

Before the Commissioner  
Appointed by the Selwyn District Council

Under the Resource Management Act 1991

In the matter of Resource consent application for Foodstuffs (South Island) Properties Limited to establish and operate a PAK'nSAVE supermarket and associated access, loading, car parking, signage, earthworks and landscaping at 157 Levi Road, Rolleston (RC216016)

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**Joint Witness Statement: Acoustics**

28 July 2022

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## **Introduction**

- 1 This joint witness statement has been prepared to narrow and record the areas of disagreement surrounding noise issues prior to the hearing of the resource consent.
- 2 The conferencing took place on 27<sup>th</sup> July 2022 at 10am using Teams.
- 3 Participants at the meeting were Rob Hay (Marshall Day Acoustics) for Foodstuffs (Applicant) and William Reeve (Acoustic Engineering Services) for Selwyn District Council.
- 4 In preparing this statement, the expert witnesses have read and understood the Code of Conduct for Expert Witnesses as included in the Environment Court of New Zealand Practice Note 2014. We have confined our conferencing to matters within our field of expertise. We have exercised independent and professional judgment. We have not acted on the instructions or directions of any person to withhold data or information, or to withhold or avoid agreement, or as to the contents of this statement.

## **PC71 and Affected Party Approvals**

- 5 Since preparing our evidence in this matter the applicant has forwarded copies of Affected Party Approvals (APA) from the occupiers and owners of land to the immediate east and further to the southeast of the Application Site. this land is currently zoned Rural Inner Plains. PC71 seeks to rezone this land for residential purposes.
- 6 The provision of the APA means that we must not have regard to the potential noise effects arising on PC71 land.
- 7 Accordingly, this JWS does not assess or discuss any noise effects arising from the Application that may affect any land covered by these APA.

## **Matters agreed**

- 8 The following matters have been agreed in respect of the assessment of noise effects:
  - (a) We agree that the existing noise environment around the Application Site and the broader area is typical of a peri-urban area dominated by traffic on arterial roads. The existing noise level can be expected to increase in line with intensifying new residential development to the west of the Application Site.

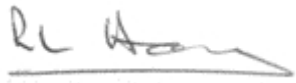
- (b) We agree on the applicable noise performance standards in the Operative Selwyn District Plan (OSDP) and the Proposed Selwyn District Plan (PSDP).
- (c) We agree that the PSDP residential and rural noise limits are a more appropriate set of criteria for the project, with regard to the appropriate assessment of noise effects, than those under the OSDP.
- (d) We agree that construction noise should be managed and assessed in accordance with NZS 6803:1999.
- (e) Compliance with the proposed condition of consent requiring mechanical plant noise (excluding the generator) to meet 30 dB  $L_{Aeq}$  at night will ensure that this equipment is controlled to sufficiently well below the applicable night-time noise limits in both the PSDP and the OSDP, so that any cumulative noise increase will be inconsequential.
- (f) Daytime transportation and servicing noise levels will comply with both the relevant OSDP and PSDP noise limits respectively.
- (g) We agree that vehicles permanently onsite (such as forklifts), or delivery vehicles under Foodstuffs control, should be fitted with broadband reversing alarms.
- (h) We agree that the two heavy goods vehicles (HGV) proposed for early morning deliveries are unlikely to cause additional sleep disturbance for occupants of dwellings on Levi and Lincoln Rolleston Roads. We base this conclusion on the recent traffic count conducted by Abley Transportation Consultants on 22 July 2022.
- (i) We agree that the proposed noise related consent conditions circulated in the planning evidence of Mr Mark Allan (Aurecon, for Applicant) are appropriate, although greater clarity around the generator would be ideal.
- (j) To address the generator in greater detail, the applicant now proposes an additional condition as below, which we both find acceptable.

**[16]** *Noise from the generator shall be exempt when used for emergency purposes only with daytime testing. If the generator is to be used for non-emergency use the noise level at the nearest site boundary shall be no greater than 45 dB  $L_{Aeq}$  (15 min).*

## Matters not agreed

- 9 Mr Reeve agrees that based on the current traffic information available, most recently in Attachment B to the evidence of Mr Dave Smith, the change in traffic noise level compared to baseline is likely be very small (less than 2 dB). Since this is below the 3 dB increase typically considered a just noticeable difference for the same source increasing in level, Mr Reeve considers noise effects to be acceptable. However, he has reservations about describing the potential change in traffic noise as imperceptible. He considers that the locations of new accesses relative to residential sites (including a service lane) and the distribution of supermarket traffic and servicing movements over the day, when combined with the increase in traffic volumes, may be sufficient to lead to observable changes in character of noise for nearby residents.
- 10 Mr Hay considers that there will be some noise character variation but considers that this will be indistinguishable from the character of vehicles slowing/stopping/accelerating away from existing traffic queues, side streets and entrances. He considers the total noise level change of less than 2dB to be imperceptible.

Dated this 28<sup>th</sup> day of July 2022



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Rob Hay



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William Reeve