

# Memorandum

To: Aircraft Noise Community Consultative Group  
From: Caitlin Goodman  
Date: November 2025  
Subject: Princes Road Noise Monitor Relocation Investigation

---

## 1 Purpose

To update the group on the most operationally sound approach for managing noise monitoring at the Princes Road Temp site during the 3–5-year Southern Gateway construction period.

---

## 2 Background

Auckland International Airport Limited (AKL) under [condition 5\(d\)\(i\) of Designation 1100](#) of the Auckland Unitary Plan, is required to monitor aircraft noise at a minimum of three locations to ensure the Day/Night Level (Ldn) of 65 dB is not exceeded. These monitoring locations must be situated as close as practicable to the boundary of the High Aircraft Noise Area (HANA). The Princes Road Permanent Noise Monitor Terminal (NMT) is one of these three mandatory monitoring locations.

The 3–5 year Southern Gateway Development Project involves the transformation of approximately 150 hectares into a major industrial subdivision. As part of this development, Princes Road will be upgraded to a full urban road, significantly increasing traffic volumes and heavy vehicle movements during the construction period. This change is expected to impact the acoustic environment surrounding the Princes Road Permanent NMT, potentially compromising its data integrity.

AKL currently operates two NMTs concurrently in the Princes Road proximity. One permanent [mandatory and immovable] and one temporary [portable]. Both are owned by AKL, eliminating rental costs. The Temporary NMT has been in place for over a year and has demonstrated reliable performance on AKL owned land.

The Temporary [portable] NMT was established evaluate the suitability of the new location and to ensure that Princes Road's data integrity is reliable and unaffected by the construction and increased traffic volumes. This was previously communicated as a short-term measure while the team investigate the possibility of relocating the Permanent NMT [Mandatory and Immovable] to this Temporary location.

### 3 Terminology

- **Temporary NMT location-** This is the location that the Princes Road portable temporary NMT was installed to evaluate the possibility of this becoming the new permanent location. This site was chosen by Acoustic specialists, who evaluated the acoustic environment and noise contours. They chose this specific location for its proximity to the Princes Road Permanent Noise Monitor. Auckland Council were satisfied that the location is within the HANA boundary during the installation project. The farmland is AKL owned and leased by Montgomerie farms.
- **Permanent NMT location-** Refers to the Princes Road Permanent NMT location. This location is at the entrance of the main Southern Gateway Development Project construction site and is situated in the middle of two construction site offices. This road is currently under a traffic management plan with stop-go traffic and access restriction.
- **Temporary or Portable NMTs-** Can be easily relocated as they are not permanently secured and are established for either short term or long-term periods.
- **Permanent NMTs-** are secured to the ground using special bolts moulded into the concrete foundation. These monitors are installed for indefinite existence and not intended to be moved.

See [Appendix 1](#) for map locations of both monitors.



Princes Road Permanent NMT



Princes Road Temporary NMT

---

## 4 Agreed Approach

To ensure compliance with the designation, related to mandatory monitoring, we will upgrade the Temporary Monitor Infrastructure. This upgrade includes purchasing a more robust mast and upgrading the existing solar setup to ensure reliability over the estimated 3–5-year construction period. This approach avoids civil works and provides flexibility to revert to the permanent NMT post-construction. After conclusion of the construction, a noise monitoring study will be conducted to evaluate the acoustic environment before restoring the permanent monitor as the main data source.

The temporary monitor has shown reliable operation, and the current maintenance and monitoring systems are sufficient for maintaining compliance and providing assurance. Monthly checks are conducted by the AKL Engineering Services team. Annual maintenance checks are conducted by Casper and Frontline. Daily Monitor performance status reports are received and reviewed by AKL staff, Marshall day, Casper and Frontline and more recently Airways.

The investigation included:

- Engaging an external engineering project manager for project scoping and cost of civil works and other required works to move the physical permanent structure,
- Engaging AKL staff for operational investigation on topics such as periodic maintenance, future configuration of Southern Gateway construction based on consents, and compliance with designation,
- Consulting Casper/Frontline, acoustic monitoring specialists for advice on NMT hardware and software advice,
- Consulting Marshall Day Acoustics for advice on Acoustic environment noise study after the construction process.

### **Advantages:**

- Proven reliability in current location
- Flexibility to revert to permanent monitor post-construction.
- Avoids disruption and civil works.

### **Disadvantages:**

- Will require periodic maintenance [Already in place- Monthly and annual]

---

## 5 Conclusion

AKL will upgrade the temporary monitor to last the entire construction 3–5 year period. Although the Temporary Monitor placement was initially communicated as a short-term measure, it offers a reliable solution with operational flexibility. The designation allows flexibility in the monitoring approach, as it does not specify the duration or technical specifications of the equipment used for data collection.

There is not enough information on the Southern Gateways future acoustic environment to warrant making a permanent change to our current designated monitor locations. Once construction is complete and the acoustic environment is studied and deemed appropriate, AKL may revert to using the permanent monitor as the main Prices Mandatory data source and repurpose the temporary/portable unit as a spare or replacement for other sites should the need arise in future.

## Appendix 1 – Prices Road monitor locations (2)

