

**Before Independent Commissioners Appointed by the Canterbury Regional  
Council and Selwyn District Council**

**In the matter of**            The Resource Management Act 1991

**And**

**In the matter of**            Applications by **Fulton Hogan Limited** for all  
resource consents necessary to establish, operate,  
maintain and close an aggregate quarry (**Roydon  
Quarry**) between Curraghs, Dawsons, Maddisons  
and Jones Roads, Templeton

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**SUPPLEMENTARY REBUTTAL EVIDENCE OF JON FARREN  
ON BEHALF OF FULTON HOGAN LIMITED**

**NOISE AND DR PORTER'S EVIDENCE**

**DATED: 30 OCTOBER 2019**

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## **Introduction**

1. My name is Jon Farren. I am the manager and principal of the Christchurch office of Marshall Day Acoustics (**MDA**).
2. I have previously provided a written brief of evidence in relation to the Roydon Quarry Proposal. That evidence is dated 23 September 2019. I confirm my qualifications and experience as set out in paragraphs 4 to 7 of that evidence.
3. I also confirm I have read and agree to comply with those parts of the Environment Court Practice Note that bear on my role as an expert witness, in accordance with paragraph 7 of my earlier evidence.

## **Scope**

4. My supplementary rebuttal evidence addresses noise issues raised in the evidence filed by Dr Richard Porter on behalf of Brackenridge Services Ltd (**Brackenridge**).

## **Dr Richard Porter (Brackenridge)**

5. In his paragraphs 6 and 12, Dr Porter notes that an increase in noise is likely to have a detrimental effect on the wellbeing and behaviour of people with Autism Spectrum Disorder (**ASD**).
6. As I noted in paragraph 61 of my rebuttal evidence, owing to the large separation distance worst-case noise levels from quarry activities will be less than 40 dB  $L_{Aeq}$  at Brackenridge, which is substantially below the existing noise environment.
7. This means that the quarry will not add to the existing noise levels and it is unlikely that any quarry noise will be audible.
8. I also note that the proposed conditions of consent require a Transportation and Routing Plan that will discourage and therefore restrict Roydon Quarry trucks from travelling through Templeton unless there is a delivery in the immediate vicinity. I understand from my conversation with Mr Don Chittock (Fulton Hogan) that the most likely scenario for a gravel delivery in the Templeton area will be a single truck delivering gravel to a residential house build.

9. The Stantec Integrated Transport Assessment (ITA)<sup>1</sup> summarises a traffic count on Kirk Road that shows approximately 652 heavy vehicles per day, within a total of 4,100 vehicles per day, already travel past the Brackenridge site on an average weekday.
10. As set out in the proposed consent conditions referred to in paragraph 8 above, Roydon Quarry trucks will typically not use Kirk Road and therefore there will be no increase in truck noise at Brackenridge as a result of the proposed quarry. In the event that a Roydon truck has a delivery in the vicinity, I expect the additional noise generation will be negligible on the basis that an average of 652 trucks already pass Brackenridge each day.
11. My calculations show that over 100 additional heavy vehicle movements would be required along Kirk Road even to change noise levels by 1 dB, which would not be a perceptible increase.

**Jon Farren**

30 October 2019

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<sup>1</sup> Stantec ITA Table 4.1 on Page 11