



12th November 2025

Inovo NZ

Attention : [REDACTED] [REDACTED] [REDACTED]

Flow Transportation Specialists

Attention : [REDACTED] [REDACTED] [REDACTED]

RE : DAIRY FLAT SURF PARK – NS AIRPORT

We write thanking you both for yesterday’s brief conversations, and confirm our desire to continue to work constructively with the Surf Park team on this exciting project.

We briefly conversed regarding two points, the impact of acoustic noise contours from aircraft operating from the North Shore Airport 09/27 runway and the Surf Park connector road, particularly where that locates onto Postman’s Road.

In regard to the acoustic noise impacting the northern & southern residential dwellings, we appreciate this has been carefully scrutinised by Jon Styles. We wonder if consideration has been given to binding the standard Auckland Council Airport Noise Covenant onto those affected residential titles, appreciating sometimes this is viewed as a ‘front end” marketing impediment to the sale of the residences, but it does offer longer term comfort to future Surf Park operations and Auckland Council should a resident purchaser be of a view they may have been misled regarding Airport noise. The Airport Noise Covenant was lead by Auckland Council and bound on residential property titles currently surrounding the Airport and which also sit within the designated noise contours.

In respect of the connector road intersection with Postmans Road, we understand the design has not yet been released, but that it does take into account the 03 runway approach fan, minimal vertical clearances from the underside of that, and the transitional side fan slopes. Given the Surf Park traffic modelling of circa one vehicle per 15 seconds at peak, we are mindful of having stationary traffic, light poles and inappropriate lighting in such close proximity to the end of the runway.

We look forward to your communication of the traffic intersection location documentation when that has been finished and we are available to discuss any points that may need clarification.

Yours faithfully,

[REDACTED SIGNATURE]

[REDACTED CONTACT INFO]

22nd April 2026

Inovo NZ

Attention : Project Director

**RE : DAIRY FLAT SURF PARK
FAST TRACK STAGE TWO RE-APPLICATION
NORTH SHORE AIRPORT IMPACTED NEIGHBOUR**

Thank you for last Tuesdays conversation, subsequent brief email exchange and your provision of several high level Master Plan layouts for the Surf Park project. Two of those plans indicated the conceptual Phase 2 principle road intersection with Postman's Road, this being a topic of extremely high interest to NS Airport (attached). We continue to remain supportive of the Surf Park concept generally and are confident we can work together to resolve these outstanding technical roading location issues.

As it happens, at the time of our (your & my) conversation we (NS Airport Management) had been unaware that the Surf Park Fast Track Stage 2 application had been withdrawn on the 1st April 2026 and was being reconfigured, as proposed changes were considered a departure from the original application. We understand final preparations are being made for resubmission of Phase 2 back into the Fast Track process.

We were unsure of the reasons for the re-structuring, as the documentation we were able to scrutinize had been redacted. We considered the development of the Surf Park of sufficient importance, being a direct neighbour, and potentially impacting the operation of NS Airport, that we continually review our position if things were to change. We are particularly aware other priorities and changes within the Project Team can override previous understandings and quickly push the project in different directions to that having been previously articulated and which can lead to unintended consequences.

We reconfirm our desire to work constructively with the Surf Park team on this exciting project, but remain resolute that there are two critical components that are important to NS Airport and which we need to make sure remain fully addressed at all times.

1 The impact of acoustic noise contours on proposed residential housing from aircraft operating within existing NS Airport noise contours that extend over the Surf Park.

NS Airport existing noise contours extend over the Surf Park site and are bound into the Auckland Council Plan. As an existing and active business enterprise since 1965, the presence of NS Airport and both day & night aircraft operations are a longstanding existing fixture within the Dairy Flat Community.

We are aware the Surf Park proposes northern & southern residential cluster developments, in particular, and which include multiple level apartment structures, all of which are located within the noise contours, with various noise levels on any given day depending on which of the runways are in use (under the downwind 03, non traffic 21, base leg and approach / take off from 09/27).

Notwithstanding careful scrutiny of Noise matters by the esteemed Jon Styles of Styles Group, we are very mindful of **Reverse Sensitivity**, that residents living in proximity to an Airport can be fickle, with past anecdotal history from New Zealand Airport locations suggesting there will definitely be complaints, that is a given, and how they are handled needs to be approached and mitigated now at the front end of the Surf Park proposal, rather than later on when options are far more limited, and the Developer may well have exited the project, leaving only Auckland Council and NS Airport as “last man standing” to handle the complaints.

We strongly support binding the standard Auckland Council Airport Noise Covenant onto all residential titles, especially those within the existing Noise Contours. Such an approach protects the Developer, Auckland Council and NS Airport should a resident purchaser be of a view they may have been misled, or simply are no longer tolerant regarding the extent of Airport noise and how that presents. The Airport Noise Covenants, with an Auckland Council wording, are already bound onto residential property titles currently surrounding the Airport.

2 The Surf Park connector road between the Dairy Flat Highway and Postmans Road. The Surf Park internal principle collector road, particularly where that intersects with Postman’s Road.

The location of the intersection of the internal Surf Park principle road onto Postman’s Road is absolutely critical, there is no other way of expressing how important that intersection location and design is.

Auckland Transport (AT) & NZTA have determined that Postman’s Road is to be a major transport arterial route in the future, leading into the Wilks Road roundabout arterial and onward to the Motorway link, with the significance of that future route, and the interlinking of “Penlink” and the planned shopping centre at Bowden Road all having been considered.

NS Airport has made representations and the location of intersections in proximity to NS Airport Runway 03 threshold had been relocated due to NS Airport “Operational Considerations”, both practical and safety matters, such as aircraft approaching “low over the road” to 03 with both the safety aspect and motorist distraction being pre-eminent. Safety matters like avoiding a breach of the approach & landing fans & side transition fans at worst and remaining clear of the OCL (obstacle clearance limit) which is the gap between an obstacle and the bottom of

the approach & transition fan), ensuring there were no light standards that could cause a material hazard to aircraft landing low over the road and lighting glare or confusion from the position or colour of any streetlight lights relative to the Runway lights. Aircraft overrun emergencies are not unknown, so locating stationary or slow moving traffic queueing into a roundabout just off the end of the active runway a short distance away, where there is certainly likely a higher population density materially and which absolutely increases human life risk, low risk high impact.

Given the Surf Park traffic modelling postulates circa one vehicle per 15 seconds at peak, such a large volume of traffic should cause a mental ‘snap to attention’ when combined with the Postman’s road arterial traffic. The volumes being planned for by others appear significant.

At this point we do not have any information from NZTA or AT relating to final traffic projections, or design & construction details for Postman’s Road. We would appreciate that being forwarded without delay when your project team stands in receipt.

NS Airport was always of the view that the Surf Park project, with such a substantial “blank canvas” area of land, was able to design and locate roading infrastructure with ease, especially with these clearly known matters in mind early in the project.

- 3 The Postman’s Road intersection design may not work, and certainly will have reduced mitigation options if the Surf Park design is not treated as a whole. Changes to one component of the project will inevitably affect other components, particularly given the interlinking of the solar, to power the data centres, and the Surf Park water cooling the data centres ... every component affects the other.**

There is a suggestion that one or more components of land previously set aside for the data centre has been bundled into a land sale to Spark, and then on sold again to an International third party. We have to assume that such sales would have safe guards to ensure the Surf Park principle road onto Postman’s Road could be moved, redirected, massaged as necessary to the north to facilitate and ensure an operational and compliant traffic intersection onto Postman’s Road, mindful that road connection is absolutely necessary to enable Stage 2 to proceed.

Selling land to a third unbound Party could clearly be considered an “own goal”, ignoring the financial rewards, unless the Surf Park team felt it had the internal road connection with Postman’s Road locked down meeting all the relevant criteria. We have not seen confirming evidence of that at this point.

We would like to see a Plan included in the Fast Track bundle that shows a Master Plan – Roading Intersection with the full NS Airport property included (greyed out topographical), including runways, so that the relationship between the NS Airport and proposed Postman’s Road intersection with the main 03/21 runway is articulated, providing the Hearing Panel, NS Airport, NZTA & AT and the Surf Park team, a clear unambiguous visual representation. Large scale for the full property and small scale focusing on the intersection with runway shown.

We have not seen any information from a reputable specialist aviation design practitioner that has reported on the Surf Park intersection design to ensure the Postman’s Road Intersection complies with Civil Aviation Authority design & safety protocols and those other matters already articulated above. We would appreciate that being forwarded to the NS Airport Manager Mr John Punshon when available, at which point NS Airport will likely undertake an independent peer review to check the veracity.

NS Airport respectfully expect to be party to the Fast Track Hearing as a directly impacted neighbouring party under S53 (2)

We would appreciate if you would lodge this correspondence within the Fast Track bundle to the Panel Convener and otherwise ensure that it finds its way into the hands of those other persons that it needs to, who may be preparing evidence, managing and presenting this proposal to the Fast track Hearing Panel.

We appreciate that “time is of the essence” and undertake to work quickly and in good faith with the Surf Park proposers. Should you have any questions or seek clarification on any of the matters articulated please do not hesitate to contact me.

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[Redacted text]

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: NSAC + ASP Workshop
Date: Monday, 11 May 2026 9:47:51 am
Attachments: [image.png](#)
[image.png](#)
[Flight Path Lines.pdf](#)
[Industrial Precinct Earthworks Levels.pdf](#)
[4663_Auckland Surf Park Community - 20260423 - 7 SURF INDUSTRY PRECINCT.pdf](#)

Hi All,

Thank you for taking the time to meet with us on Wednesday to discuss the potential implications on the North Shore Airport by our proposed development, and particularly the new Postman Road Intersection.

As mentioned at commencement of the meeting, all substantive application documentation is publicly available on the Fast Track website. I have also attached the relevant documentation as discussed today.

Postman Road Intersection:

Our general design intent has been to design this intersection and it's associated levels in a manner which improves the current road level and relationship with the North Shore Airport runway.

We have lowered the intersection to sit approximately 1.5m lower than the existing Postman Road condition, with all ground levels within our site dropping down from this level. One significant constraint to this level are the existing driveways to the southern boundary of the North Shore Airport, and tying into existing road levels outside our boundary.

As per the attached and discussed heights sketch, this ensures that the road and our industrial buildings on the Lots nearest Postman Road comply with the airport fan contours.

It is noted that we will have compliance requirements with AT / NZTA for the design of this intersection and with the airport fan contours under Chapter D23 Airport Approach Surface Overlay of the AUP(OP).

We intend to engage with a Civil Aviation expert to guide the design and to undertake a review in relation to the airport's operations, although it is noted that this appears to fall outside of matters required to comply with any particular plan. Please advise if you have an expert you would like considered to be involved in the process moving forward.

We also intend to continue engagement with yourselves to ensure we achieve a best-for-project response, considering all relevant inputs.

Our current design timelines show that we will be continuing the design for the main East/West Collector Road and the upgrade to the Dairy Flat Intersection from mid-2026, with the Postman Road intersection design to follow. We will continue this process prior to

this timeline to ensure clear resolution is achieved and tie-in to the Collector Road is confirmed as soon as possible.

Acoustic Implications / Reverse Sensitivities:

Styles Group (our Development Acoustic Engineers) recommend that the internal noise environment of habitable rooms within the Outer Control Overlay are designed to comply with Chapter D24, including ventilation and cooling.

To manage this we have conditioned the preparation of a two-stage acoustic design report that will:

- As stage 1, identify if a dwelling/dwellings will require acoustic treatment;
- As stage 2, if treatment is required, specify the type of treatment and mechanical ventilation required.

Acoustic treatment required by the ADR must be implemented prior to the occupation of the dwelling.

Acoustic Design Report (Phase 2)

(67) The Consent Holder must submit an ADR (Phase 2) to the Council for certification where:

- (a) ADR (Phase 1) demonstrates that noise levels from the mechanical plant associated with the Surf Park, the Solar Farm and the Data Centre exceed 45dB L_{Aeq} during the nighttime period (10pm and 7am) at any ASN within the Residential Precinct (North-West); or
- (b) Aircraft noise levels are predicted to exceed 55dB L_{dn} at any ASAN within the Residential Precinct (North-West). The assessment of aircraft noise must be taken from the air noise contours for North Shore Aerodrome that are operative at the time the ASAN will be occupied.

The ADR (Phase 2) must:

- (a) Identify which ASN within the Residential Precinct (North-West) require acoustic treatment and specify the treatment required to mitigate predicted noise exceedances with respect to Condition (67)(a);
- (b) Identify which ASAN within the Residential Precinct (North-West) require acoustic treatment and specify the treatment required to mitigate predicted noise exceedances with respect to Condition (67)(b); and
- (c) Require bedrooms of dwellings within the Residential Precinct (North-West) that are predicted to receive external façade noise levels greater than 45dB L_{Aeq} to be provided with a mechanical ventilation and cooling system (i.e. one that meets the specifications referred to in AUP standard E25.6.10(3)(b) to (f)).

Acoustic Mitigation

(76) The Consent Holder must implement any acoustic treatment, mechanical ventilation or cooling systems in accordance with the certified ADR (Phase 2) as required by Condition (67) prior to the occupation dwellings. The acoustic treatment, mechanical ventilation or cooling systems must be retained and maintained in perpetuity thereafter.

Please note that in the full conditions document Appendix 61: Stage 2 LUC, DIS & WAT Conditions there are multiple clauses which include the same wording but which are applicable to varying parts of the development.

Should you have any questions or concerns, please let me know.

Thanks,

Associate / Senior Design & Project Manager

inovo.nz

From:

Sent: Tuesday, 28 April 2026 10:49 am

To:

Cc:

Subject: NSAC + ASP Workshop

When: Wednesday, 6 May 2026 11:00 am-1:00 pm.

Where: North Shore Aero Club (300 Postman Road Rd 4, Dairy Flat Auckland 0794)

Microsoft Teams meeting

[Need help?](#) | [System reference](#)

For organizers: [Meeting options](#)
