



APPENDIX 6

FAST TRACK APPROVALS Act 2024(FTAA 2024) TECHNICAL ADVICE TRAFFIC MANAGEMENT

State Highway 1 North Canterbury – Woodend Bypass Project
(Belfast to Pegasus) Substantive Application [FTAA-2512-1157]

File No	FTAA-2512-1157 RC255399
Date	4 May 2026
Memo To	Nirosha Seelaratne, Senior Resource Management Planner
From	Shane Binder, Senior Transportation Engineer
Subject	Transportation review – SH 1 North Canterbury-Woodend Bypass Project (Belfast to Pegasus) Substantive Application [FTAA-2512-1157]

1. QUALIFICATIONS

- 1.1 My name is Shane Binder. I am employed as the Senior Transportation Engineer for Waimakariri District Council (the **Council**).
- 1.2 I hold the qualifications of Bachelor of Science in Civil Engineering from the Pennsylvania State University (USA), and a Master of Science in Civil Engineering from the University of Colorado (USA), both with specialisations in transport. I have more than 23 years' experience as a professional transportation engineer and road safety specialist. I have had the position of Waimakariri District Council Senior Transportation Engineer since February 2021. In this role I lead a team overseeing the District's transport planning, strategy, and engineering functions, including road safety, traffic modelling, parking, and public transport elements.
- 1.3 I am a Chartered Professional Engineer (CPEng), and my practice field is "transportation engineering." I am also a Professional Engineer (Colorado and Washington State, USA) and a Road Safety Professional (Level 1) certified by the Institute of Transportation Engineers.

2. INTRODUCTION

2.1 Purpose of the Memo

The purpose of this memo is to provide technical advice to Council on the adequacy of transport-related changes proposed to the designation conditions on the SH1 North Canterbury-Woodend Bypass Project (the **Project**) as part of its Fast Track application.

2.2 Documents reviewed

I have reviewed Volume 2C (Proposed alterations to designation conditions –

October 2025) in preparation for this review. I have reviewed Volume 3C (Transportation Assessment) but also note that I have had close involvement with the Project's design team for the past several months including providing detailed review and feedback of the underlying traffic modelling and assumptions.

3. KEY ISSUES

- 3.1 The proposed changes generally adhere to the original designation conditions. I note several sections where terminology is recommended to be updated or replaced, as well as a few sections that require changes to be carried over from original designation language.
- 3.2 However, I note that changes to the Outline Plan and Management Plan clauses 3 to 7 in effect remove Council's ability to certify management plans that are likely to have substantive transport-related effects on neighbouring residents, businesses, and public roads. The proposed clauses appear to shift to the written certification requirement of the original designation to a need to submit to Council only.
- 3.3 I consider this change to be a material deviation from the original designation conditions and one that is likely to substantially impact Council's ability to provide measures that mitigate these effects. As such, I believe these clauses and the later conditions that rely on management plans should be updated to have a written certification requirement in line with the original designation conditions.

4. INFORMATION GAPS / CLARIFICATION REQUIRED

I have identified the following sections with recommended updates or changes:

Ref	Condition	Comment
3 - 7	Outline Plan & Management Plans	Shifting management plans to the Outline Plan process appears to remove the requirement for Council's written certification. This would not be in line with the intent of the original designation conditions and substantially reduces Council's ability to influence the project elements covered by the management plans. The certification processes in former conditions 4-7 are critical in providing this functionality and should be mirrored in the new conditions to retain the original intent. In particular, the deletion of Clause 4 is strongly objected to, as it forms the basis for the ability of the Council to influence the effect of the wider activities on the overall community. It is noted that if the Council's position is supported, then there will need to be several more ancillary changes to the proposed amended conditions (e.g., 9, 11, etc) to reflect the original intent regarding the role of the Council approval process.

5-6	Management Plan	Former condition 7 required Council certification for any management plan amendments and it is unclear why this requirement has been removed and replaced with a simple reporting requirement for “material” changes. Further there does not appear to be a definition for “material” changes.
8(l)	CESMP	Lighting needs to be "downward facing" to minimise backlight (as per original conditions) and resulting deleterious effects.
9(a)	TMP	The reference to the Code of Practice for Temporary Traffic Management needs to be updated as this is no longer in effect
9(e)	TMP	In order for Council to properly assess suitability of proposed haul routes and any potential mitigations of substantive resulting effects, this clause is recommended to be revised as “A schedule of roads <u>(including factors for each road such as surfacing, width, visibility, traffic safety risks)</u> to be used for haul roads for supply of materials, as well as haul roads used between various stages/locations of the work site.”
10(a)	CAQMP (proposed for deletion)	Air quality conditions still require a clause covering "methods to control and limit dust nuisance <u>from haul roads</u> " (my emphasis) as included in the original condition. Dust from increased heavy vehicle traffic can have detrimental health impacts on adjoining properties if not appropriately controlled. It is noted that the proposed CAQMP in MP.9 does not appear to include offsite effects like haul roads.
11(b)	Construction Noise & Vibration Management Plan	Replacement of “independent, experienced, and suitably qualified expert” in two locations with SQP removes the requirement that this expert be independent from the project team. WDC considers it to be necessary that expert engaged to manage vibration non-compliances be independent from the project team to provide an appropriately objective and transparent assessment. Note this may also be the case in clauses 30, 32, 35, 40, 59, 81, 92, 93, and 94. It could be addressed by adding in an independence requirement in the Definitions.
39 98	Lighting at Pegasus Access to 138 MNR/1188 MNR	Need to replace “roundabout” with “ <u>interchange</u> ” to reflect the latest plans
99	Safety audit	Replace “Road Safety Audit” with “Safe Systems Audit” to reflect the latest terminology and process expectations.

5. OVERALL POSITION / CONCLUSIONS

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- 5.1 In general, the proposed changes to the designation conditions appear to adhere to the original intent of the project. I have identified a small number of changes to ensure the original intent is fully retained, as well as updates to more current standards and terminology.
- 5.2 I have noted one major change in the conditions, the shifting of management plans into the Outline Plan process within clauses 4-7. This material change has the effect of significantly reducing Council's ability to influence project elements that could have substantive transport-related effects on Council assets and ratepayers. As such, I recommend these conditions be revised to include the written certification requirements of the original designation condition.