

MT MESSENGER BYPASS PROJECT: SUMMARY OF EVIDENCE OF DAMIAN PAUL ELLERTON (ACOUSTICS) FOR THE NZ TRANSPORT AGENCY

1. I reviewed the relevant materials and prepared my evidence on noise issues following my colleague Shaun King's preparation of the Environmental Noise and Vibration Assessment and the CNMP for the Project. I have read the documents and reports Mr King prepared. I agree with the conclusions reached in the Noise and Vibration Assessment, and the measures set out in the CNMP.

Operational Noise

2. Predicted traffic noise generated by the Mt Messenger Bypass project will comply with NZS 6806:2010 without any specific acoustic mitigation. Overall traffic noise effects are therefore considered acceptable.
3. Potential traffic vibration effects at all dwellings will be negligible.

Construction Noise

4. Construction noise levels at the small number of nearby dwellings are predicted to comply with the daytime criteria set out in New Zealand Standard NZS6803:1999, however I note:
 - (a) construction work at night will require particular attention to be paid to the house at 2397 Mokau Road, which is in close proximity to a spoil disposal area. Noise mitigation such as a solid site hoarding and appropriate on site management to avoid unnecessary noise will be required if the dwelling is not rented and / or occupied by the Transport Agency during the construction period; and.
 - (b) night works in close proximity to other dwellings will require management measures to ensure adverse effects are mitigated as much as practicable.
5. Construction vibration levels are predicted to comply with the Transport Agency guidelines, which are deemed acceptable.
6. A CNMP has been prepared as part of the AEE and will be implemented for the construction phase of the Project.

Submissions

7. I am not aware of any submission that raise noise issues other than in general and nonspecific ways.

Section 42A report

8. There are no issues of any significant disagreement raised by the NPDC reporting officer in respect of construction or operational noise or vibration issues.
9. I note that the reporting officer has recommended that the reduced hours and days of operation of the spoil area be extended to include public holidays, and the Transport Agency agrees to this measure (see the updated proposed conditions attached to Mr Roan's supplementary evidence).
10. I agree with the conclusion of the NPDC reporting officer that consent should be granted with the noise related conditions proposed by the Transport Agency, and including the reporting officer's recommendations.