

Memorandum

To: Dean Chrystal & David Smith, Hearing Panel for the Hurunui District Council

CC: Damienne Donaldson, Davis Olgilvie & Partners Ltd

From: Tracy Hilliker, Acoustic Engineering Services

File Reference: AC22032 – 05 – R1

Date: Monday, 24 July 2023

Project: UWC Limited, 64 Amberley Beach Road and 187 Carters Road, Amberley
 Stages 3 – 6 ‘The Clearing’ Subdivision
 Response to Minute 5

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Dear Commissioners,

Re: Minute 5 – Memorandum on post hearing information

As requested, I have reviewed Minute 5 (Memorandum on post hearing information) and have been provided the updated scheme plan titled *The Clearing – Stages 3 – 6, Scheme Plan, Revision E*, as prepared by Davis Olgilvie & Partners and dated the 21st of July 2023.

I have not reproduced matters outlined in my prior response to Minute 3 (AES file reference: AC22032 – 04 – R1 and dated the 13th of June 2023), herein referred to as the “13th of June 2023 response”.

Please find my response to the various questions raised.

5.i.a.	<i>Whether her opinions expressed in 4v regarding the location of outdoor areas to the north-east would change with larger lots?</i>
<p>Assuming that the size of each dwelling remains the same as previously assessed, larger lot sizes could result in slightly reduced noise shielding provided by dwellings; as neighbouring dwellings are located further from each other, and so provide less incidental screening to each other.</p> <p>The outdoor areas associated with dwellings may therefore also receive slightly higher noise levels, even when situated on the sheltered side of the dwelling (with all other aspects remaining equal).</p>	

However, I note that noise levels received in outdoor areas will still be dependent on a range of factors as described in my 13th of June 2023 response – such as dwelling placement on the site, traffic flow, and time of day.

I would therefore still expect the location of outdoor areas to the northeast of a dwelling to be adequately screened from the SH1 traffic noise, especially once adjacent neighbouring dwellings are constructed.

The implementation of additional mitigation measures as outlined in my 13th of June 2023 response (such as additional localised fencing around an outdoor area, higher acoustic barrier fronting to SH1 and the like) could otherwise be considered to further reduce noise levels.

5.i.b.

Whether her opinions expressed in 4v regarding the location of outdoor areas to the north-east would change if the speed limit were to reduce to 60 km/hr?

A reduction in speed limit from 80 km/hr to 60 km/hr is expected to reduce noise levels from traffic on SH1 (Carters Road) in the order of 1 – 2 dB across the subdivision, as outlined in my 13th of June 2023 response. Subjectively, this change in noise level is generally not perceptible.

Other mitigation measures (such as dwelling placement and footprint, shielding from buildings, traffic flow and time day) are still expected to be the main determining factors in the levels of noise received in outdoor areas.

I confirm that my opinions expressed therefore do not change for the outdoor areas for larger lots adjacent to the SH1 with the speed limit reduced.

I trust that this is of assistance.

Ngā mihi,



Tracy Hilliker
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Acoustic Engineering Services Ltd