

Before Gisborne District Council

Under the Resource Management Act 1991 (the **RMA**)

In the matter of applications by Gisborne District Council for resource consents to modify a stopbank at Te Karaka

Rebuttal evidence of Jamie Exeter on behalf of Gisborne District Council

Acoustics

25 September 2026

MC.

Solicitors:

Jessica Easton | Brandon Watts
PO Box 90750, Victoria Street West, Auckland 1142
DX CP24063
T: +64 9 336 7500
Jessica.Easton@mc.co.nz | Brandon.Watts@mc.co.nz

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1 Introduction

- 1.1 My full name is Jamie Leif Exeter. I am employed by Styles Group as an acoustics consultant and currently hold the position of Principal.
- 1.2 Gisborne District Council has asked me to provide comments on the evidence provided by Jacqueline and David Manuel of 2424 Matawai Road and Ross Muir on behalf of M & W Burgess Family Trust of 2416 Matawai Road regarding the application for resource consent to modify the stopbanks around Te Karaka.
- 1.3 I prepared the acoustic assessment submitted with the application¹ and a statement of evidence². I have also undertaken a site visit and carried out noise measurements at 2424 Matawai Road.
- 1.4 My qualifications and experience are outlined in my statement of evidence. This rebuttal evidence has been prepared in compliance with the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023.

2 Scope of evidence

- 2.1 This rebuttal evidence sets out my comments on the noise matters raised in the evidence of Jacqueline and David Manuel and Ross Muir.

3 Jackie and David Manuel – 2424 Matawai Road

- 3.1 The submitters outline their concerns regarding potential construction noise effects on their horses and ponies.
- 3.2 The submitters have proposed an ‘immediate pause’ condition that would require works to pause temporarily if horses or ponies start to gallop in their paddocks in response to a loud and unexpected construction noise event.
- 3.3 Without including noise limits, the condition would be difficult to monitor, comply with, and enforce because there is no measurable standard and the horses and ponies may also react to other noise sources in the area.
- 3.4 I consider that adopting an L_{Amax} noise limit and setback distances would provide a more practical and proactive approach to managing the potential effects. The L_{Amax} descriptor is used to measure and assess the type of noise described by the submitters as being problematic for the animals i.e. unexpected, loud noises such as truck horns and impact noise on construction sites.

¹ Acoustics & Vibration, Te Karaka Flood Management Project, Te Karaka, Gisborne, 16 April 2026, Styles Group.

² Statement of evidence of Jamie Exeter on behalf of Gisborne District Council, Acoustics, 14 September 2026.

- 3.5 To address the submitters' concerns, I recommend that the following measures are included in the Construction Noise and Vibration Management Plan (CNVMP):
- (a) Illustrated unmitigated and mitigated setback distances based on the L_{Amax} noise limit.
 - (b) A procedure for communicating with the submitters to advise the timing and duration of works to enable them to schedule paddock rotation to avoid noise effects on the horses where possible.
 - (c) Speed limits for heavy machinery and trucks on the construction site and haul roads to reduce noise and rattling.
 - (d) When there are horses or ponies in a paddock adjacent to the works:
 - i. Truck horns will not be used unless necessary (e.g. for safety reasons).
 - ii. Tailgates will be closed gently and not allowed to slam shut.
 - iii. Materials will be lowered gently into empty trucks rather than tipped from height.
- 3.6 If the above mitigation measures are adopted and a construction noise event nonetheless causes horses or ponies to start galloping in their paddocks, or be otherwise noticeably distressed, further noise mitigation measures should be investigated and discussed with the submitters. A procedure for this could be outlined in the project CNVMP.

4 Ross Muir on behalf of M & W Burgess Family Trust – 2416 Matawai Road

- 4.1 Mr Muir raises concerns regarding the following matters on pages 17-19 of his evidence:
- Construction noise limits at night.
 - The appropriate assessment location for construction noise.
 - The definition of 'quiet construction activities'.
 - Setback distances for compliance at 2416 Matawai Road.
 - The proposed construction noise limits.
 - The potential construction noise effects at 2416 Matawai Road.

Construction noise limits at night

- 4.2 The proposed construction noise limit of 45 dB L_{Aeq} at all times outside 7:30 am to 6:00 pm Monday to Saturday is a more stringent control than the District Plan permitted construction noise standard. Compliance with this limit would mean that heavy machinery and vehicles could not be operated near dwellings outside

standard construction hours. In my experience, it will prevent construction noise from causing sleep disturbance and annoyance inside dwellings during the early morning, evening, or night-time periods.

Construction noise assessment location

- 4.3 The District Plan permitted standard for construction noise applies at 1 m from the façade of the dwelling. This is also the assessment position required by NZS 6803P:1984 *The measurement and assessment of noise from construction, maintenance and demolition work* (the construction noise Standard referenced by the District Plan) and NZS 6803:1999 *Acoustics – Construction noise* (the current NZ construction noise Standard).
- 4.4 I therefore disagree that construction noise should be measured or assessed at the notional boundary.

Quiet construction activities

- 4.5 I recommend that ‘quiet construction activities’ are defined in the CNVMP as any activity which does not involve heavy machinery or trucks, and which does not exceed 45 dB L_{Aeq} and 75 dB L_{Amax} at 1 m from the façade of any occupied dwelling.

Setback distances

- 4.6 The dwelling at 2416 Matawai Road is approximately 90 m from the stopbank works, where the construction noise levels will not exceed the District Plan permitted construction noise limits of 75 dB L_{A10} and 90 dB L_{Amax} or the proposed construction noise limits of 70 dB L_{Aeq} and 85 dB L_{Amax} .
- 4.7 No setback distances or physical mitigation will be required for compliance at this property.

Construction noise limits

- 4.8 The proposed construction noise limit condition is a standard approach where construction activities cannot practicably comply with permitted noise limits.
- 4.9 The works that cannot practicably comply with 70 dB L_{Aeq} must comply with an upper limit of 80 dB L_{Aeq} . The mitigation to ensure compliance with this upper limit must be detailed in the project CNVMP.
- 4.10 The potential effects of construction noise at various levels are described in Section 7.0 of my acoustic assessment. The effects described for construction noise levels greater than 70 dB L_{Aeq} do not apply to 2416 Matawai Road due to the separation distance between the construction works and the dwelling.

Jamie Exeter

25 September 2026