

# Memo

To: ANCCG Members

From: Kristina Cooper

Date: 07 December 2020

Subject: Orakei Local Board Request for a noise monitor at Remuera and associated previous information

---

The Ōrākei Local Board have formally made a resolution requesting the ANCCG and Auckland Airport to install an aircraft noise monitor in Remuera:

**19 Notice of Motion - Member Troy Churton - Requesting an Aircraft Noise measurement device be located in an unobstructed site in Remuera**

Resolution number OR/2020/122

MOVED by Member T Churton, seconded by Chairman S Milne:

**That the Ōrākei Local Board request the Aircraft Noise Community Consultative Group and Auckland International Airport to relocate the aircraft noise measurement monitors to Remuera on a ridge position away from Mt Hobson / Ōhinerau which has a sheltering effect on aircraft noise to a location such as near upper Ōrākei Road.**

**CARRIED**

There was previously a noise monitor installed at Ridings Road Ōrākei as part of the Yellow Smart Track trial. This was in place from April 2016 to December 2017. A summary of the learnings from the time this monitor was in place at Ridings Road Ōrākei has been prepared by Marshall Day in response to discussion at the ANCCG in September 2020 and has been included in the ANCCG papers for the December 2020 meeting. In summary, Marshall Day advise:

- The selected location was appropriate and its proximity to Mt Hobson did not impact the noise readings in any way
- The noise monitor captured 4073 noise events throughout the measurement (7 per day average)
- 98% of the nearby flights were captured
- The measured Ldn noise level from aircraft was 38 dB Ldn on average and ranged from 27-49 dB Ldn day to day, well below the noise level of 55 dB Ldn recommended in NZS6805:1992
- Maximum noise from individual flights was around 55 – 60 dB LAmax. This is 10 - 20 decibels below the noise criteria in AS2021:2015 and the Auckland Unitary Plan.
- The number of noise events at 70 dB LAmax was between 0 and 1 most days (with two days over the 20 months receiving two events at 70 dB LAmax). On average, there were 0.1 per day 70 dB LAmax events per day.

The Ridings Road Ōrākei was removed by consensus in December 2017 and relocated to Wattle Downs, Manurewa, an area experiencing 60 – 70 overflights per day. This move was consulted on with the Chair of the Ōrākei Local Board at the time, and the ANCCG, with the December 2017 minutes recording:

*Charlotte Day advised that the temporary noise monitors in Lynfield and Remuera are being relocated. They had been located in Lynfield and Remuera for the now-completed SMART trials. In addition the monitored aircraft noise levels in these suburbs are significantly below 55 dB and there are very low level of noise enquiries from the local communities. Aircraft noise can also be monitored in these suburbs using*

*nearby monitors. Ms Day noted the new South Auckland locations for the two temporary monitors would be Clevedon and Weymouth, and the ANCCG would be advised the exact locations at the next meeting. Mr Lambourne advised that he had met with representatives from the Puketāpapa and Ōrākei Local Boards, who understood and supported the decision, and that he had also briefed a representative of the Franklin Local Board on the relocation.*

*The Independent Chair welcomed this decision, noting the need to locate the temporary monitors where they were most needed and useful. Mr Holm noted that some of the additional information in this month's quarterly report was provided as a result of the discussion he and Harry Doig had with Mr Lambourne and Ms McNeill in relation to the relocation. In response to a question from Amanda Hopkins Ms McNeill confirmed that noise monitors do not need to be directly under a flight path to monitor the noise from aircraft using the flight path.*

The relocated monitor remains at Wattle Downs and is recording aircraft noise levels over Wattle Downs of 47-49 dB Ldn on average in the most recent quarter (48 dB Ldn for the same quarter in 2019). On average, in normal traffic volumes, there are 21 – 22 noise events above 70 dB L<sub>Amax</sub> events per day recorded on the Wattle Downs monitor.

A Paper on the strategy for the placement of temporary Noise Monitors was prepared for the ANCCG in 2019, and is attached. Auckland Airport is required under the Unitary Plan to have three permanent monitors associated with the current southern runway. Over and above this the Airport has voluntarily installed additional monitors. Factors which are considered in the location of the temporary monitors, include:

- Monitoring of areas under future/proposed SMART approaches
- Monitoring of current SMART approaches
- Assessment of areas where a number of SMART approaches intersect – for example Mt Eden given its proximity to LOSGA
- Auckland Airport operational requirements

It is important to note that under the Unitary Plan, Auckland Airport is not required to install any additional monitors over and above the required three for the existing southern runway (and two for the northern runway once it is operational).

The additional cost of each temporary noise monitor has previously been calculated by Marshall Day to be a \$33 000 initial one-off installation and analysis cost, with quarterly maintenance and reporting costs of \$7000. This equates to \$61 000 for an initial year, and \$28 000 each subsequent year. This advice has previously been provided to the ANCCG and is re-attached.

Marshall Day's December 2020 paper on the results yielded from the previous Ridings Road Ōrākei monitor concluded:

*Installing another noise monitor to the east near Waiata Reserve would not yield additional insights as the original data collected was valid and accurate and this location would receive a similar number of overflights as the original monitor location.*

#### **Attachments:**

- Auckland Airport Noise Monitor Strategy 2019
- Marshall Day Cost of Noise Monitoring Advice dated 13 December 2019