

IN THE MATTER

of the Resource Management Act 1991

AND

IN THE MATTER

of Proposed Private Plan Change 73 to  
the Operative District Plan: Dunns  
Crossing Road, Rolleston

BY

Rolleston West Residential Limited

BEFORE

the Selwyn District Council

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**SUMMARY OF JEREMY WILLIAM TREVATHAN**

**SELWYN DISTRICT COUNCIL - NOISE**

**DATED 30 SEPTEMBER 2021**

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## 1.0 INTRODUCTION

1.1 My name is Jeremy William Trevathan. I am an Acoustic Engineer and Director of Acoustic Engineering Services Limited, an acoustic engineering consultancy based in Christchurch. I hold the degrees of Bachelor of Engineering with Honours and Doctor of Philosophy in Mechanical Engineering (Acoustics) from the University of Canterbury. I am an Associate of the New Zealand Planning Institute, and a Member of the Acoustical Society of New Zealand. I have more than fifteen years' experience in the field of acoustic engineering consultancy and have been involved with a large number of environmental noise assessment projects throughout New Zealand. I have previously presented evidence at Council and Environment Court Hearings, and before Boards of Inquiry. I have acted on behalf of applicants, submitters and as a peer reviewer for Councils.

1.3 In this case I was engaged by the Selwyn District Council in December 2020, and reviewed information provided in support of Plan Change 73 relating to noise. My findings were summarised in a letter titled *Private Plan Change Request 73, Review of noise assessment* dated 3 September 2021. I have now also reviewed the evidence of Mr Mark Lewthwaite dated 13 September 2021, and attended the Hearing via AVL when Mr Lewthwaite presented his evidence.

## 2.0 SUMMARY

2.1 There is a high level of agreement between Mr Lewthwaite and myself on the key technical issues including:

- Acceptable controls for the Holmes Block in relation to State Highway noise.
- The moderate noise levels emitted from the Pines Resource Recovery Park (RRP) and Waste Water Treatment Plan (WWTP)

sites given the set-backs proposed.

- The moderate noise levels from poultry farm activities given the set-backs proposed.

2.2 The one area where the proposal has evolved since my letter is in relation to an appropriate response to mitigate any possible noise reverse sensitivity effects associated with night time trucks travelling from the RRP using Burnham School and Dunns Crossing Road.

2.3 In his paragraph 50 Mr Lewthwaite proposes a possible sound insulation rule for dwellings on the Holmes site constructed with bedrooms within 15 metres Burnham School and Dunns Crossing Road, which would be put in place along with a speed limit of 60 km/hr, as an alternative to a 2 metre high acoustic fence and speed limit of 100 km/hr.

2.4 There are some compromises involved with this approach - for example the need for people to keep windows closed and rely on mechanical ventilation, and in some unusual cases elevated internal levels may be experienced in bedrooms more than 15 metres from the road. However overall, I consider that the proposed rule is a reasonable and balanced way to address the possible RRP truck noise issue, and is likely to ensure no noise reverse sensitivity effects arise.

2.5 I have also reviewed how the specific wording of the proposed rule would sit in terms of similar rules in the operative Plan - and it is similar to the existing rule in the Dairy Processing Management Area in terms of the acoustic metric and basic mechanical ventilation requirement.

2.5 I am happy to answer any questions.

Jeremy William Trevathan

30 September 2021