



MI-1982

Nicky Auld



Dear Nicky

Thank you for your email of 15 October 2024 regarding the Woodend Bypass being listed in Schedule 2 of the Fast-track Approvals Bill (the Bill).

The purpose of the Bill is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits. Our focus is on removing unnecessary barriers to infrastructure that is critical to unlocking growth and keeping NZ moving.

While there is a designation in place for the Woodend Bypass project to protect the land for a proposed public work, additional statutory approvals, including resource consents under the Resource Management Act (RMA), are required to deliver the project. The conditions you have attached to your email relate to the designation rather than a resource consent and they do not disappear under the fast-track process.

Listing this project in the Bill enables the project to access the fast-track process if this is deemed to be the appropriate pathway. The fast-track pathway is not required to be used. A decision will be made as to whether to enter the fast-track process based on the approvals required and factors such as complexity, timeframes and costs at the appropriate time.

The Woodend Bypass has been identified as a Road of National Significance and prioritised for funding. As with any project of this scale, there are a range of design and construction challenges including the shingle pit ponds, environmental effects including natural hazards, and development pattern changes since the original Woodend Bypass designation.

NZ Transport Agency Waka Kotahi (NZTA) assures me that these matters will be fully considered as part of the detailed design and consenting phases.

You can keep up to date on the Woodend Bypass project's progress on the NZTA website at <https://www.nzta.govt.nz/projects/sh1-belfast-to-pegasus-motorway-and-woodend-bypass/>.

With respect to tolling of the Woodend Bypass, in the Government Policy Statement on Land Transport, I made it clear that every new road should be considered for tolling. It is important to note however, that while tolling must always be considered for new roads the final decision on whether to implement a toll road rests with Cabinet based on my recommendation as Minister of Transport.

Thank you again for writing.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'S-B', with a stylized flourish extending from the end.

Hon Simeon Brown
Minister of Transport