SUBMISSION ON THE

NORTH AUCKLAND SUPPORTING GROWTH CONSULTATION

SUBMITTER DETAILS:

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4.	Date of Submission:	7 September 2018

SCOPE OF SUBMISSION:

5. Property Address: North Shore Airport, 270 Postman Road, Dairy Flat 0794

6. This submission relates to the Supporting Growth consultation information for North Auckland incorporating feedback on rapid transit, state highway improvements, cycling and walking networks and urbanising the transport network.

7. The feedback on the consultation documents are discussed in the sections of the submission below:

   a) Transport – Where Delivery of Air Transport is Part of the Picture;
   b) Aspirations for Northern Transport Infrastructure;
   c) Extending rapid transit to the north;

d) State Highway: Access;
e) Urbanising the Transport Network 1;
f) Developing a Walking and Cycling Network, and Urbanising the Transport Network 2

INTRODUCTION:

8. North Shore Aero Club ("NSAC") owns and operates the North Shore Airport located at the centre of the Future Urban zoned land at Dairy Flat. The Airport has its own Special Purpose – Airport zone under the Auckland Unitary Plan.

9. It is situated almost immediately adjacent to the Northern Motorway, allowing direct transport links to the Hibiscus Coast, the North Shore, and suburbs north of the Waitemata Harbour. Currently, 500,000 people within Auckland live closer to North Shore Airport than Auckland International Airport. This number of people is expected to grow to approximately one million in the next 30 years using population projections from Statistics NZ.

10. NSAC currently has 545 members and 185 aircraft whose home base is North Shore Airport. Approximately 200 people are employed at the Airport. It runs a highly successful flight training school. It services commercial passenger flights to smaller destinations such as Great Barrier Island and Kaitaia. It is the home to a number of emergency services, including Northland Emergency Rescue and flying doctor services.

11. The functions and strategic importance of the Airport will inevitably grow in the future. NSAC confirms that the Airport is poised to offer a significant regional contribution to the regional transport economy by providing further and more frequent air connections and expanding its footprint to do so. In this context, the future alignment of public transport routes and urban roads are crucial to the ability of North Shore Airport in fulfilling its role in the regional economy and to service a projected population of 1 million people within the next 30 years.

12. NSAC has previously submitted on a number of Auckland Council consultations including the Future Urban Land Supply Strategy, the Silverdale West Dairy Flat Business Area Structure Planning Consultation Documents, the Auckland Plan, and the Auckland Regional Land Transport Plan. The number of submissions reflects the NSAC's concerns about impending development around the airport and the omission of air transport from the overall regional transport strategy. The submissions also outline the constraints and growth opportunities for the Airport with respect to future urban areas surrounding the Airport, and they provide useful background information regarding Airport operations. The above mentioned submissions are **attached** at Annexure 1.

TRANSPORT – WHERE DELIVERY OF AIR TRANSPORT IS PART OF THE PICTURE

13. Before comparing options for highway and public transport routes it is imperative that the Supporting Growth Alliance considers access to air transport as being part of the overall transport picture. The NSAC has identified that priorities for Auckland's infrastructure have not considered air transport in the wider region thus far and suggests that North Shore Airport is strategically located near excellent transport connections to serve the Auckland's northern suburbs in a greater capacity (see **Figure 1**).

14. When comparing the per capita relationship between population and the number of airports serving international cities, Auckland will need another airport by 2040.

15. There are also operational pressures on Auckland Airport due to the rising passenger and cargo numbers. While Auckland Airport is proposing to expand in order to meet demand via a second runway, North Shore Airport will be able to complement this demand for regional air transport, and provide non-competing services to smaller regional centres, together with trunk routes.

16. North Shore Airport can become a fully functioning and viable regional airport, providing air transport and freight to most regional locations within New Zealand, with an approximate 500 metre extension of the current main (03/21) runway. Such an extension would enable 50-seater aircraft to access the Airport. 50-seater aircraft are perceived to be the size of aircraft that are safe by the public and are also large enough to operate with financial efficiency on longer regional routes, with the speed to make travel times competitive with other services from Auckland International Airport. North Shore Airport can also provide landing slots for smaller aircraft displaced from Auckland Airport. This has recently been in the spotlight with the smaller regional routes not being viable for Air NZ. For example, Air NZ has ceased flights to Kaitaia and Whakatane.

17. Such an expansion would provide the public with a regional air transport alternative to Auckland Airport that would save time and travel costs to currently 500,000 people who live closer to North Shore Airport than Auckland International Airport. As Auckland grows, these people will have increasingly inequitable access to regional flight choices, where population is expected to grow to approximately one million within the next 30 years.

18. It should be noted that providing a new 'greenfield' airport north of Auckland is a near impossibility. The prominent aviation consultant Mr Dave Park of Astral Ltd stated in his evidence to the Proposed Auckland Unitary Plan (PAUP) as below:

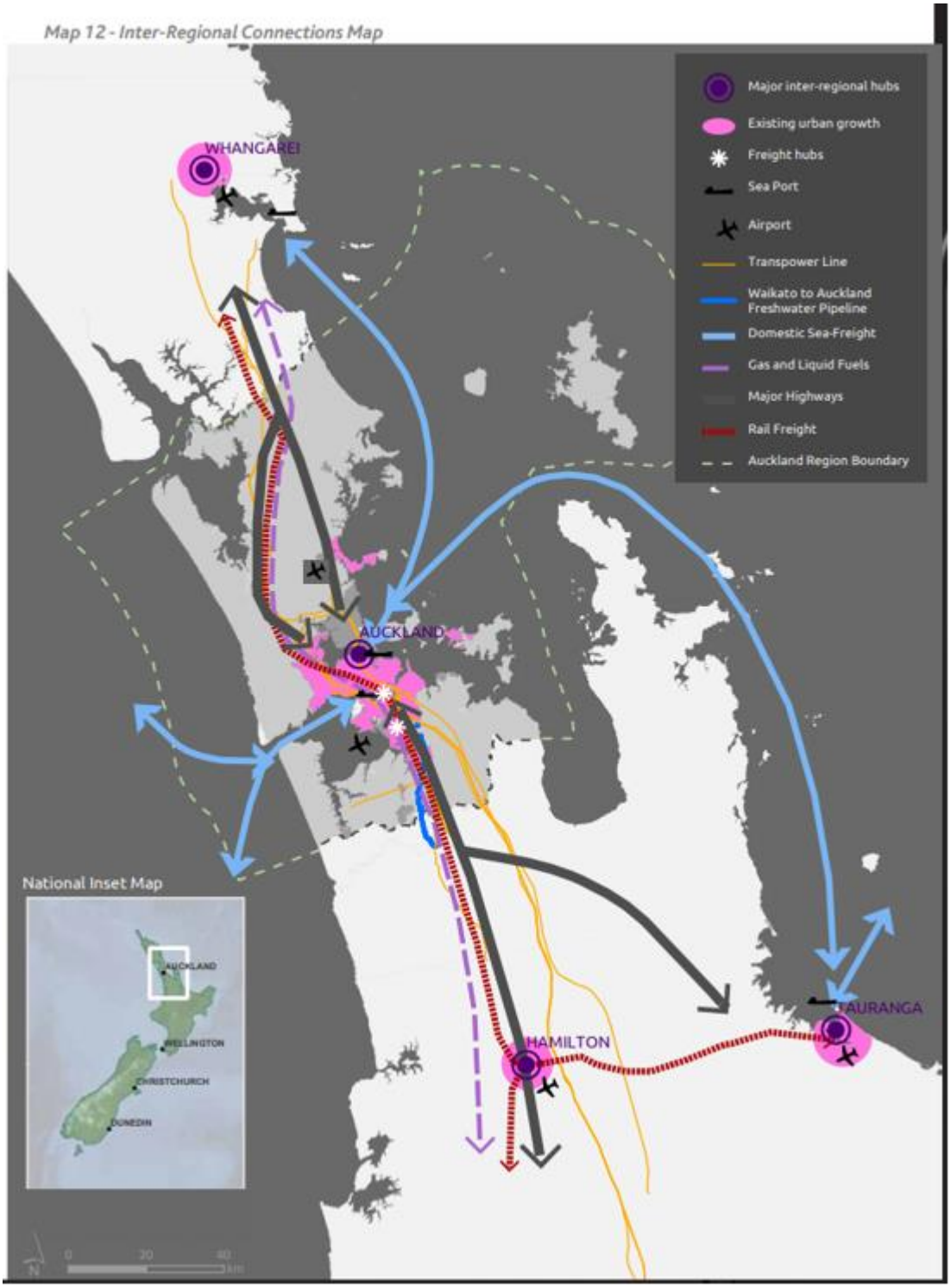


Figure 1 - including North Shore Airport as an important regional connection

'The alternative of building a new "green fields" facility somewhere else does not in my view exist in relation to the Airport (North Shore) because:

- *There is a lack of suitable flat land*
- *The cost of development is prohibitive and can't be funded from landing charges or hangar leases.*

No matter where an airport is proposed to be located local residents will almost certainly oppose it on noise and disturbance grounds. In my 35 years of involvement with aviation in New Zealand I am not aware of a facility the scale of the Airport that has been developed in "green fields".
The airports that exist in New Zealand now were mostly developed as a result of WW2, or the far sightedness of central government in the 1960's. I believe these are probably the only airports New Zealand will have in the foreseeable future. They are an irreplaceable asset.'

19. Given the need for accessibility to air services as described above, and the accepted impossibility of establishing a 'greenfield' airport to service the north of Auckland, NSAC comments on the Supporting Growth options are as follows.

THE SUPPORTING GROWTH STORY

20. The consultation documents state that aspirations for Auckland's northern transport infrastructure include:
    - Increase transport choice
    - Separate shorter distance trips from longer distance trips
    - Improve north-south movements
    - Improve resilience of the network
    - Improve access to education, employment and recreation opportunities.

21. These aspirations all align with air transport also being part of the overall transport infrastructure. By including a regional airport as part of the growth story these aspirations can be met as follows:

    a) Air travel is an expected service within the economic reach of the majority of citizens and is thus often indispensable for active participation in economic and social life, notably for work, visiting family and friends and for enjoying leisure and tourism. Therefore, ensuring the provision of a regional air facility in the future increases transport choice for the majority of citizens.
    b) Airports necessitate connections with that part of the transport network that provides for longer journeys. A seamless transition to the airport from this part of the network would allow the public to partake in regional journeys quickly by air.

    c) North Shore Airport provides a vital link for the resilience of the air transport network. If it is given the space to expand as opportunity becomes available, North Shore Airport has the potential to future-proof Auckland's air transport network from disasters, sea level rise and localised adverse weather conditions (such as fog-bound delays and cancellations).

d) There is substantial research that airports generate commerce and employment. The Ernst and Young Economic Impact report for Wellington runway reported:

'*They enable the air transportation of people and goods; provide an important hub for business investment and economic development to occur around; and increase business competitiveness and attractiveness. New Zealand's economic geography makes this role even more crucial*.'

In this sense a fully functioning regional airport with excellent transport links would allow regionally based corporations and businesses in the area to utilise the airport's value as a node in the national air transportation system. Substantial access to recreation opportunities would also result.

22. For the growth of the Silverdale and Dairy Flat area to occur in a 'connected' manner, the transport infrastructure must allow for an enhanced airport.

EXTENDING RAPID TRANSIT TO THE NORTH

23. The two options for proposed rapid transit routes in the vicinity of North Shore Airport are both supported by NSAC. Both options would provide fast public transport to the airport if the rapid transit stations were appropriately located.

24. Of the two options, the NSAC would prefer Option 2, aligning through the future urban area of Dairy Flat. The reasons for this preference are as follows:

a) The location of Option 2 would be welcomed to the west of Postman Road as identified. This would allow for any extension of the runway to the southwest (see **Figure 2** below). Any final alignment would need to be coordinated with the NSAC to ensure that allowance is made for the extension location and a Runway End Safety Area (RESA).

b) A rapid transit station could be located west to north-west of the existing airport terminal to allow direct connectivity with the Airport. This would then ensure that a high proportion of people (greater than 50%, as for cities in Japan and Europe) arrive at the Airport by rapid transit. It would also allow convenient, affordable access to and from the Airport for both passengers and workers at the airport and the surrounding proposed industrial area. A station with a park and ride facility is also a good neighbour to the Airport in terms of reverse sensitivity effects, servicing passengers and workers.

c) The rapid transit alignment of Option 2 would also aid in planning for appropriate zones to the east and north of the alignment near the

Airport. Those zones providing uses with reduced reverse sensitivity effects on the Airport would have a 'natural' boundary to establish between the Airport and the transit route.



Figure 2 – Indicative Location of Runway Extension

25. A benefit of both options would be the convenient access via rapid transit from the central city to the Airport.

26. In relation to Option 1, a rapid transit station could be put within the north-eastern fan of the existing main runway, but beyond a RESA. This would ensure that a complementary use, not sensitive to aircraft noise, is located within a land area of most sensitivity to noise and aircraft safety.

27. It is noted that the Indicative Potential New Centre is located at different positions depending on the Rapid Transit alignment. NSAC strongly submits that any new Centre is located at the furthest proximity to the Airport. This is because a new town centre will have a Metropolitan, Town Centre or Local Centre zoning which all allow residential development as a permitted activity. Naturally, a town centre would also provide for large numbers of people to congregate. Such a Centre is not a compatible land use near an airport owing to reverse sensitivity effects associated with aircraft noise and aircraft safety. To give some detail on safety concerns, the evidence of Daryl Gillett, Chief Flying Instructor, presented to the Proposed Auckland Unitary Plan hearings is included at **Annexure 2**. It confirms that locating a town centre outside the

circuit and safety area is necessary in order to lessen the risk of injury to persons or property from an aircraft emergency.

STATE HIGHWAY: ACCESS

28. It is imperative that a full interchange at Wilks Road be provided as a new interchange on the State Highway. A full interchange at this location would allow for both public and private transport to access the Airport in a direct manner. It would allow for an expanded Airport operation. The interchange could lead to a transport hub linked with the Airport, utilising land within the airport noise contours or, more ideally, the approach surface fans (see **Figure 3** below – taken from Figure D23.6.1.3 of the Auckland Unitary Plan (Operative in Part) ("AUP(OP)")). The hub would provide parking facilities for both the Airport and also workers accessing the industrial aread.

29. A full interchange at Wilks Road is of paramount importance to the existing and future operation of the Airport. It would ensure the convenient accessibility to air transport for Aucklanders north of the Harbour Bridge.

30. Airports are magnets for business and trade. Accordingly, providing a full interchange at Wilks Road will also stimulate growth in businesses in the new industrial area by providing efficient connections, but it will also stimulate businesses that need a fast regional connection for freight. These businesses are therefore more likely to set up depots close to the Airport, with accessibility from the Wilks Road interchange having a significant influence on locational decisions.

31. NSAC disagrees with the assumption that provision of a full interchange at Penlink may reduce the need to provide access to and from the north at Wilks Road. This assumption has been made without considering the integration of a regional airport into the transport picture, and the need to efficiently service a significant new industrial area. The Airport should be serviced from the Wilks Road interchange for it to realise its potential to service the projected population for Auckland's northern suburbs. A Wilks Road interchange would also reduce levels of industrial traffic, and passenger traffic for the Airport passing through residential areas to access Penlink. Given that transport uses are complementary to the Airport's ongoing functions, a transport interchange and station would dovetail with the Airport's functions.

URBANISING THE TRANSPORT NETWORK 1

32. NSAC has no concerns over the new arterial connections being considered between Penlink - Dairy Flat Highway, and the Bawden Road to Jeffs Road extension. Its main concern is the location of the north-south connection between Albany and Orewa (shown as (4) on the consultation 'Urbanising the

Transport Network 1' map) currently following the alignment of Postman Road.

33. Given the strategic importance and potential of the North Shore Airport, as explained in paragraphs 13-19, NSAC is extremely concerned that any expansion opportunities will be foreclosed if the alignment of this arterial in the vicinity of Postman Road does not provide for an extended runway, as shown in Figure 2.

34. Moving this north-south arterial to the west of Postman Road, as shown for the Rapid Transit route will ensure that the existing Airport approach paths and RESA's are catered for, and that the only location for a runway extension is provided for. It should be noted that such a runway extension cannot be provided to the north-east of the Airport given the existing land contours. Integration with the expected growth of the Airport would also occur.

35. The upgrading and final alignment of the Arterial (7) for Wilks Road needs to be carefully planned, given its proximity to the main approach path and RESA at the northern end of the Airport. Full coordination with all infrastructure providers will be required.

36. By ensuring Airport representatives are part of "Key Stakeholder" meetings with the Supporting Growth Alliance, the detailed route location for Arterials (4) and (7), and others near the Airport, can be planned, taking the needs of the Airport as a major transport infrastructure provider into account.

DEVELOPING A WALKING AND CYCLING NETWORK, AND URBANISING THE TRANSPORT NETWORK 2

37. The chief concern that NSAC has with the proposed major strategic routes for walking and cycling is in relation to the location of separated walking and cycling paths in the vicinity of the Wilks Road connection with the motorway.

38. The main flight approach path for the Airport is just north of the Wilks Road interchange. Designing the walking/cycling path at a lower elevation, rather than at the Wilks Road level would be beneficial for the amenity of passing walkers and cyclists who may be unaware of the immediacy of this flight path. Locating the pathway to the east of the Motorway would also have less impact on pathway users. Furthermore, if the path is located above the level of the Airport runway, it would enable views to be gained of both the airport, and approaching aircraft.

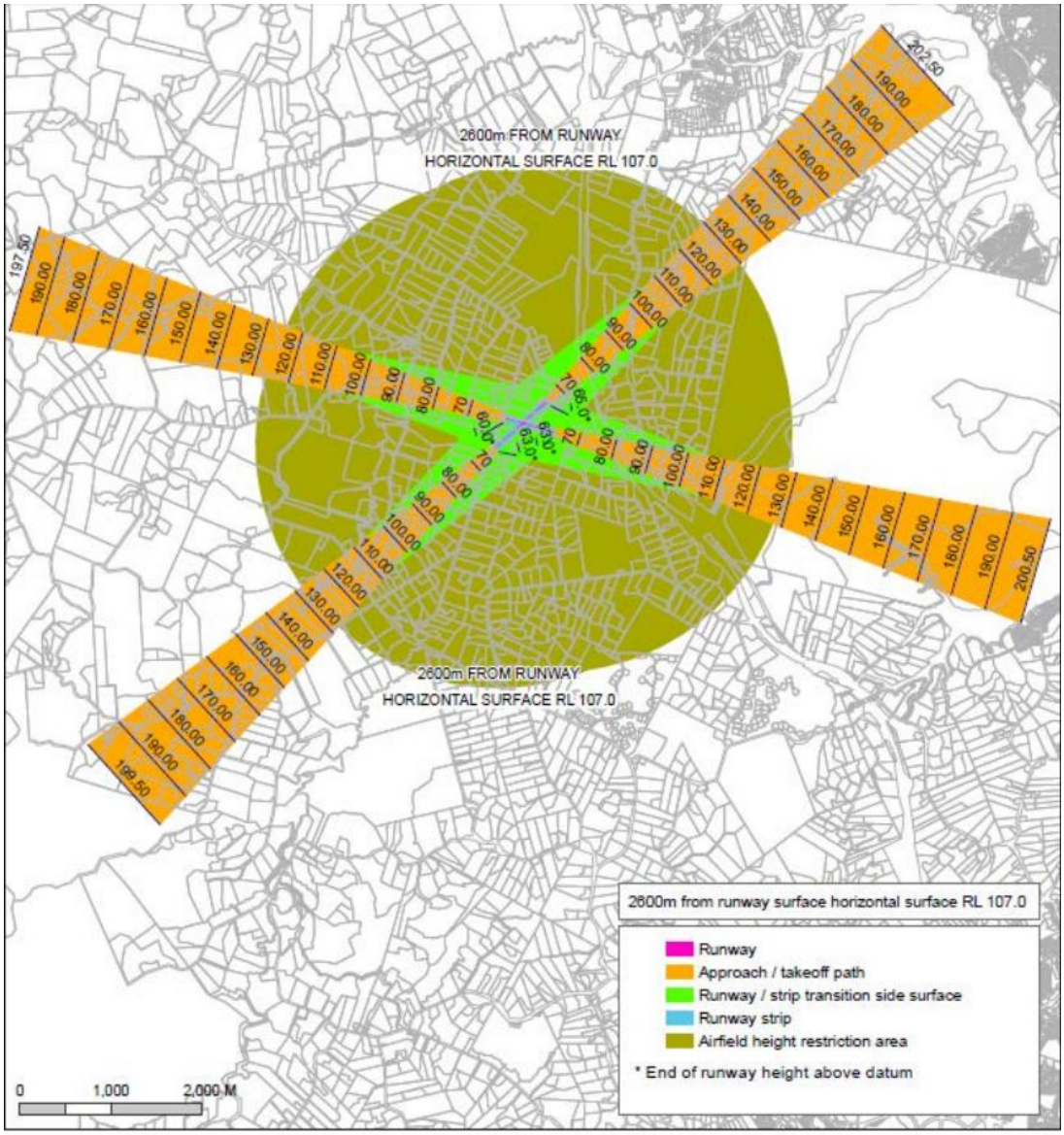


Figure 3 – North Shore Airport height restrictions

39. Locating any path outside the 65dBL_{dn} noise contour for the Airport would also provide a better level of amenity for users of these paths and reduce reverse sensitivity complaints for the Airport. This would particularly apply to the walking/cycling strategic routes 1 and 2. Warning signs on the pathway explaining there is an Airport close by would be necessary close to the main approach and take-off paths for the Airport. It is recommended that future Supporting Growth documentation should provide the Airport noise contours (as at Figure 4), and the Airport approach surfaces on the maps to demonstrate the transport-related matters that need to be taken into account.

40. NSAC agrees that it would be beneficial to link the proposed key walking/cycling routes to greenways, where these greenways are close to the Airport, allowing both open space and enhanced public safety near the Airport.

41. Of the east-west connections proposed under 'Urbanising the Transport Network 2', the crossing at Dairy Stream would provide the last link to the 'ring of roads' around the Airport and, if coordinated with land uses to the northwest, could define an area around the airport where complementary land uses are located, particularly south-east of the Airport along the air/noise boundary, and within the flight circuit. It is recommended that this crossing, and subsequent roads, are planned for in the earliest stages to integrate with Airport use.

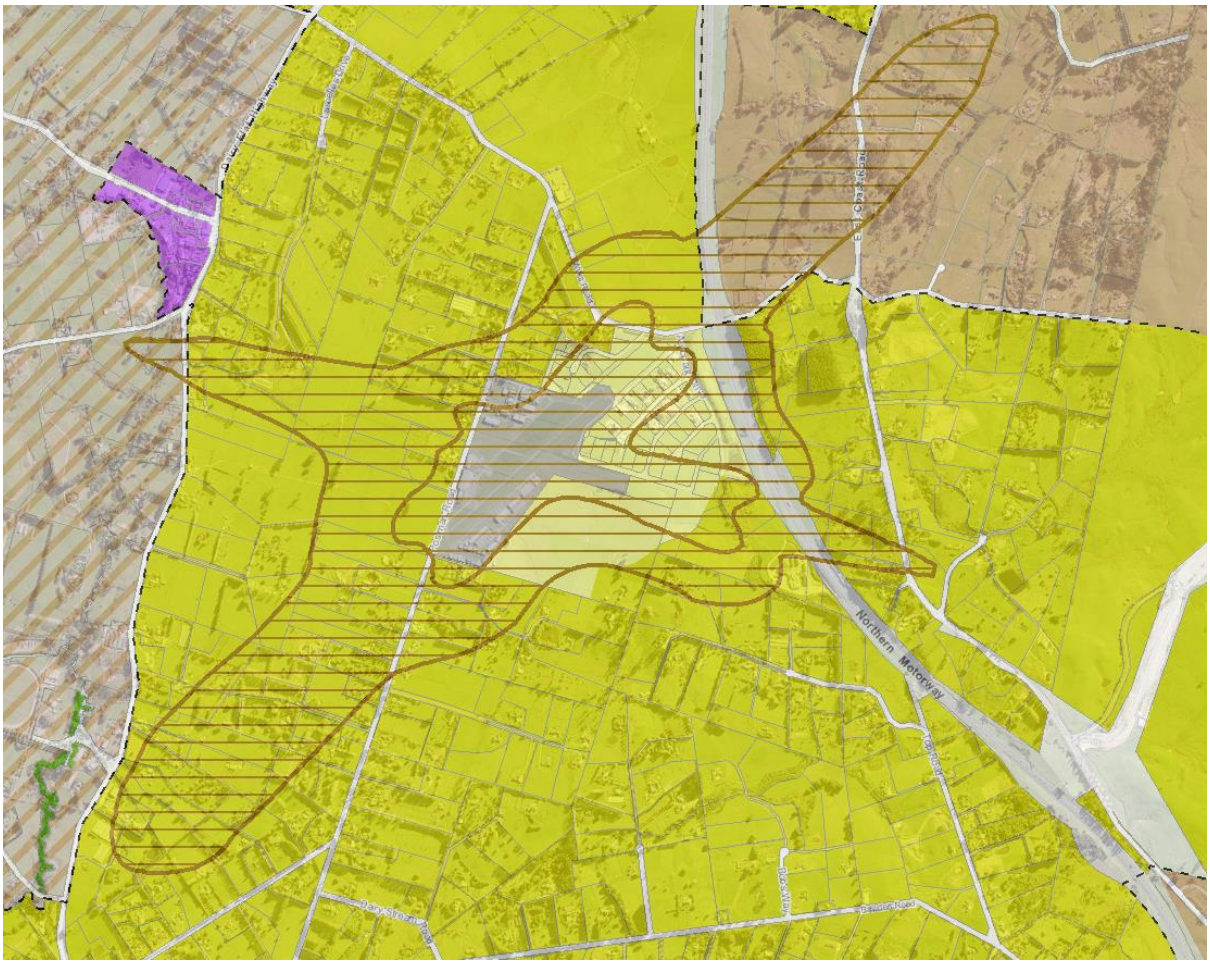


Figure 4 – Noise Contours for North Shore Airport

CONCLUSION

42. Population growth in the Auckland region will create an acute demand for a regional airport by 2040. This proposition takes into consideration the second runway at Auckland International Airport. The Supporting Growth Alliance needs to acknowledge and provide for this necessity and embrace the expansion of North Shore Airport as an infrastructure project that can be integrated into the transport planning currently being undertaken. Without such recognition by the Alliance, the opportunity to provide needed air infrastructure will be foreclosed as future urban areas around the Airport are developed.

43. NSAC requests that the above feedback be incorporated into the work going forward to define the proposed transport network in the North and requests that NSAC be part of a stakeholder group, given its transport infrastructure role in the area. NSAC looks forward to collaborating closely with the Supporting Growth Alliance to ensure that the transport opportunities afforded by North Shore Airport are taken forward.

For and on behalf of North Shore Aero Club:



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