associated conditions, the Panel expressly recognises that the Gressons Road Block is itself a listed project under Schedule 2 of the Fast-track Approvals Act 2024.” Concern that conditions imposed on the Woodend Bypass should be framed so as not to unnecessarily constrain, preclude, or frustrate the timely development of the Gressons Road Block.	The Gressons Road development is a separate project and process. Conditions proposed by NZTA relate to the Belfast to Pegasus project only and do not preclude development of the Gressons Road Block.
4 May 2026	Comment from the Stokes, page 3-4.	20.2	Support for land acquisition.	“We support NZTA progressing the acquisition in a timely and collaborative way so it does not create uncertainty or delay for either the Woodend Bypass or the Gressons Road Block.”	NZTA acknowledges and appreciates the support expressed for the Project. Completing this FTAA phase of the Project will provide certainty to support land acquisition.
4 May 2026	Comment from the Stokes, page 4.	20.3	Conditions/ Project design	The commenter raises matters relating to the interface between the Belfast to Pegasus Project and the Gresson Road development, such as the closure of the eastern end of Wards Road, the design of the Kesteven Place / Bob Robertson Drive intersection and wastewater connections serving the Gresson Road Block.	These matters do not directly relate to the approvals sought as part of the FTAA process. However, NZTA will continue to work separately with the Stokes on relevant matters relating to the development of the Gressons Road Block in our role as an infrastructure provider.
4 May 2026	Comment from the Stokes, page 5.	20.4	Stormwater	The commenter seeks assurance that conditions imposed relating to stormwater do not assume that the Gressons Rd block will remain in rural use.	Whilst the flooding model developed for the project does not extend to include the area of this block, the underlying WDC flood modelling includes increased imperviousness for this block, in recognition of future development. The discharge point for the block is located north of the Project limits and is unaffected by the Project.
4 May 2026	Comment from the Stokes, page 5.	20.5	Project design	“We note NZTA has indicated that a small area of land immediately north of Wards Road and adjacent to SH1 is likely to be surplus to operational requirements following completion of the Bypass works. If NZTA elects to dispose of this land in the future, a logical long-term outcome would be its integration with the adjoining Gressons Road Block.”	NZTA will go through a survey and disposal process upon completion of the project, and in some instances unused land will be offered to adjoining blocks. This is a separate process which is not part of the FTAA process.

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4 May 2026	Comment from the Stokes, page 4.	20.6	General support.	"Our overall position on the Woodend Bypass is one of support. We have planned the Gressons Road Block on the basis that the Bypass proceeds, and our subdivision design is intended to integrate with it. Our comments are focused on ensuring that decisions taken now enable effective long-term integration between the two Fast-track projects."	NZTA acknowledges and appreciates the support expressed for the Project.
Commenter 21 – Te Kohaka o Tuhaitara Trust					
30 April 2026	Comment from TKoT, page 2.	21.1	Hydrology	"Has a hydrogeological assessment been undertaken that considers the potential for construction and operational activities to affect groundwater flows feeding Tūtaepatu Lagoon and the park's freshwater network?"	The Tūtaepatu Lagoon is located approximately 1400 m east of the Project alignment. No specific assessment has been completed on groundwater flowing towards Tūtaepatu Lagoon. As stated in the Hydrogeology Assessment (Volume 3K of the substantive application), NZTA's experts have identified both temporary & permanent effects on groundwater receptors within 400 m, as either being negligible or low effect. At distances beyond 400 m from the road alignment, the effects on groundwater receptors such as surface water fed by groundwater and wetlands are expected to be negligible or nil (based on the assessments at closer proximity).
30 April 2026	Comment from TKoT, page 2.	21.2	Hydrology	"Has modelling been carried out to assess whether drainage works, interception of subsurface flows, or changes to land permeability could alter the spring-fed character of Tūtaepatu Lagoon?"	No specific modelling was completed on the spring-fed character of the Tūtaepatu Lagoon. This was based on the findings of the full hydrogeological assessment (see response to comment 21.1) and given the distance to the lagoon the likelihood of potential effects to occur at the lagoon being nil.
30 April 2026	Comment from TKoT, page 2.	21.3	Hydrology/ ecology	"We request that NZTA provide the Trust with a full copy of any environmental impact assessments, hydrogeological reports, and ecological assessments covering the project area and the wider surrounding area, including any assessments that may reference Tūhaitara Coastal Park, Tūtaepatu Lagoon, Te Kōhanga Wetlands, or the coastal freshwater network."	All reports and environmental assessments associated with this application are publicly available on the Fast Track project website.
30 April 2026	Comment from TKoT, page 2.	21.4	Stormwater	"The Trust asks that NZTA demonstrate that all stormwater from the motorway corridor is captured and treated to a standard that protects the mauri and ecological integrity of the receiving freshwater and coastal environments, including Tūtaepatu Lagoon and the park's wetland network."	Stormwater from the Project will be treated as per the NZTA stormwater treatment standard, which includes land-based treatment within vegetated swales and ponds, recognizing the important role that bio and phytoremediation play in removing contaminants from stormwater. This standard will ensure that runoff is treated to a high standard.
30 April 2026	Comment from TKoT, page 2.	21.5	Stormwater	"The Trust asks that NZTA demonstrate treatment systems are designed for the long term, not merely for the consented design life of the highway, and include provision for maintenance and upgrade as standards evolve."	As part of the State Highway network, stormwater treatment systems included as part of the Project will be subject to ongoing monitoring and maintenance in perpetuity. As future changes / upgrades are undertaken, stormwater treatment systems are regularly reviewed and upgraded as appropriate to current standards.
30 April 2026	Comment from TKoT, page 2.	21.6	Stormwater	"The Trust asks that NZTA demonstrate the cultural and spiritual values (wairua and mauri) of the water bodies in and adjacent to the park have been appropriately considered in stormwater design, in consultation with mana whenua."	NZTA has consulted with Whitiōra who have a strong cultural interest in freshwater as outlined in their comments. Runoff will be treated through land-based treatment within vegetated swales and ponds, recognizing the important role that bio and phytoremediation play in removing contaminants from stormwater. This standard will ensure that runoff is treated to a high standard.
30 April 2026	Comment from TKoT, page 3.	21.7	Dust / Terrestrial ecology	We request clarity on "what protocols will be in place to manage dust, particularly given the proximity of the dune system and the sensitivity of dune habitat and wetland water quality to sediment deposition?"	Dust controls will be documented in the Construction Air Quality Management Plan in accordance with MP.9 of the Resource Consent conditions. The general dust management measures proposed to be adopted by NZTA are intended to minimise exposure to dust at sensitive receptors located in closer

Attachment 1 - NZTA response to comments from invited parties in relation to State Highway 1 North Canterbury – Woodend Bypass Project (Belfast to Pegasus)

Date received	Document name & page / para reference	Comment ID	Topic	Extract / summary of comment	NZTA response
					proximity to Project construction activities than the Tūhaitara Coastal Park and associated dune systems and wetlands. The potential for dust deposition within the Tūhaitara Coastal Park is minimised by the following: - Gravitational settling of dust particles over the substantial separation distance from Project construction means that dust deposition is expected to be indiscernible above background levels (i.e. those associated with background dust generating activities in the local area). The general dust management measures proposed to be adopted by NZTA are intended to minimise exposure to dust at sensitive receptors located in closer proximity to Project construction activities than the Tūhaitara Coastal Park and dune systems. - The Tūhaitara Coastal Park will be upwind of Project construction and associated dust sources under prevailing northeast winds, which will further reduce its potential exposure to dust. Dunes that are the closest component of the Tūhaitara Coastal Park to the Project are a naturally dusty ecosystem.
30 April 2026	Comment from TKoT, page 3.	21.8	Terrestrial ecology	We request clarity on “has as a wildlife monitoring programme been designed that would detect and respond to construction-related impacts on species within the park?”	No adverse effects on species within Tūhaitara Coastal Park are anticipated as a result of road construction. Accordingly, no monitoring is proposed or required.
30 April 2026	Comment from TKoT, page 3.	21.9	Motorway planting	The Trust strongly requests that the planting plan for the Pegasus Motorway be designed to reflect the indigenous coastal and lowland ecosystems native to North Canterbury, including but not limited to: - Use of locally eco-sourced native plants to maintain genetic integrity and maximise ecological fit. - Avoidance of species monocultures or homogeneous block plantings, in favour of mixed plantings that reflect natural species associations and provide varied habitat structure for wildlife. - Integration of planting design with the adjacent Tūhaitara Coastal Park restoration programme, so that the motorway corridor can function as an ecological buffer and potential wildlife movement corridor rather than a barrier. The Trust is willing to provide input into the planting plan design if appropriate.	The planting design incorporates an all-native species palette, guided by Waimakarere/North Canterbury ecosystem and reviewed by terrestrial and aquatic ecologists. As required by NZTA P39 Specifications, all indigenous plant species seed shall be collected in accordance with the ‘Eco-sourcing Code of Practice and Ethics’ and as far as practicable from the Canterbury Plains Ecological Regions as agreed with Project Iwi Partner specialists. The landscape specifications include eco-sourcing of all plants and grass-seed wherever possible. At least five (5) different plant species are included in all mass-planted areas, with the aim of supporting resilience within plantings. There are 26 different mixes varied by stormwater treatment, riparian areas, habitat, slope and visual screening requirements. As well as ecological objectives, the planting design is to meet 80% ground coverage and low maintenance requirements for the life of the Project (as per NZTA P39 specifications). The Project is proposing approx. 23 Ha of native planting along the corridor as well as ecological offset areas which include native planting and habitat areas. Landscape plant species have been provided to Whitiara for review by Iwi, with no objections to species and plant mixes. As the planting enhances the ecological outcomes, the landscape design meets the environmental and cultural objectives. Thank you for the offer, however further review of the planting is not needed.
30 April 2026	Comment from TKoT, page 3.	21.10	Recreational pathways	“The Trust is concerned that if local access routes to Tūhaitara Coastal Park are disrupted or severed by the motorway without adequate replacement, this will have a significant negative impact on public access to the park and on the Trust’s ability to fulfil its community and educational functions.”	The designation is existing and NZTA is not proposing changes to local access routes as part of this FTAA process. Of note, local road access is maintained via overpasses on Woodend Beach Road and Gladstone Road, ensuring ongoing access to Tūhaitara Coastal Park.

Attachment 1 - NZTA response to comments from invited parties in relation to State Highway 1 North Canterbury – Woodend Bypass Project (Belfast to Pegasus)

Date received	Document name & page / para reference	Comment ID	Topic	Extract / summary of comment	NZTA response
30 April 2026	Comment from TKoT, page 4.	21.11	Recreational pathways	"The Trust requests that NZTA confirm that all existing access connections between communities and Tūhaitara Coastal Park will be maintained or improved."	Local road access is maintained via overpasses on Woodend Beach Road and Gladstone Road, ensuring ongoing access to Tūhaitara Coastal Park.
30 April 2026	Comment from TKoT, page 4.	21.12	Recreational pathways	"The Trust requests that NZTA assess whether the motorway creates any new barriers to park access and provide for safe crossing points or alternative routes where needed."	No changes are proposed to the designation as part of the FTAA process that will create barriers to accessing Tūhaitara Coastal Park.
30 April 2026	Comment from TKoT, page 4.	21.13	Recreational pathways	"The Trust requests that NZTA engage with the Trust on active transport connections that would increase, rather than reduce, visitation to the park, noting that public access to the park supports the Trust's conservation and education mission."	No changes are proposed to the designation as part of the FTAA process that will create barriers to accessing Tūhaitara Coastal Park.
30 April 2026	Comment from TKoT, page 4.	21.14	Archaeology	"The Trust requests that in the event that any component of the motorway alignment is adjusted or extended in a direction that brings it closer to Tūhaitara Coastal Park, a full archaeological assessment of the affected area is undertaken prior to any ground disturbance."	A full archaeological assessment for the alignment has been carried out as part of the FTAA application. If changes occurred in the future this would require further assessment and associated archaeological authorities.
30 April 2026	Comment from TKoT, page 4.	21.15	Archaeology	"The Trust requests that Ngāi Tahu and the Trust are formally notified and consulted if any alignment changes are proposed that reduce the buffer between the motorway and the park boundary."	No fundamental alignment changes are sought as part of this FTAA process. If changes did occur this would require further approvals and consultation to be carried out by NZTA.
30 April 2026	Comment from TKoT, page 4.	21.16	Archaeology	"The Trust requests that any archaeological monitoring protocols for the project are shared with the Trust."	A detailed Archaeological and Cultural Sites Management Plan is being prepared in consultation with Whitiara, which details archaeological monitoring protocols. Once complete this can be shared for information purposes as it will be a publicly available document.
Commenter 22 - Allan Macdonald					
4 May 2026	Comments from Allan Macdonald	22.1	Lizard relocation site	Concerns about the lizard relocation site next to their property, including that: - Resource consents were obtained without consent; - Existing lizard habitat is already present; - A predator free fence was installed without the appropriate authority or consultation. Requests there be an accurate count of what lizards already occupy the site to determine how many lizards can be relocated to the site. This commenter also makes other comments which are outside the scope of the FTAA process.	These comments relate to early works which were separately authorised, including the construction of a lizard release area. A separate wildlife permit was obtained from DOC and approvals obtained from WDC in relation to the early works site which is not part of the FTAA process.
Commenter 23 - Katrina Morris					
4 May 2026	Comment from Katrina Morris	23.1	Stormwater	Concerns in relation to managing stormwater and runoff and the effects on nearby land, including higher risk of flooding, reduced land use and limited property access – especially around the Jelfs Road area. In particular, concerned that Waihora Stream is not a stable or reliable stream, has limited capacity and is not maintained. Requests that a review and	The application seeks to authorise stormwater infrastructure associated with the proposed highway. The existing level of service relating to overtopping of Jelfs Road during flood events in the Waihora flow path are known to Waimakariri District Council.

Attachment 1 - NZTA response to comments from invited parties in relation to State Highway 1 North Canterbury – Woodend Bypass Project (Belfast to Pegasus)

Date received	Document name & page / para reference	Comment ID	Topic	Extract / summary of comment	NZTA response
				different plan is proposed to properly assess the potential disruption to natural water runoff and the likely impacts on surrounding properties.	
Commenter 24 – Nicky Auld					
4 May 2026	Comments from Nicky Auld, paragraph 1.	24.1	Tolling	Concern that tolls will bring traffic back through Kaiapoi township.	A decision has not yet been made in relation to tolling for the Project. Tolling decisions are made under separate legislation and a different process, specifically the Land Transport Management Act 2003. Tolling decisions are not a matter for the Panel. Further information on tolling can be found at section of the Transportation Assessment (Volume 3C of the Substantive Application).
4 May 2026	Comments from Nicky Auld, paragraph 1, 4.	24.2	Construction traffic	Concern that construction (including filling of quarry lakes) will bring traffic congestion to local roads.	Traffic effects during construction are a recognised issue and will be actively managed to minimise disruption. A Construction Traffic Management Plan will be prepared and implemented prior to construction. This will set out approved routes, hours of operation, access points, and on-site controls to reduce congestion and conflicts with local traffic. Traffic management measures (e.g. signage, temporary speed limits, turning restrictions) will be used when necessary to maintain safe and efficient movement on the network. Traffic will be carefully monitored during construction, and NZTA expects the Construction team to respond with mitigation measures if any unanticipated impacts are identified.
4 May 2026	Comments from Nicky Auld, paragraph 2.	24.3	Alternative routes	Concern that alternatives have not been adequately considered.	The route for the Project is largely fixed in place by the existing designation which was subject to an extensive consideration of alternatives. NZTA also considered alternative sites, routes and methods for the alterations to the designation being sought through the FTAA process, as set out in section 6.4 of the Substantive Application Report (Volume 2A).
4 May 2026	Comments from Nicky Auld, paragraph 4.	24.4	Project benefits	Concern that the project does not have significant regional and national benefits.	As set out in section 2.5 of the Substantive Application Report (Volume 2A), the Project will have significant regional and national benefits.
4 May 2026	Comments from Nicky Auld, paragraph 5, 32(9).	24.5	Traffic design	A roundabout option for Pineacres was not considered, and two lanes for existing road between Pineacres and Woodend.	These comments relate to the previous NOR process and assessment of alternatives, and are not relevant to this FTAA process.
4 May 2026	Comments from Nicky	24.6	Conditions	Concerns about the limited number of conditions, and who is responsible for consenting these conditions.	NZTA will work with both WDC and ECan in relation to designation and resource consent conditions, and Heritage New Zealand Pouhere Taonga and DOC in relation to conditions on the archaeological authorities, freshwater fisheries permits and wildlife approvals.

Attachment 1 - NZTA response to comments from invited parties in relation to State Highway 1 North Canterbury – Woodend Bypass Project (Belfast to Pegasus)

Date received	Document name & page / para reference	Comment ID	Topic	Extract / summary of comment	NZTA response
	Auld, paragraph 6.				NZTA has proposed a suite of conditions as part of its application, and is continuing to work with the councils, HNZPT and DOC on these conditions. The Expert Panel, when deciding whether to grant consent, will also consider the conditions, determine what conditions should apply, and make changes to conditions as it sees fit. This Project includes an amendment to an existing designation, for which there are already conditions. These conditions will largely be retained. Consenting the Project via Fast-track does not remove the existing designation or its conditions (except where NZTA has proposed this through its FTAA application). If the Project is approved, the designation conditions will be administered and monitored by WDC, and the resource consent conditions monitored by ECan, in accordance with their usual statutory functions.
4 May 2026	Comments from Nicky Auld, paragraph 7 -10, 24.	24.7	Project design	Concern that the Project design requires the filling in of quarry lakes, and related concerns such as the effect on ecosystems in the quarry lakes and loss of recreation space for the Waimakariri Sailing Club. The commenter is also concerned that the quarry lakes will be filled before the Project is approved.	The filling of the quarry lakes to create an embankment for road construction is already authorised and not within the scope of the FTAA applications. Further filling is proposed in the remnant southern lake to create wetlands as part of the FTAA applications. The private land the quarry lakes are located on was acquired by NZTA as part of a separate process under the Public Works Act, and was not a public recreation facility.
4 May 2026	Comments from Nicky Auld, paragraph 11.	24.8	Groundwater	Concern that groundwater will be affected by the Project.	The potential effects of the project on groundwater have been thoroughly assessed (refer to the Hydrogeology Assessment - Volume 3K of the substantive application). The assessment concludes that effects on groundwater are primarily negligible to low. Where potential effects on groundwater have been identified, the assessment provides information on appropriate mitigation and management controls to address these.
4 May 2026	Comments from Nicky Auld, paragraph 12, 15, 18.	24.9	Application detail.	Concern that the application is limited in detail, and relies on outdated maps and data.	The FTAA application provides a level of detail which is appropriate, given the scale of effects anticipated, and the scope of the Panel's decision-making function. The EPA has determined that the application is complete under s 46 of the FTAA. Furthermore, the Project is already partially authorised by the existing designation, and the effects of the designated corridor were assessed at the time the designation was put in place. As part of this application, NZTA has relied on both the existing designation framework and updated technical information. This is appropriate given the Project makes alterations to an existing designation.
4 May 2026	Comments from Nicky Auld, paragraph 13.	24.10	Scope	Concern that the application complies with the completeness requirements in sections 42, 43 and 44 of the FTAA, and does not relate solely to a listed Project.	Completeness and whether the Project relates solely to a listed project is a matter for the EPA when it considers the scope and completeness of a substantive application under section 46 of the FTAA. The EPA has found this Project to be complete and within scope. The EPA's completeness decision can be found on the Fast-track website.
4 May 2026	Comments from Nicky Auld,	24.11	Project resilience	Concern that the Project route cuts through WDC hazard maps for flooding, liquefaction, tsunami and sea level rise, and Project should not unlock housing and urban development in an area with these hazards.	Natural hazards have been assessed as part of the project design and technical reporting. The location of future growth areas is not a matter that is part of the FTAA applications being sought, although NZTA acknowledges that one of the benefits of the project is that it will enable further housing and urban development.

Attachment 1 - NZTA response to comments from invited parties in relation to State Highway 1 North Canterbury – Woodend Bypass Project (Belfast to Pegasus)

Date received	Document name & page / para reference	Comment ID	Topic	Extract / summary of comment	NZTA response
	paragraph 14, 16.				
4 May 2026	Comments from Nicky Auld, paragraph 19.	24.12	Stormwater	Concern that the motorway drainage and contaminated water run off will have impacts on the coastal environment, significant natural areas and outstanding natural features.	Drainage from the proposed motorway will be captured and treated in water quality treatment facilities designed to the NZTA stormwater treatment standard. This will ensure that contaminants are treated and removed prior to discharge to the receiving environment.
4 May 2026	Comments from Nicky Auld, paragraph 20.	24.13	Ecology – all	Concern that Project has significant adverse effects which are not addressed by mitigation, offsetting and compensation, and will not address effects on - Wetlands and streams; - Lizard habitat or Gecko habitat; - White bait breeding and living habitat; - Mudfish breeding habitat; - Bitten Raupo Breeding and feeding habitat; - Endangered eels habitat; and - Other native at risk native bird species such as the spoonbill, White heron and Crested Grebe.	The Ecological Impact Assessment Report (EcIA) investigates and describes the actual or potential effects on the plant, animal, and habitat values listed by Ms Auld in her submission. The report also describes how most ecological effects can be avoided, minimised, or remediated to a low or very low level following the implementation of the Project's effects management plans and proposed consent conditions. This includes the Project Ecological Management Plan (EMP), Construction Environmental Management Plan (CEMP), and Erosion Sediment Control Management Plan (ESCMP). Where residual effects remain for stream and wetland habitats and values, offsetting will be provided through the implementation of restoration and habitat management at the McIntosh Drain and the South Lake remnant wetland respectively as required by the ecological residual effects management conditions in Schedule 3. Where residual effects remain in relation to terrestrial ecology, this is solely associated with the loss of moderate value lizard habitat. Enrichment planting and habitat enhancement will be provided in addition to already proposed low-stature planting along the Project alignment as required by the ecological residual effects management conditions in Schedule 3. In regard to Canterbury mudfish, a survey to confirm presence in or within the area surrounding wetland WC_W6 is proposed as a condition of consent, and if their presence is confirmed a mudfish management plan will be prepared and implemented as required by the ecological management conditions in Schedule 4. Further information is provided in the evidence of Patrick Lees and Fiona McIntosh. Overall, the actual and potential temporary and permanent adverse ecological effects due to the construction, and operation and maintenance of the Project will be adequately managed through the proposed ecological effects management measures (including offset and compensation required by the proposed designation and consent conditions).
4 May 2026	Comments from Nicky Auld, paragraph 20 – 21.	24.14	Groundwater	Concern about groundwater contamination from construction fill. Concern that the designation is located on low lying coastal land and that construction will strike groundwater.	Under the proposed conditions, any construction fill to be brought to site is required to be cleanfill and free of contaminants that may impact groundwater quality. Groundwater is shallow across the Project area and at some locations groundwater will be encountered, primarily during temporary excavations. The potential effects of the project on groundwater have been thoroughly assessed (refer to the Hydrogeology Assessment - Volume 3K of the substantive application). The assessment concludes that effects on groundwater are primarily negligible to low. Where potential effects on groundwater have been identified, the assessment provides information on appropriate mitigation and management controls to address these.

Attachment 1 - NZTA response to comments from invited parties in relation to State Highway 1 North Canterbury – Woodend Bypass Project (Belfast to Pegasus)

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4 May 2026	Comments from Nicky Auld, paragraph 22-23.	24.15	Stormwater	Concern that McIntosh's Drain outlet is below the river and cannot cope with more water.	Flood modelling undertaken for the project includes hydrodynamic modelling of McIntosh Drain. The modelling indicates that all flooding impacts to McIntosh Drain are confined to land under the ownership of NZTA.
4 May 2026	Comments from Nicky Auld, paragraph 23.	24.16	Freshwater ecology	Concern that whitebait breeding habitat in McIntosh's Drain will be affected by the contaminated water runoff from the Project. Suggests condition 9, that there be no construction of infrastructure during the whitebait breeding season in the tidal river and wetland systems.	Whitebait species identified as being present within the McIntosh Drain are restricted to īnanga (<i>Galaxias maculatus</i>). The stream habitat within the Project area of McIntosh Drain is comprised solely of adult habitat. īnanga spawn near the tidal freshwater interface. Spawning habitat that may occur within the McIntosh Drain catchment will be present c. 3 - > 4 kilometres downstream of the Project where tidal influence persists. The project's stormwater drainage design for each catchment is described in the Stormwater and Flooding Assessment (Volume 3L) and an assessment of effects to stream ecological values has been completed in the EclA (Section 6.4.8). The EclA notes that the stormwater infrastructure proposed for the Project will treat stormwater runoff potentially contaminated with toxicants such as hydrocarbons and heavy metals from operational use of the road before it is discharged to surface water. Therefore, it is NZTA's stream ecologist's opinion that the Project controls and management measures will avoid any possible effect on īnanga spawning habitat which is potential present several kilometres downstream. Site specific guidance on fish spawning and how this will be avoided or minimised during construction is provided for in the EMP, specifically consent condition MP.8 (j) and (k). Furthermore, for construction works covered under the FTAA application, there are no works within the tidal rivers and wetland systems, and further conditions are not required.
4 May 2026	Comments from Nicky Auld, paragraph 25.	24.17	Terrestrial ecology	Concern that the land impacted by the project has not been assessed for loss of habitat.	Appropriate assessment of ecological effects associated with the project, including loss of habitat, has been undertaken by NZTA's ecologists, as per the Ecological Assessment report.
4 May 2026	Comments from Nicky Auld, paragraph 26.	24.18	Heritage	The Project is located within culturally significant areas.	NZTA acknowledges the project traverses an area of high cultural significance, and notes the comments of Whitiara provided on the application.
4 May 2026	Comments from Nicky Auld, paragraph 27.	24.19	Wetland & freshwater ecology	Concern about how new and existing wetlands and waterways will be affected now and in the future by the Project as water table levels rise.	<u>Waterways:</u> The Project's stream realignments will be designed to achieve a set of design outcomes. These are provided in condition C2.11. Included in these is that the stream realignments must maintain hydrologic heterogeneity and achieve similar velocities and depth profiles to mimic the natural stream channel's form/ function. Any future

Attachment 1 - NZTA response to comments from invited parties in relation to State Highway 1 North Canterbury – Woodend Bypass Project (Belfast to Pegasus)

Date received	Document name & page / para reference	Comment ID	Topic	Extract / summary of comment	NZTA response
					changes to the water table, which could subsequently increase or decrease stream water volumes, have been incorporated into the designs of these new channels. <u>Wetlands:</u> The potential for disruption of hydrological connectivity and/or contributions to all remaining wetlands within, and within 100 m of the Project alignment were assessed as part of the EclA. The design of the road and associated water management systems (e.g. stormwater) have been designed to incorporate modelling that predicts the impacts of future climate and flood flows. For most sites, the future impact of the road in its proposed location has been determined as having a very low chance of hydrological impact as the proposed stormwater design aims to maintain existing infiltration rates. For the remaining sites that may be impacted to a greater than low degree, monitoring is proposed to be undertaken and any adverse changes incorporated into the final offset wetland creation area (if required). Should the future rainfall levels increase and result in higher volumes, or more extended periods of rainfall recharge to the plains and therefore ground and surface water contributions to remaining wetlands, these contributions will continue to make their way into the wetlands within the Project area via existing hydrological connections (groundwater and stream). If these modified inputs due to climate are sufficiently different to the existing pattern, the wetlands will retain the potential to expand and become wetter as the submitter contends is happening so no detrimental effects are anticipated. There is sufficient land space around existing wetlands for this to occur, and the presence of the road does not limit any future expansion. While the presence of the road will preclude any new wetlands from forming within the pavement footprint along its alignment, the areal extent of the road is very low compared with the large proportion of similar low-lying land surrounding it, so the capacity of the wider area to form new wetlands in response to increased ground and surface water recharge is not substantially affected.
4 May 2026	Comments from Nicky Auld, paragraph 28.	24.20	Quarry lakes consent	"What happens to the Christchurch Ready Mix Concrete Resource consents for the quarry lakes which have now changed ownership to NZTA and ceased operation". Particular concern about the disappearance of conditions to protect the receiving environment and neighbours from adverse effects. Suggests conditions 1-4 that the conditions duplicate conditions from the Ready Mix consents, in relation to hours of operation, planting and contaminants.	The quarrying consents are no longer being given effect to within the area of land designated and acquired by NZTA for this project. As part of the separate land acquisition agreement these consents will be updated to reflect the updated land area available for quarrying. This is not part of the FTAA process. The NZTA designation contains a suite of mitigation conditions that will be given effect to in relation to the project.
4 May 2026	Comments from Nicky Auld, paragraph 29.	24.21	Freshwater ecology	Concern that pest fish in quarry lakes will enter waterways.	The Quarry Lakes are essentially land locked waterbodies with no natural connection to streams within the wider catchment. Any fish salvage and relocation that is attempted within the Quarry Lakes will result in fish being transferred to the remaining Quarry Lakes, e.g., the Northern Lakes and the South Lake. Consent condition MP.8 (j)(xi) details that the EMP shall include measures to manage pest species and exotic fish and condition C2.5 details that national biosecurity best practice measures will be followed.

Attachment 1 - NZTA response to comments from invited parties in relation to State Highway 1 North Canterbury – Woodend Bypass Project (Belfast to Pegasus)

Date received	Document name & page / para reference	Comment ID	Topic	Extract / summary of comment	NZTA response
4 May 2026	Comments from Nicky Auld, paragraph 30.	24.22	Dynamic compaction	Concerns regarding compaction effects on groundwater and land deformation. Suggests condition 8, that there be no dynamic compaction due to the effects on ground water, contamination and neighbouring land and wildlife.	The effects of dynamic compaction have been assessed and discussed in a specific vibration assessment on groundwater in the Hydrogeological Assessment (Volume 3K of the substantive application). The effect of dynamic compaction on the groundwater regime including on groundwater quality is assessed as negligible.
4 May 2026	Comments from Nicky Auld, paragraph 31.	24.23	Early works	Concern that early works are being undertaken before the Project has been approved, and that adverse effects from these early works have not been mitigated.	NZTA has obtained approval for some early works under standard processes, and therefore these do not form part of the Fast-track application. Table 1.2 in the Substantive Application Report sets out the early works activities for which approvals have already been obtained. The effects of these early works have been assessed under their respective processes and are outside the scope of the Fast-track process.
4 May 2026	Comments from Nicky Auld, paragraph 32.	24.24	Suggested conditions	The commenter suggests conditions. Where possible, these have been addressed these above. The other suggested conditions responded to here include: - Reduce and delete all culverts where possible to ensure fish passage. Construct bridges instead to preserve natural catchment areas. - Pay to remove willows & woody weeds from all the wetlands, streams, rivers, lakes, waterways effected by this project and & replace with suitable native planting, maintain plantings to restore biodiversity lost.. Some conditions suggested are outside the scope of the FTAA process and are therefore not responded to.	Each culvert has been individually assessed to determine appropriate fish passage measures in accordance with the New Zealand Fish Passage Guidelines v2.0 (NZFPG; Franklin et al, 2024) ² . It is NZTA's stream ecologist's opinion that the proposed designs of the culverts at Project watercourses achieve fish passage for the species potentially present in the Project watercourses. Native plantings are proposed for some of the Project area (see Vol 4E -Ecological Offset Plan).
				This commenter makes some comments which are outside the scope of the FTAA process, and therefore are not responded to.	
14 May 2026	Re_ Woodend By Pass (Belfast to Pegasus Motorway) Fast track Comments by Nicky Auld, page 1. ³	24.25	Water contamination	Concern that water contamination of Freshwater Quality Lakes at Pineacres is a threat to drinking water and human health.	An assessment of water quality due to Project activities at the Quarry Lakes is completed in section 10 of the Hydrogeology Assessment (Volume 3K). This assessment concluded that construction works in the vicinity of Quarry Lakes are expected to have negligible to beneficial effects on groundwater quality. Condition C1.19 secures the requirement for imported fill to be virgin excavated natural material.

² Franklin, P. A., Baker, C. F., Gee, E., Bowie, S. C., Melchior, M., Egan, E., Aghazadegan, L., & Vodjansky, E. (2024). New Zealand fish passage guidelines Version 2.03, NIWA Client Report

³ The Applicant received another comment from Nicky Auld on the 14 May 2026, which the Panel accepted as late comment and the Applicant has responded to here.

Attachment 1 - NZTA response to comments from invited parties in relation to State Highway 1 North Canterbury – Woodend Bypass Project (Belfast to Pegasus)

Date received	Document name & page / para reference	Comment ID	Topic	Extract / summary of comment	NZTA response
14 May 2026	Re_ Woodend By Pass (Belfast to Pegasus Motorway) Fast track Comments by Nicky Auld, page 1.	24.26	Early works	"Is it illegal to be starting work on this construction phase of building the motorway cause way through the Designation without all the conditions being met from the 103 Woodend Bypass Route Designation & all other conditions it triggers. Especially since the Fast Track Application yet to be heard?"	NZTA has obtained approval for some early works under standard processes, and therefore these early works are not being considered as part of the Fast-track application. Table 1.2 in the Substantive Application Report sets out the early works activities for which approvals have already been obtained. The effects of these early works have been assessed under the relevant legislation when consents were obtained. NZTA has separately obtained consents from CRC and provided an outline plan to WDC to carry out early works in relation to the Project. These are outside the scope of the Fast-track process.
14 May 2026	Re_ Woodend By Pass (Belfast to Pegasus Motorway) Fast track Comments by Nicky Auld, page 1.	24.27	Project design	"Is the Woodend Bypass still a draft route, does it have the required funding and land purchased?"	The designation for the Woodend Bypass route was secured in 2015. Funding and land purchase decisions are outside the scope of this process, but land purchase associated with the project is substantially advanced.
14 May 2026	Re_ Woodend By Pass (Belfast to Pegasus Motorway) Fast track Comments by Nicky Auld, page 1.	24.28	Quarry lakes consent	"The Ready Mix consent CO6C/03379 and CRC093754 was very specific about keeping the fresh water quality and sediment out of the shingle pits. It now supports an ecosystem rich in biodiversity. The consent was very specific about aquatic pests out of the Quarry Lakes at Pineacres. What has happened to these resource consents with regard to keeping the water pure, and landscaping these masses quarry lakes once sand mining stopped. Surely these resource consents can't just disappear. They are meant to protect the neighbouring land & the future drinking water. They were never meant to be filled to form a causeway."	See response to comment 24.20
14 May 2026	Re_ Woodend By Pass (Belfast to Pegasus Motorway) Fast track	24.29	Quarry lakes	Concern regarding Quarry Lakes as "they are a new landscape feature and were not assessed as such during the 2014 hearing as they weren't there. None of the landscaping consent requirements have been complied with in the ready mix consents. There has been no detail at the 2014 hearing on how NZTA plan to build a four lane motorway through two very large lakes. So how can adverse effect be assessed? Noise, dust Vibrations, Visual effects, water contamination, aquatic pests, pest fish, loss of habitat and death of endangered species."	See response to comment 24.20 and 24.26

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	Comments by Nicky Auld, page 1.				
14 May 2026	Re_ Woodend By Pass (Belfast to Pegasus Motorway) Fast track Comments by Nicky Auld, page 1.	24.30	Ground stability	Concern that the new causeway will sink, states that the Ready Mix causeway sank in the 2014 earthquakes. "The site & neighbouring land is unstable and affected badly by lateral spread. The wetland on 230 Lees Road banks are also subsiding next to the gateway into Quarry Lakes."	NZTA has separately obtained approvals to carry out early works in relation to the Project, this includes construction of a causeway through the Quarry Lakes. These matters have been considered in the Project's geotechnical assessment. The causeway has been subject to detailed geotechnical design, including consideration of liquefaction, lateral spreading, groundwater conditions and settlement risk. Ground improvement measures will be incorporated to ensure the embankment is suitable for long-term state highway use. Post- ground improvement testing will be carried out to ensure the embankment material (and the soils underneath) have been sufficiently compacted during construction. Survey monitoring, including settlement profilometers, will be installed to check that settlement of the embankment is within acceptable limits
14 May 2026	Re_ Woodend By Pass (Belfast to Pegasus Motorway) Fast track Comments by Nicky Auld, page 2.	24.31	Early works / Ready Mix consents	"It seems NZTA has started dumping of river rock and etc is starting the construction phase of the Woodend By Pass even though Fast Track Process is yet to be heard. This material is from Ashley River and soon the Waimakariri Rivers. What has happened to the Ready Mix consents."	See responses to comment 24.20 and 24.23. NZTA has separately obtained approvals to carry out early works in relation to the Project. These are outside the scope of the Fast-track process.
14 May 2026	Re_ Woodend By Pass (Belfast to Pegasus Motorway) Fast track Comments by Nicky Auld, page 2.	24.32	Quarry Lakes	"The new Ecan Consents related to the Quarry Lakes and surrounding land is, for the sole purpose of constructing the cause way for the motorway. Were these ECAN consents meeting 103 Route Designation Condition's for the Woodend by Pass or just approved in isolation for creating a causeway out side of the fast track process? How can all the these adverse effects be considered when the route designations on dry land in 2014 hearing with no detail on construction of motorway causeway etc?"	NZTA has separately obtained approvals to carry out early works in relation to the Project, this includes construction of a causeway through the Quarry Lakes. These are outside the scope of the Fast-track process.
14 May 2026	Re_ Woodend By Pass	24.33	Quarry Lakes	"Are there aquatic pests, contaminated fill, organic material, sediment issues in this the material being dumped into these freshwater 5 & 9 hectare lakes (underground river system	NZTA has obtained approvals outside of the Fast-track process to carry out early works in relation to the Project. These are outside the scope of the Fast-track process.

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	(Belfast to Pegasus Motorway) Fast track Comments by Nicky Auld, page 2.			where drinking water is accessed through bores, wells). Where is this material coming from and who is checking dumping loads. Surely not NZTA?"	
14 May 2026	Re_ Woodend By Pass (Belfast to Pegasus Motorway) Fast track Comments by Nicky Auld, page 2.	24.34	Ecology	"Are there aquatic pests in the Ashley & Waimakariri like Black Algae (Black Mat) and Didymo. Can they spread to the quarry lakes in the fill material being dumped to form the causeway. Will they get into the neighbour wetlands and waterways. There is very little fall in the McIntosh's Drain Catchment, would want the Black Mat spreading in here or other waterways."	NZTA has obtained approvals outside of the Fast-track process to carry out early works in relation to the Project. NZTA does not consider the potential presence of these species within the gravel extraction rivers poses a risk to the Quarry Lakes or wider Project wetlands and watercourses. The types of periphyton species (inclusive of algae, cyanobacteria, diatoms, sludges etc) that are present within the Ashley & Waimakariri Rivers, including the pest species mentioned, will not be able to persist within the Quarry Lakes or other Project wetlands and watercourses. Both <i>Phormidium</i> sp ("black matt" cyanobacteria) and didymo that are present in riverine environments (and may be present in the Ashley and Waimakariri River catchments) require clear flowing water with stable substrates (that consist of predominantly cobbles and larger gravel) to reach levels that result in impacts to ecosystem function, recreational usage, and human health. The habitat types that are present within the Quarry Lakes and the wider wetlands and watercourses do not provide suitable conditions, i.e., the habitat types do not provide all the requirements for these species to persist. Additionally, it is highly unlikely that any periphyton species will survive the gravel extraction and placement activity. This is due to desiccation and destruction of periphyton cells during the extraction, storage, cartage, and infilling processes.
				This commenter makes some comments which are outside the scope of the FTAA process, and therefore are not responded to.	
Commenter 25 – Fish & Game New Zealand					
5 May 2026	2026 Woodend Bypass Submission NZ Fish and Game Council, page 2.	25.1	Freshwater ecology	Fish & Game wish to be consulted prior to any actions being taken regarding either of these species. Fish & Game prefers that tench and perch remain in the lakes and access be maintained to retain recreational angling opportunities. Notes that tench is a predatory fish but that they are unlikely to be a predation threat to the common bully present in the Quarry lakes. Fish & Game support the removal of rudd.	Noted – as part of the EMP a Ministry for Primary Industries (MPI) and a Fish and Game permit will be required to salvage and relocate fish from within Project watercourses. As part of this process Fish and Game will be consulted prior to fish salvage and relocation. Noted – no comment Noted – no comment The quarry ponds land for the project was in private ownership and has been acquired by NZTA under the Public Works Act. NZTA is not obligated to provide a public recreational fishery or maintain a

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				Fish & Game are open to discussions with NZTA regarding access and what mitigations NZTA will carry out to provide for the loss of a recreational fishery if access is not to be maintained, or if trench and perch is removed.	coarse fish population on private land acquired for the project. Access to the remaining quarry ponds on private land is not a matter for NZTA.
5 May 2026	2026 Woodend Bypass Submission NZ Fish and Game Council, page 3.	25.2	Support for suggested conditions	"We accept the proposed consent conditions C2.8 for fish passage, in line with Regulation 70 of the NES-F and informed by NZFPG." "Fish & Game deem these guidelines especially important for works in the Cam River during key brown trout (<i>Salmo trutta</i>) spawning periods (May-September) to retain fish passage for migration to the North and South brooks in the upper Cam River catchment." "We accept the proposed resource consent conditions C1 in relation to erosion and sediment with there being an Erosion and Sediment Control Management Plan in place."	NZTA acknowledges and appreciates the support expressed for these conditions.
Commenter 26 – David Fahy					
4 May 2026	Comment from David Fahy	26.1	Noise	Concerns that noise mitigation measures (specifically noise walls) are not being provided to some properties due to an incorrect interpretation of NZ 6806:2010 and not taking into account that current noise is periodic. Requests that properties on Lees Road should be provided with noise walls, and there should be sound barriers along parts of the Project parallel to Lees Road.	Construction and operational noise and vibration effects are already authorised by the Project designation with the exception of some Project construction activities that were not anticipated when the designation was included in the district plan, and where alterations to the designation are sought. The existing designation conditions already require the consideration of mitigation options (see conditions 92-96).
Commenter 27 – Jan Vlk					
4 May 2026	Comments from Jan Vlk, page 1.	27.1	Noise	Supports the Project in principle, but has concerns regarding the operational road-traffic noise effects on the existing residential community in Kaiapoi beside the current SH1 corridor, particularly the area around Whitefield Street, Sneyd Street, Epworth Street, Bayliss Drive, Hayson Drive, Wyatt Street and nearby residential streets. "My concern is that this established residential area may not receive sufficiently specific, transparent and enforceable noise mitigation as part of the project, despite being directly affected by the existing SH1 corridor and by proposed works that may materially change the future traffic-noise environment." Requests that Kaiapoi residential area be properly assessed under the relevant road-traffic noise framework and that any required mitigation is secured through conditions.	NZTA acknowledges and appreciates the support expressed for the Project. Construction and operational noise and vibration effects are already authorised by the Project designation with the exception of some Project construction activities that were not anticipated when the designation was included in the district plan, and where alterations to the designation are sought. Therefore, operational noise effects have already been assessed under the existing designation and these are authorised by the existing designation. The existing designation conditions already require the consideration of mitigation options (see conditions 92-96).
4 May 2026	Comments from Jan Vlk, page 1-2.	27.2	Noise	Provides noise levels in existing Kaiapoi environment, and requests proper LAeq(24h) modelling and receiver specific assessment for the Kaiapoi area. Requests conditions: - Providing for specific Kaiapoi road-traffic noise assessment for the existing SH1 corridor through Kaiapoi (1).	As above, noise effects have already been assessed and are authorised under the existing designation. The existing designation conditions already require the consideration of mitigation options (see conditions 92-96).

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				- Confirmation that all relevant Kaiapoi residential receivers / Protected Premises and Facilities have been identified and assessed (2).	
4 May 2026	Comments from Jan Vlk, page 2-3.	27.3	Noise	Notes that project represents a material change in the operational environment. To assist residents with understanding the project's impact on road-traffic noise, requests that an assessment compares: 1. The existing noise environment, 2. The future do-nothing environment, 3. The future project environment without mitigation, and 4. The future project environment with proposed mitigation. Requests condition (3) for publicly available LAeq(24h) modelling results for existing, future do-nothing, future project without mitigation, and future project with mitigation scenarios.	As above, noise effects have already been assessed and are authorised under the existing designation. The existing designation conditions already require the consideration of mitigation options (see conditions 92-96).
4 May 2026	Comments from Jan Vlk, page 3.	27.4	Noise	Requests how NZS 6806 and LAeq(24h) modeling has been applied to the existing SH1 corridor through Kaiapoi, particularly for the existing Kaiapoi residential area adjoining SH1, including Whitefield Street, Sneyd Street, Epworth Street, Bayliss Drive, Hayson Drive, Wyatt Street and nearby streets. The commenter requests the assessment to include outdoor living spaces, and lists a number of factors the modelling should identify. Requests conditions: - Providing for clear disclosure of traffic assumptions, including design-year traffic volumes, heavy vehicle percentages, speeds, lane configuration and road-surface assumptions (4). - Assessment of outdoor living areas as well as dwelling façades (5).	As above, noise effects have already been assessed and are authorised under the existing designation. The existing designation conditions already require the consideration of mitigation options (see conditions 92-96).
4 May 2026	Comments from Jan Vlk, page 4.	27.5	Noise	Concerns that Kaiapoi residential area beside the SH1 corridor has not been given the same level of specific mitigation consideration as other locations affected by the Project because Kaiapoi homes already sit beside the existing SH1 corridor. Requests NZTA to consider whether the project will maintain, increase or alter that exposure, and whether practicable mitigation is available to avoid, remedy or mitigate the effects.	As above, noise effects have already been assessed and are authorised under the existing designation. The existing designation conditions already require the consideration of mitigation options (see conditions 92-96).
4 May 2026	Comments from Jan Vlk, page 4-5.	27.6	Noise	Concern that conditions do not provide specific and enforceable mitigation, and will leave Kaiapoi noise outcomes to later discretion, internal detailed design or broad judgment without clear parameters. Requests factors that final conditions show, and conditions: - Providing for specific consideration of feasible mitigation for the Kaiapoi section, including noise barriers, vegetated bunds, low-noise surfacing, or a combination of those measures (6).	As above, noise effects have already been assessed and authorised under the existing designation. The existing designation conditions already require the consideration of mitigation options (see conditions 92-96).

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				- Publicly available plans showing the location, length, height, material and acoustic performance of any proposed Kaiapoi noise barriers (7).	
4 May 2026	Comments from Jan Vlk, page 5.	27.7	Noise	Requests that low noise road surfacing be considered for Kaiapoi section of SH1 and, if used, be installed before the upgraded traffic arrangement is opened to general traffic. Requests condition that low-noise surfacing be installed before opening of the upgraded traffic arrangement where such surfacing is relied upon to achieve the predicted mitigation outcome (8).	As above, noise effects have already been assessed and are authorised under the existing designation. The existing designation conditions already require the consideration of mitigation options (see conditions 92-96).
4 May 2026	Comments from Jan Vlk, page 5.	27.8	Noise	The commenter attaches a community support summary for SH1 noise mitigation in Kaiapoi, which show for support practical noise mitigation, including sound barriers, low-noise asphalt, bunding, planting, or a combination of measures. Requests condition requiring direct consultation with affected Kaiapoi residents before the final noise-mitigation design is confirmed.	As above, noise effects have already been assessed and are authorised under the existing designation. The existing designation conditions already require the consideration of mitigation options (see conditions 92-96). Furthermore, the FTAA provides for adjacent land owners and occupiers to comment on the application. The EPA has identified those persons and invited them to comment. Comments from those not invited to comment are outside the scope of the FTAA process for this application.
4 May 2026	Comments from Jan Vlk, page 5-6.	27.9	Noise	The commenter suggests conditions. Where possible, these have been addressed these above. The other suggested conditions responded to here include: - Post-construction noise monitoring at representative Kaiapoi residential locations (10). - A requirement for additional remedial mitigation if post-construction monitoring shows that the predicted noise outcomes have not been achieved (11). - A clear maintenance obligation for any installed noise barriers, low-noise surfacing, bunds or other acoustic mitigation relied upon to achieve the required outcome (12). - A requirement that the final noise-mitigation design be provided in a form that affected residents can understand and review, including maps, receiver tables, predicted noise levels and a plain-English explanation of the proposed mitigation (13).	As above, noise effects have already been assessed and are authorised under the existing designation. The existing designation conditions already require the consideration of mitigation options (see conditions 92-96).
Commenter 28 – Ravenswood Developments Limited					
5 May 2026	Comment on NZTA Woodend Bypass – Ravenswood Developments Limited, page 4-5.	28.1	Tolling	Opposed to tolling because of the risk that drivers would select untolled routes resulting in increased traffic. Particular concerns regarding: - Effects of tolling and increased traffic volumes on Garlick Street and on the operation of the existing Robertson Drive/Garlick Street/ Kesteven Place roundabout. - Effects on ability to deliver safe and multi-modal transport access and connections for the Key Activity Centre (KAC) Requests “an assessment of the potential effects of the Bypass must include the effects arising under a tolled scenario”.	A decision has not yet been made in relation to tolling for the Project. Tolling decisions are made under separate legislation and a different process, specifically the Land Transport Management Act 2003. Tolling decisions are not a matter for the Panel. NZTA does not require approval under the FTAA (or the RMA) to toll roads. Tolling could be applied to the existing SH1 (or a completed Woodend Bypass), without any RMA approval, provided the tolling decision was appropriately made under the LTMA. Further information on tolling can be found at section of the Transportation Assessment (Volume 3C of the Substantive Application).

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5 May 2026	Comment on NZTA Woodend Bypass – Ravenswood Developments Limited, page 5.	28.2	Project design	Commenter has been advised by NZTA that it considers the existing Robertson Drive/Garlick Street/ Kesteven Place roundabout will require an upgrade from roundabout control to a signalised intersection. The commenter notes that the upgrade to the roundabout is outside the application, but it considers that due to the Project's close proximity to the Pegasus Interchange and potential to impact the operation of that intersection, both intersections must be planned, designed and assessed in an integrated manner.	The Project will improve access to the Ravenswood development. Rapid growth at Ravenswood is one of the reasons why the Project has been redesigned to provide a grade-separated interchange. The Project will deliver significant benefits for workers and residents at Ravenswood (see section 2 of the SAR). The Bob Roberston Drive / Garlick Street intersection at Ravenswood is outside the designation for this project, and the transport effects of the designation route have already been authorised. As noted in the transport assessment, NZTA has contributed to further work with WDC looking at the modelling of this intersection for the purpose of future local network planning, as the issue principally relates to local traffic seeking to exit Bob Robertson Drive and not the interchange operation. This work is being led by WDC and is not within the scope of this designation and process. Any changes regarding this location would be a matter for WDC.
5 May 2026	Comment on NZTA Woodend Bypass – Ravenswood Developments Limited, page 5-7.	28.3	Project design	RDL and Foodstuffs South Island Properties Limited have engaged Stantec to assess the operation of proposed signalisation of the Ravenswood intersection as reported in the Aurecon addendum report. Stantec has advised that the proposed signalised intersection does not achieve its stated objectives. Stantec has considered alternative configurations for modified roundabout options at the Ravenswood intersection.	The Bob Roberston Drive / Garlick Street intersection at Ravenswood is outside the designation for this project, and the transport effects of the designation route have already been authorised. As noted in the transport assessment, NZTA has contributed to further work with WDC looking at the modelling of this intersection for the purpose of future local network planning, as the issue principally relates to local traffic seeking to exit Bob Robertson Drive and not the interchange operation. Traffic movements in this area are changing quickly as the land is developed. This work is being led by WDC and is not within the scope of this designation and process. Any changes regarding these locations would be a matter for WDC. NZTA will continue to work with WDC so that state highway and local road vehicle movements can be considered in an integrated way.
5 May 2026	Comment on NZTA Woodend Bypass – Ravenswood Developments Limited, page 7-8.	28.4	Project design	Strongly supports proposed provision of off/on ramps to connect SH1 to Bob Robertson Drive. Seeks the provision of clear and legible signage clearly directing traffic to Ravenswood. Also supports connection between Garlick Street and former section of SH1/ Main Street through Woodend.	Off/on ramps to Bob Robertson Drive are proposed. NZTA directional signage will be provided and will be shown as part of the Outline Plan.
5 May 2026	Comment on NZTA Woodend Bypass – Ravenswood Developments Limited, page 8.	28.5	General support.	Supports and emphasizes the importance of the proposed connection between Garlick Street and the former section of SH1 through Woodend.	NZTA acknowledges and appreciates the support expressed for the Project.

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Commenter 29 – Associate Minister for Transport					
12 May 2026	Comment from Associate Minister for Transport 12 May 2026	29.1	Support for the Project.	"I support the Woodend Bypass Project receiving the approvals it requires subject to any conditions the panel considers appropriate. The delivery of this regionally and nationally significant infrastructure will provide benefits in travel time reduction and safety improvements." "This is an important part of the Government's nationwide investment into our roading network. Its inclusion on a fast-track project will benefit Canterbury residents and businesses, and will assist our managed roll out of key infrastructure projects across the country."	NZTA acknowledges and appreciates the support expressed for the Project.
Commenter 30 – Emma Cunningham					
14 May 2026	Comment from Emma Cunningham	31.1	Light effects	"We would like the motorway to be banked along the side to prevent the lights from passing traffic entering our windows as this will disrupt our evenings and sleep."	The designation adjacent to Woodend Beach Road is already authorised. No changes are sought to the designation in this location which will alter lighting effects. Final design details will be included in the Outline Plan.
14 May 2026	Comment from Emma Cunningham	30.2	Project design	"Also, for the overpass going over the motorway on Woodend Beach Road we would like further information on the location of where this ends - there is a possibility that it will conflict with our current driveway. Will the Jill Creamer track continue on this overpass to make it safe for us to continue to walk/cycle to Woodend for school and social purposes?"	Private driveway connections will be addressed in the Outline Plan process. However, based on the current design the driveway to 160 Woodend Beach Road will be maintained in the same location. Pedestrian and cycle access will be maintained via a shared path on the overbridge allowing ongoing use of the Jill Creamer track, and maintaining the connection with Woodend.