

**BEFORE THE INDEPENDENT HEARING COMMISSIONERS
IN CHRISTCHURCH**

TE MAHERE Ā-ROHE I TŪTOHUA MŌ TE TĀONE O ŌTAUTAHI

IN THE MATTER OF Resource Management Act 1991

AND

IN THE MATTER of the hearing of submissions on Plan Change 14
(Housing and Business Choice) to the Christchurch
District Plan

JOINT STATEMENT OF NOISE EXPERTS – INLAND PORT NOISE

26 SEPTEMBER 2023

INTRODUCTION

1. This joint witness statement relates to expert conferencing on the topic of noise and vibration – specifically related to Inland Port noise.
2. The expert conferencing was held on 22 September 2023 facilitated by Mr Philip Milne. Mr Hegley attended via video-conference.
3. Attendees at the conference were:
 - (a) Jeremy Trevathan, for Christchurch City Council. Dr Trevathan provided a statement of evidence dated 11 August 2023.
 - (b) Mr Hegley for Lyttleton Port Company Limited. Mr Hegley provided a statement of evidence dated 20 September 2023


CODE OF CONDUCT

4. This joint statement is prepared in accordance with sections 9.4 to 9.6 of the Environment Court Practice Note 2023.
5. We confirm that we have read the Environment Court Practice Note 2023 and agree to abide by it.

PURPOSE AND SCOPE OF CONFERENCING

6. The purpose of conferencing was to identify, discuss, and highlight points of agreement and disagreement relevant to the evidence of Mr Hegley which suggested a possible new sound insulation Rule for dwellings constructed in the vicinity of the Lyttleton Port Companies 'Inland Port' facility at Woolston.
7. **Annexure A** records the agreed issues, areas of disagreement and the reasons, along with any reservations.

Date: 26 September 2023



Nevil Hegley



Jeremy Trevathan

ANNEXURE A – EXPERT CONFERENCING ON A NEW RULE SOUND INSULATION FOR DWELLINGS NEAR THE INLAND PORT

Participants: Jeremy Trevathan (JT) and Nevil Hegley (NH)

Issue	Agreed Position	Disagreements or reservations, with reasons
<p>The Inland Port holds a Resource Consent with a noise limit which applies at the 'road boundary' of residential sites on the opposite side of Port Hills Road. If the existing dwellings on those sites were increased beyond single story, or new dwellings were constructed at the elevated rear of the sites, they would experience higher Inland Port noise levels than 'the road boundary' and there may be a reverse sensitivity effect.</p>	<p>JT, NH</p>	
<p>We recommend the Rule proposed in para 27 of Mr Hegley's evidence to mitigate that potential effect.</p>	<p>JT, NH</p>	
<p>Complying with the Rule would require new habitable spaces which overlooked the Inland Port to be provided with mechanical ventilation, and very light weight building elements to be avoided.</p>	<p>JT, NH</p>	
<p>Complying with the Rule would avoid any reverse sensitivity effects as a result of any new habitable spaces which overlooked the Inland Port</p>	<p>JT, NH</p>	
<p>The Industrial / Residential Interface Qualifying Matter overlay is not relevant to this issue, as a new two storey dwelling at the front of the Residential sites, or a new single storey dwelling to the rear, would experience elevated Inland Port noise levels.</p>	<p>JT, NH</p>	