

To:

State Highway 1 North Canterbury- Woodend Bypass (Belfast to Pegasus) Fast Track
Application

Environmental Protection Authority

Private Bag 63002

Waterloo Quay

Wellington 6140

30 April 2026

We have been invited to comment on the Fast Track application under sections 53(2)(h) and (i) and 53 (3) of the Fast-Track Approvals Act 2025.

Foodstuffs (South Island) Properties Limited are the owners of land located at 10 Bob Robertson Drive, Ravenswood. Lot 2 DP 521236, Title Reference 829189 and Valuation Reference 2164/10001. This land is zoned commercial and is 1.1574 hectares in area. The site contains a large commercial building of which New World Ravenswood operates from. The supermarket is the largest attractor of vehicle movements within Woodend and Ravenswood and provides a critical lifeline service as the only grocery provider of essential food items to the Woodend/Ravenswood community. New World Ravenswood is also the largest employer within the area.

The application to provide a Bypass at North Canterbury-Woodend on State Highway 1 creates flow-on environmental effects to the established Ravenswood commercial community that require sensitive management.

The New World Supermarket at Ravenswood although not located within the designated route area, is affected by being located at the Ravenswood interchange that requires local authority roading infrastructure upgrades to support the overall by-pass project to function and flow.

Convenient, pragmatic, safe access is critical to the safe and efficient functioning of the New World supermarket. Access is important to ensure the large volumes of vehicles are able to access the supermarket site. This access needs to be unimpeded especially during peak movement times. Foodstuffs South Island and Infinity Investments engaged Stantec Traffic Engineers to work with NZTA and Waimakariri District Council to ensure the established commercial area, and essential service supermarket retained full access while accommodating the proposed Bypass infrastructure. Full access is necessary to ensure the supermarket car park can flow without grid-locking the commercial centre (both on-site and off-site), and to reduce the ability of unsafe manoeuvring on the road network.

Stantec New Zealand has produced an independent report reviewing the long-term intersection control options at Bob Robertson Drive/ Garlick Street Intersection – dated 11 March 2026.

This report was undertaken in the context of future growth, the SH` Belfast Pegasus Motorway Project as well as the potential toll-road scenarios. As identified by Stantec New Zealand, the reviewing report responds to proposals by NZTA to replace the existing roundabout with a signalised intersection, based on forecast increases in traffic volumes associated with motorway tolling and nearby residential and commercial development.

The Stantec Report concludes that: *“The analysis demonstrates that replacing the existing roundabout with a signalised intersection does not provide a demonstrably durable or effective response to the forecast traffic conditions used by NZTA to justify the change. The signalised option prioritises operational control but results in poorer network outcomes, higher risk to the SH1 interchange, and adverse impacts on local access and town-centre amenity. Modified roundabout solutions are expected to offer a more resilient and context-appropriate long-term approach. They better align with the function of Ravenswood as a key activity centre, support multimodal movement, and provide greater flexibility to respond to uncertainty in future traffic patterns”*.

Foodstuffs seeks through this invitation to comment that the Environmental Protection Authority make a finding that ensures safe, and superior performance is set throughout this project. From Foodstuffs perspective the modified roundabout options put forward, including safe-system, multilane configurations demonstrate what the community requires – substantially better performance and resilience. The roundabout option is we believe the best option. The Authority should therefore reconsider the proposed signalisation of the Bob Roberston Drive/ Garlick Street intersection and undertake further development of a safe-system, multilane roundabout solutions as the preferred long-term form. Based on the Stantec Report, further refinement of the signalised option is unlikely to achieve acceptable performance without significant additional impacts – compared to a resilient, context-sensitive outcome.

Benefits of the roundabout option as identified by Stantec New Zealand include many benefits to the Bypass proposal, these include:

- *Roundabout options accommodate forecast traffic volumes with lower and more stable delays, even when operating near capacity.*
- *Queuing is generally contained within the local road network, with reduced risk of spillback into the SH1 interchange.*
- *The roundabout form better supports pedestrian and cyclist movements through low-speed geometry and simpler crossing arrangements.*
- *Access flexibility is retained, supporting existing and planned commercial activity consistent with the District Plan objectives.*

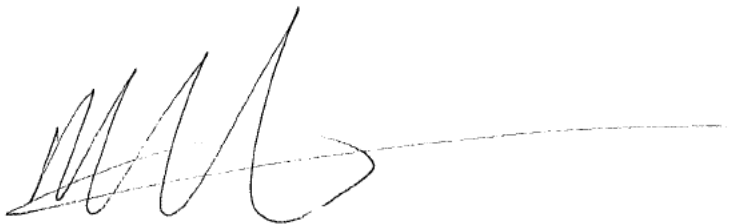
The Stantec Report identifies that *“Investigations indicate further refinement of the signalised layout is unlikely to resolve these issues without additional traffic lanes, increased land take, or more restrictive access management, all of which are inconsistent with the established town-centre environment”*.

A modified roundabout solution is we believe the best long-term option and best supports the Bypass. It offered better performance, resilience, and alignment with the town-centre environment.

Waimakariri District Council's engineering team are seeking a pragmatic resolution to intersection design to ensure the Ravenswood Commercial Centre is not adversely affected. Waimakariri District Council are currently working collaboratively with Foodstuffs and Infinity Investments (Ravenswood Commercial Centre) to ensure the finer design elements of the roundabout design are achieved to future-proof later expansion and network requirements.

We believe that a modified roundabout is a more effective and context-sensitive solution for the intersection, providing better network performance, safety, and support for the Ravenswood town center's place-based objectives.

It recommends that NZTA and Waimakariri District Council reconsider the signalised intersection proposal and focus on developing a safe-system roundabout solution.

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Foodstuffs South Island Properties Limited

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Christchurch 8041

Attention: Rebecca Parish, Senior Property Development Manager

