

Appendix E – Relevant Draft Designation Conditions and Requested Amendments

Project: State Highway 1 North Canterbury – Woodend Bypass Project (Belfast to Pegasus)

Application ID: FTAA-2512-1157

Submitter: Jan Vlk
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Purpose of this Appendix

This appendix is provided to assist the Expert Panel in considering the proposed amendments contained in my submission on the draft designation conditions.

It does not seek to replace or reinterpret the draft conditions. Rather, it identifies the specific provisions that are relevant to my comments and explains why additional clarification is requested for existing residential communities adjacent to the current SH1 corridor through Kaiapoi.

Condition 92 – Road-traffic Noise Assessment

Condition 92 requires the Requiring Authority to appoint a suitably qualified acoustic specialist to prepare a Road-traffic Noise Assessment in accordance with NZS 6806:2010 and to determine the Best Practicable Option for operational road-traffic noise mitigation.

The condition also requires the assessment to be submitted to Waimakariri District Council as part of the Outline Plan process.

Reason for Requested Amendment

My concern is not with the requirement to prepare a Road-traffic Noise Assessment itself.

Rather, my concern is that the draft wording does not clearly identify whether existing residential receivers adjacent to the current SH1 corridor through Kaiapoi are required to be included in that assessment.

These include residential properties on:

- Whitefield Street
- Sneyd Street
- Epworth Street

- Bayliss Drive
- Hayson Drive
- Wyatt Street

Without explicit clarification, it is unclear whether these existing residential areas will be assessed under NZS 6806:2010 or whether they may be excluded from consideration.

For this reason, I have proposed amendments requiring the Noise Assessment to clearly identify:

- which Kaiapoi residential receivers were assessed;
- whether they are Protected Premises and Facilities (PPFs);
- the basis for any inclusion or exclusion; and
- the predicted operational road-traffic noise outcomes.

Conditions 93–96 – Operational Road-traffic Noise Mitigation

Conditions 93–96 establish the operational road-traffic noise framework following completion of the Road-traffic Noise Assessment.

Reason for Requested Amendment

These conditions rely upon the outcome of the Noise Assessment.

Accordingly, if residential receivers beside the existing SH1 corridor are not clearly identified during the assessment stage, they may not be considered within the subsequent mitigation framework.

My proposed amendments therefore seek to improve transparency rather than predetermine any outcome.

The requested wording would ensure that, where Kaiapoi residential receivers are assessed, the Best Practicable Option process required by NZS 6806:2010 is clearly documented and that any proposed mitigation is transparently reported.

Proposed New Condition 96A – Post-construction Monitoring

I have proposed a new condition requiring post-construction operational road-traffic noise monitoring at representative residential locations within Kaiapoi.

Reason for Requested Amendment

Post-construction monitoring would provide confidence that:

- the completed project performs consistently with the predictions contained in the Road-traffic Noise Assessment;
- any implemented mitigation measures are functioning as intended; and
- any significant unexpected outcomes can be identified and addressed.

This type of verification is consistent with good environmental management practice and provides transparency for both the community and the Requiring Authority.

Condition 100 – Council Audit

Condition 100 establishes matters that may be audited by Waimakariri District Council.

Reason for Requested Amendment

I request that operational road-traffic noise assessment, mitigation, monitoring and ongoing maintenance be expressly included within the audit framework.

Doing so would provide a clear compliance pathway and ensure that operational noise commitments can be reviewed following project implementation where appropriate.

Summary

My submission does not seek to delay or oppose the Belfast to Pegasus Project.

Rather, the proposed amendments are intended to improve the clarity, transparency and effectiveness of the draft designation conditions by ensuring that:

- existing Kaiapoi residential receivers are clearly considered within the operational road-traffic noise assessment where appropriate;
- the basis for any inclusion or exclusion is documented;
- mitigation decisions are transparent; and
- post-construction performance can be verified through appropriate monitoring.

These amendments would improve confidence that the operational road-traffic noise framework is applied consistently and transparently for all potentially affected residential communities.