

4 May 2026

**Re: State Highway 1 North Canterbury – Woodend Bypass project
(FTAA-2512-1157)**

Dear Panel,

I write on behalf of Brian and Anne Stokes regarding the State Highway 1 North Canterbury – Woodend Bypass project (FTAA-2512-1157), following your invitation to comment dated 1 April 2026.

The Stokes wish to receive and comment on any draft conditions prior to the Panel finalising its decision.

Background: Suburban Estates and Brian & Anne Stokes

Brian and Anne Stokes (together, the Stokes) own a 140-hectare block of land located between Ravenswood and Waikuku, bordered to the east by State Highway 1. The wider Stokes family has farmed the land for over 70 years.

Suburban Estates Ltd (SEL) is a residential land development company operating throughout New Zealand, with a particular focus on Canterbury and the Queenstown Lakes area. SEL has extensive experience in delivering new residential communities and has been developing land for over 60 years.

SEL and the Stokes have been working closely together since 2022 to plan for the farm block (referred to in this letter as the Gressons Road Block) to be developed and converted into a residential subdivision.

The Stokes' long history with, and deep knowledge of, the site means they are keen to see it developed in a way that supports local growth while respecting local ecology and waterways. In partnering with SEL, they have committed to achieving that outcome. The proposed Woodend Bypass and associated works interface directly with the eastern edge of the Gressons Road Block and will influence how the subdivision is ultimately serviced and accessed.

Gressons Road Block Zoning

Historically, the Gressons Road Block was zoned Rural. In 2024, submissions were lodged as part of the Waimakariri District Plan Review seeking rezoning to enable residential development as a logical expansion of the Woodend/Ravenswood urban area.

Following assessment, the Hearing Panel accepted the s42A reporting officer's recommendation, no appeals were lodged, and the zoning is now operative. The land is zoned Medium Density Residential Zone (MRZ).

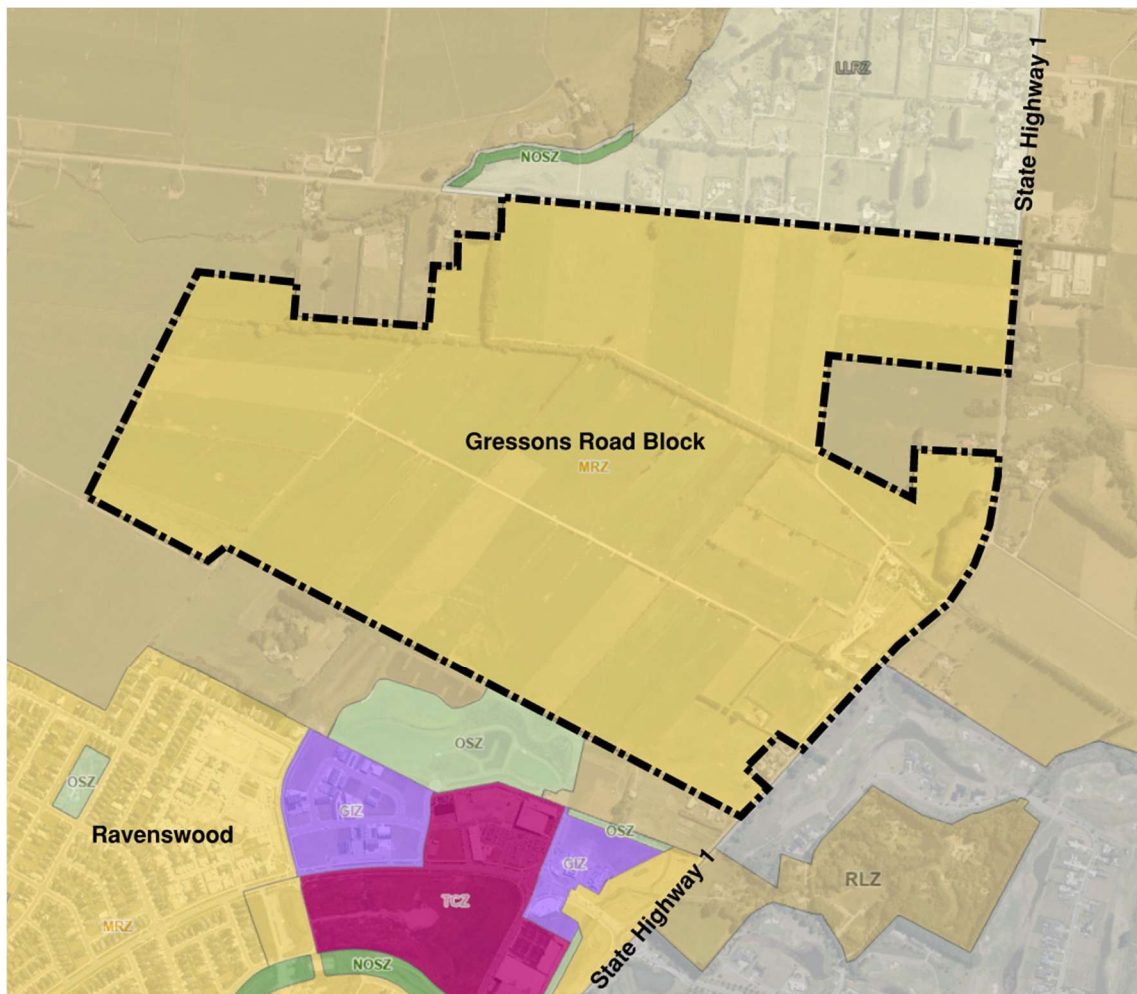


Figure 1 - Gressons Road Block (Waimakiri District Plan)

An Outline Development Plan (ODP) is incorporated into the District Plan and is attached to this letter as Appendix 1.

Key features relevant to the Woodend Bypass interface include:

- Acoustic mounds and stormwater basins along the eastern edge of the site, providing a buffer between SH1 and residential areas.
- A north-south collector road linking an extension of Kesteven Place (south) through to Gressons Road (north).
- A second north-south collector road linking an extension of Lorimer Street (south) through to Gressons Road (north).
- A future roundabout at the intersection of Gressons Road and SH1.
- Retention of a culturally significant wāhi tapu site adjacent to SH1, opposite Preece's Road.
- Provision for approximately 1,500 homes and a neighbourhood centre as part of a master-planned residential community, integrated with a connected network of waterways, wetlands and blue-green corridors (including pedestrian/cycle links and ecological enhancement areas).

Gressons Road Block Fast-track Status

The Gressons Road Block is a listed project under Schedule 2 of the Fast-track Approvals Act 2024. The relevant extract from Schedule 2 is set out in Figure 2 below.

Suburban Estates Limited, Anne Lois Stokes, Brian James Stokes	Gressons Road Development	Subdivide land and develop approximately 1,500 residential dwellings and a retail and community hub, including— • preserving existing wāhi tapu • open space, public reserves, establishing new wetlands, and an ecological restoration area	81 Gressons and 1375 Main North Road, Waikuku
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Figure 2 - Excerpt from Schedule 2 of Fast-track Approvals Act

SEL is actively progressing the project. Extensive geotechnical, hydrogeological and ecological investigations are underway to inform the detailed subdivision and engineering design, and to support future consenting processes.

Pre-application engagement is ongoing with Waimakariri District Council and the Canterbury Regional Council.

Engagement is also ongoing with NZTA where the Woodend Bypass interfaces with the Gressons Road Block. Site access and future network connections for the Gressons Road Block could also be affected by the Bypass.

Coexistence of Adjacent Fast-track Projects

The Panel is in the relatively unusual position of considering a Fast-track application that directly interfaces with another listed 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. The land is now operatively zoned for residential development and is subject to an adopted Outline Development Plan. In that context, 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.

NZTA Land Acquisition Requirements

NZTA requires two small slivers of land from the Gressons Road Block for the Bypass works. The Stokes have been involved in those discussions from the outset, and Appendix 2 shows the areas proposed to be acquired:

- Area A: 1,018 m².
- Area B: 1,224 m².
- Total area required: 2,242 m².

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.

Comments on the Woodend Bypass Project

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.

As identified in the Panel's Minute 2, Appendix 2 – a large portion of the Gressons Road Block is located immediately adjacent to the Woodend Bypass, along with small portions of the eastern edge being included within the Bypass application itself. As such, the Gressons Road Block is directly affected by the proposal.

Along the interface between the projects, our key interests are as follows:

- 1) We support the closure of the eastern end of Wards Road (between SH1 and Kesteven Place), provided that works undertaken do not preclude future upgrading of Kesteven Place to collector road standard, including by securing sufficient road reserve width and alignment.
- 2) As Kesteven Place is intended to function as a key access route into the Gressons Road Block, the design of the Kesteven Place / Bob Robertson Drive intersection should not preclude future enhancement to accommodate increased traffic volumes associated with planned urban development (including the delivery of approximately 1,500 dwellings).
- 3) We seek provision for a 600mm diameter concrete conduit beneath SH1 to enable a future wastewater connection serving the Gressons Road Block. Providing this during Bypass construction would avoid future disruption to SH1, and represents an efficient infrastructure outcome. Figure 3 provides the suggested extents of the conduit.

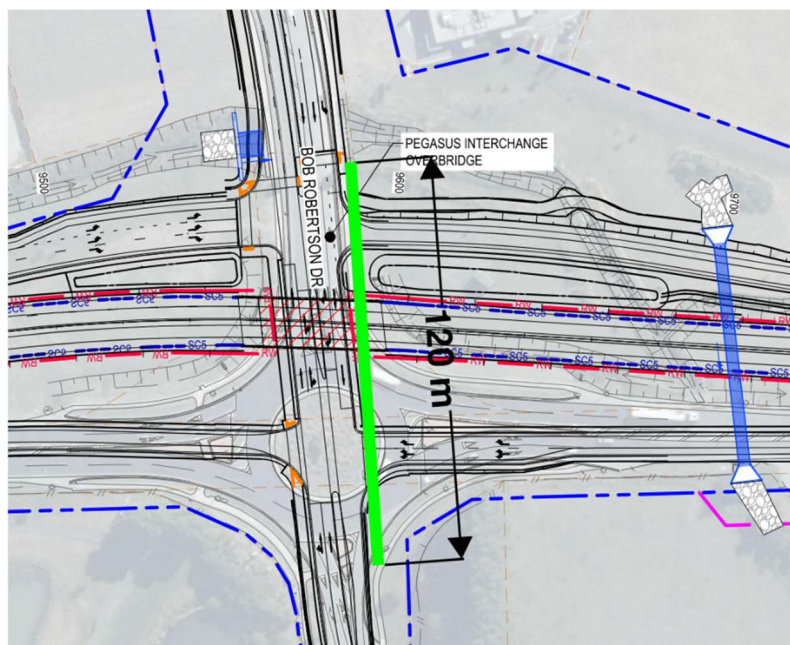


Figure 3 - Proposed Wastewater Conduit Under Bypass

- 4) Given that both projects rely on interaction with shallow groundwater systems and stormwater conveyance, we respectfully request that stormwater and groundwater conditions:
- a. recognise cumulative and transitional urban development outcomes, including the shift from rural to urban land use contemplated by the District Plan; and
 - b. do not rely on assumptions that the Gressons Road Block will remain in rural use, and do not attribute post-construction groundwater or stormwater changes to future residential development that is lawfully undertaken in accordance with operative zoning, approved consents, or Fast-track approvals.
- 5) 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.

Suggested decision wording (for Panel consideration)

In considering and approving the State Highway 1 North Canterbury – Woodend Bypass Project, the Panel acknowledges that the Gressons Road Block is a listed project under Schedule 2 of the Fast-track Approvals Act 2024 with operative residential zoning and an adopted Outline Development Plan. The Panel is satisfied that conditions imposed on the Woodend Bypass appropriately manage its effects while avoiding unnecessary constraint on the lawful development of adjacent listed projects. Accordingly, stormwater, groundwater, access and road design conditions are framed to recognise cumulative urban development outcomes and do not assume the continuation of rural land use on neighbouring land.

Please feel free to contact me if the Panel wishes further information on any of the above matters.

Yours sincerely,



Sean Monaghan
Development Engineer

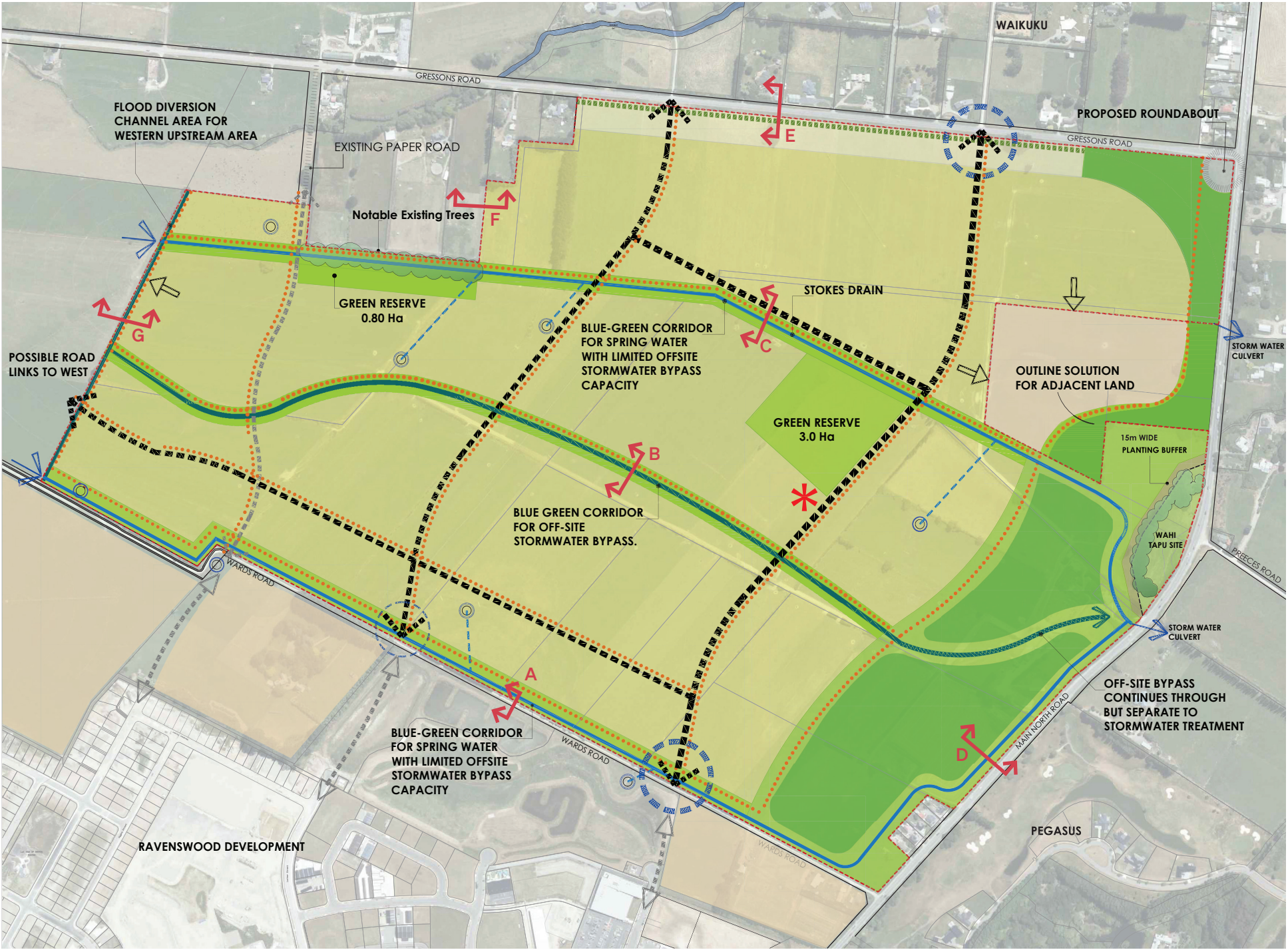


Appendix 1: Gressons Road ODP (Waimakariri District Plan)

Outline Development Plan

DRAFT

Legend	
	Green Space Network
	Stormwater Conveyance and Treatment Network
	Spring Water Collection and Conveyance Network
	Standard Density Residential (minimum 15 DPH)
	Low Density Residential
	Adjacent Land For Possible Future Residential Development
	Outline Development Plan Area
	Indicative Collector Road
	Indicative Key Local Road
	Storm Water Bypass
	10.0 M Wide Landscape Treatment
	Development Threshold / Gateways
	Potential Minor Threshold
	Indicative Pedestrian - Cycle Network
	Potential Community Hub
	Existing Springs (approx. location)
	Cross Illustrative Section Line



Scale 1 to 8000 @ A3
Data Source:



Appendix 2: NZTA Land Requirement Plan

P528638_BelfastToPegasus_WoodendBypass_LRP_Series_v2_GISJ-104



- LEGEND
- Land Required
 - Occupation During Construction
 - Subject Property
 - Belfast to Pegasus Proposed Designation

Land Requirement Reference:
11320-AUR-0350-PWI-LP-DRG-0121

Legal Description:
Fee Simple, 1/1, Part Rural Section
3093,3129,3141-3144,3169,3170, 80,937 m2

Address [if available]:
1281 Main North Road, Waikuku|
1263 Main North Road, Waikuku

Ownership:
Anne Lois Stokes,Brian James Stokes

Notes:

APPROVED 02/02/2026

Date: _____

Signature: _____

Brendon French
Principal Project Manager
NZTA - Infrastructure Delivery
NZTA Transport Services

PROPERTY INFORMATION	
Total Lot Area (m ²) :	151169
Permanent Requirement (m ²)	Construction Requirement (m ²)
A	
1018	339
B	
1224	0

Dimension and area subject to final design and survey.
Rounded to nearest whole number.
Plan intended for distribution as a PDF document.
Scale may be incorrect when printed.

REFERENCE DRAWINGS			REFERENCE MODELS				
REV	DATE	REVISION DETAILS	REV	DRAWN	DESIGNED	VERIFIED	APPROVED
A	30/01/2026	ISSUED FOR PUBLISHED USE	A	J RIDLEY	S.HAMILTON	R.SMITH	H.WALTERS

PREPARED BY

CLIENT





PRINT ALL COPIES
IN COLOUR

Name: NZGD 2000 New Zealand Transverse
Mercator
Vertical Datum: NZVD 2016

20 10 0 20 40 60 80 100
Meters

All written dimensions take precedence over scaled dimensions

CONSTRUCTION STATUS		PROJECT			
NOT FOR CONSTRUCTION		BELFAST TO PEGASUS MOTORWAY & WOODEND BYPASS			
DRAWN BY J RIDLEY		TITLE			
DESIGNED BY S.HAMILTON		LAND REQUIREMENT PLAN ANNE LOIS STOKES,BRIAN JAMES STOKES 1281 MAIN NORTH ROAD, WAIKUKU 1263 MAIN NORTH ROAD,			
STATUS ISSUED FOR PUBLISHED USE		DOCUMENT CODE			
DOCUMENT STATE		11320-AUR-0350-PWI-LP-DRG-0121			
PUBLISHED		SCALE	SIZE	REFERENCE No.	REV
		1:2,000	A3	LP-DRG-0121	A