

Your Comment on the State Highway 1 North Canterbury Woodend Bypass (Belfast to Pegasus) draft conditions

Please include all the contact details listed below with your comments and indicate whether you can receive further communications from us by email to substantive@fasttrack.govt.nz.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)			
First name	Jan		
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Postal address			
Home phone / Mobile phone		Work phone	
Email (a valid email address enables us to communicate efficiently with you)			

Please provide your comments below, include additional pages as needed.

I can receive further communications from the Fast-track Team by email at:
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Comment on Draft Designation Conditions – Operational Road-Traffic Noise and Kaiapoi SH1 Residential Receivers

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

Application ID: FTAA-2512-1157

Submitter: Jan Vlk,

Date: 26 June 2026

Kia ora Panel Members,

Thank you for the opportunity to comment on the draft designation conditions for the State Highway 1 North Canterbury – Woodend Bypass Project (Belfast to Pegasus).

I provided a section 53 comment on operational road-traffic noise effects for existing residents living beside the current SH1 corridor through Kaiapoi. This further comment is focused specifically on the adequacy of the draft designation conditions, particularly Conditions 92–96 and Condition 100.

I support the wider transport purpose of the project in principle. However, I remain seriously concerned that the current draft conditions do not expressly require the assessment of existing residential receivers adjacent to the current SH1 corridor through Kaiapoi, including:

- Whitefield Street
- Sneyd Street
- Epworth Street
- Bayliss Drive
- Hayson Drive
- Wyatt Street

These are established residential streets located beside the existing SH1 corridor. Residents in this area already experience substantial road-traffic noise. My supporting material includes a local noise measurement showing LAeq 63.31 dB over a 15-minute period and LAF90 60.05 dB, indicating a persistent underlying traffic-noise environment rather than occasional isolated events.

Community feedback also shows that this is not an isolated concern. Residents across the affected streets have raised concerns about loss of outdoor amenity, inability to open windows comfortably, early-morning heavy traffic noise, and the need for practical mitigation such as low-noise surfacing, noise barriers, bunds or other measures.

This project is a major public investment in the SH1 corridor. It is therefore the right time to ensure that the existing Kaiapoi community living beside SH1 is properly assessed and, where appropriate, considered for reasonable and practicable mitigation.

My concern with the draft conditions is that they rely on a future Road-traffic Noise Assessment, but do not clearly require that Kaiapoi residential receivers beside the existing SH1 corridor be included in that assessment.

The definition of PPFs is critical. The draft conditions state that PPFs have the same meaning as in NZS 6806:2010 for the purpose of preparing the Noise Assessment, but once the Noise Assessment has been prepared, PPFs mean only the premises and facilities identified in green, orange or red in that Noise Assessment.

Therefore, if Kaiapoi residential properties are not identified in the Noise Assessment, they may effectively be excluded from the mitigation framework entirely. This creates a material risk for the existing Kaiapoi community.

Condition 92 requires the Requiring Authority to appoint a Suitably Qualified Person to determine the Best Practicable Option for road-traffic noise mitigation in accordance with NZS 6806:2010. It also requires a Road-traffic Noise Assessment Report to be submitted to Waimakariri District Council as part of the Outline Plan.

However, the only specific geographic inclusion in Condition 92(b) refers to PPFs located within the Woodend Beach Road Outline Development Plan Area. There is no equivalent express requirement for the existing Kaiapoi SH1 residential corridor.

That omission is significant.

NZTA's previous response to my comment relied mainly on the position that operational road-traffic noise effects have already been assessed and authorised, and that Conditions 92–96 already address mitigation. However, the response did not clearly answer the key site-specific questions:

1. Were Whitefield Street and surrounding Kaiapoi residential properties specifically assessed?
2. Were future LAeq(24h) noise levels modelled for these receivers?
3. Are these properties treated as Protected Premises and Facilities under NZS 6806:2010?
4. Were mitigation options specifically considered for Kaiapoi residents?
5. Will post-construction operational noise monitoring occur in Kaiapoi?

Those questions remain unresolved in the draft conditions.

It would be unfair if the existing Kaiapoi community were excluded from the operational noise framework simply because the state highway corridor already exists. Existing residents should not become invisible in the assessment and mitigation process.

I therefore respectfully request that the Panel strengthen the draft designation conditions before they are finalised.

Requested Amendments to Condition 92

I request that Condition 92 be amended by adding the following new subclauses:

92(c) The Noise Assessment shall expressly identify whether residential receivers adjacent to the existing SH1 corridor through Kaiapoi, including Whitefield Street, Sneyd Street, Epworth Street, Bayliss Drive, Hayson Drive and Wyatt Street, are Protected Premises and Facilities under NZS 6806:2010.

92(d) For any residential receivers adjacent to the existing SH1 corridor through Kaiapoi that are included in the Noise Assessment, the Noise Assessment shall include predicted LAeq(24h) road-traffic noise levels for: (i) the existing environment; (ii) the future do-nothing scenario; (iii)

the future project scenario without mitigation; and (iv) the future project scenario with proposed mitigation.

92(e) If residential receivers adjacent to the existing SH1 corridor through Kaiapoi are not included as Protected Premises and Facilities in the Noise Assessment, the Noise Assessment shall provide clear reasons for their exclusion, including whether the existing SH1 corridor through Kaiapoi has been treated as a new road, altered road, or existing road for the purposes of NZS 6806:2010.

92(f) Where Kaiapoi residential receivers are predicted to experience adverse operational road-traffic noise effects, the Requiring Authority shall assess reasonable and practicable mitigation options, including low-noise surfacing, noise barriers, bunding, screening, and other practicable measures, in accordance with NZS 6806:2010 and the Best Practicable Option framework.

92(g) The Noise Assessment shall include a clear plan or schedule identifying the Kaiapoi residential receivers considered, their Noise Criteria Categories, and whether mitigation is proposed or not proposed for those receivers.

Requested New Condition 96A – Post-construction Operational Noise Monitoring

I request that a new Condition 96A be inserted as follows:

96A Within 12 months of the Project opening to traffic, the Requiring Authority shall undertake post-construction operational road-traffic noise monitoring at representative residential locations adjacent to the existing SH1 corridor through Kaiapoi, including at or near Whitefield Street and Sneyd Street.

The monitoring shall be undertaken by a Suitably Qualified Person and reported to Waimakariri District Council.

The monitoring report shall:

- compare measured road-traffic noise levels with the predictions in the Noise Assessment;
- identify whether the predicted noise outcomes have been achieved;
- identify whether any mitigation measures are performing as intended; and
- identify whether any further reasonable and practicable mitigation, maintenance or review response is required.

Requested Amendment to Condition 100

I request that Condition 100 be amended to include operational road-traffic noise.

Add the following matter to the list of matters relevant to Council audit:

- e) Operational road-traffic noise assessment, mitigation, monitoring and maintenance.

Supporting Material

I attach the following supporting material:

1. Appendix A – Whitefield Street Noise Measurement
2. Appendix B – Community Support for Kaiapoi SH1 Noise Mitigation
3. Appendix C – EPA Confirmation of Receipt and Circulation
4. Appendix D – Site Meeting Photograph – SH1 Noise Concerns at 54 Whitefield Street

These supporting documents are provided to show that the Kaiapoi SH1 noise issue is not hypothetical or isolated. It is a real, existing, community-level concern affecting residents living beside the current SH1 corridor.

These requested amendments do not seek to delay or oppose the project. They seek to ensure that existing Kaiapoi residents are fairly and transparently considered within the operational road-traffic noise framework.

The current wording leaves too much uncertainty. It relies on a future Noise Assessment but does not clearly require that the Kaiapoi SH1 residential corridor be included. Because PPF status depends on identification within that Noise Assessment, the current wording creates a real risk that Kaiapoi residents could be unintentionally excluded from mitigation consideration.

The Panel now has the opportunity to correct this gap.

This project is a once-in-a-generation investment in the SH1 corridor. It should not proceed without ensuring that the established residential community living beside the current SH1 corridor in Kaiapoi is properly assessed, transparently reported on, and considered for reasonable and practicable mitigation.

I respectfully request that the Panel amend the draft designation conditions to expressly include Kaiapoi SH1 residential receivers within the operational road-traffic noise assessment and monitoring framework.

Ngā mihi,

Jan Vlk

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