SUBMISSION ON THE NORTH PROJECTS NOTICES OF REQUIREMENT BY AUCKLAND TRANSPORT AND WAKA KOTAHI NZ TRANSPORT AGENCY (DATED 8 DECEMBER 2023)

INTRODUCTION

1. North Shore Aero Club Incorporated ("NSAC") makes this submission on the proposed North Projects Notices of Requirement ("NoRs") by Auckland Transport ("AT") and Waka Kotahi NZ Transport Agency ("NZTA") as requiring authorities under the RMA 1991.

2. The North Projects comprise 13 NoRs, with this submission specifically relating to:

    a. NoR 1 - New Rapid Transit Corridor ("RTC") between Albany and Milldale, including new walking and cycling path (NZTA).

    b. NoR 4 – State Highway 1 ("SH1") Improvements (NZTA).

    c. NoR 11 - New connection between Dairy Flat Highway and Wilks Road (AT).

    d. NoR 13 – Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange (AT).

3. These four NoRs are highlighted in **Figure 1** below.

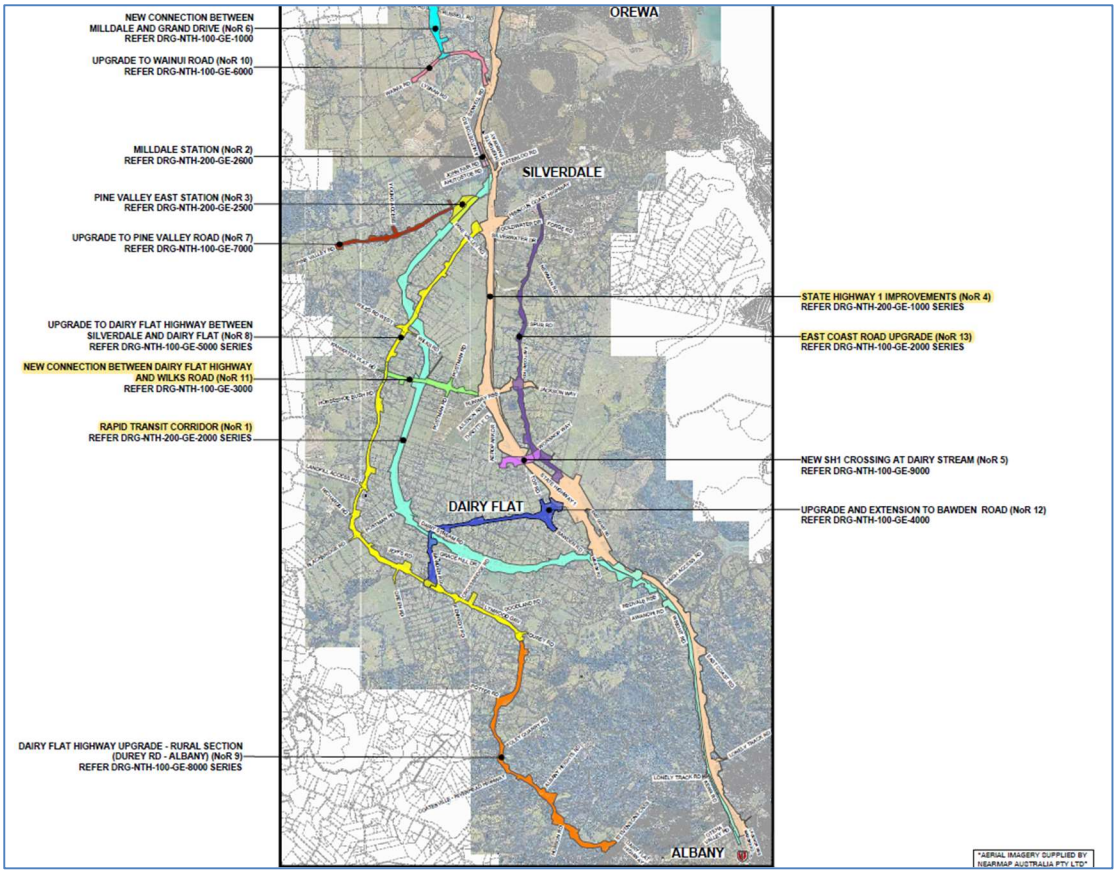


Figure 1: Identification of NoRs 1, 4, 11, and 13.



Figure 2: Aerial photograph showing extent of North Shore Airport landholding.

ABOUT NSAC

4. NSAC is the owner and operator of the North Shore Airport ("NSA") located at 270-300 Postman Road, Dairy Flat (see **Figure 2** above).

5. The Airport caters to a wide range of flight and non-flight aviation activities including:

    a. Scheduled commercial flights.

    b. Charter flights.

    c. Training flights.

    d. Tertiary Education (Flight Training Schools).

    e. Emergency rescue flights and services.

    f. Private general aviation, including from private sites at the adjacent Aeropark.

    g. Engineering facilities.

    h. Freight distribution.

    i. Manufacturing.

    j. Support and administration.

6. NSA was originally established as a facility for NSAC to operate aircraft on a recreational basis. After more than 60 years of operation, the Airport has grown significantly with 200 airport-based aircraft and over 100 different tenants in the commercial and private airport occupancies.

7. The Airport is a regionally significant infrastructure asset which provides links to provincial New Zealand from its strategic location close to State Highway 1.

8. NSAC acknowledges that, in the public interest, NSA has organically transitioned into Auckland's second regional airport, offering commercial air services to other New Zealand regional centres. To this end, and in support of extending this public service, NSAC has developed a Master Plan which identifies a four-stage development of NSA to increase the length and width of the runway and provide associated buildings and infrastructure.

9. The Airport's current operational ability and modest growth expectations to serve the catchment of 500,000 residents north of the Harbour Bridge

cannot be overlooked at this important stage in planning for Auckland's transport infrastructure (refer plans at **Attachment 1**).

10. Notable strategic considerations are as follows:

    a. Support of NSA as Auckland's second regional airport is needed for Auckland to improve its transportation resilience as an international city.

    b. NSA at Dairy Flat has been identified as a suitable location to continue development as a second regional airport , as one third of Auckland's population currently lives closer to NSA than Auckland International Airport. This percentage is expected to increase as residential intensification occurs within the identified and planned northern growth area. Furthermore, the options for development or establishment of alternative airports are severely limited in terms of geographic location, resource management challenges, social and environmental factors.

    c. The future expansion of NSA to provide services for smaller commercial aircraft to provincial centres is expected to have positive traffic effects on Auckland's wider land transport network.

THE NSA SITE

11. NSA is built on a large, relatively flat area east of Dairy Flat village. The Airport sits at 60m above sea level, however the land at the northern corner of the site rises to 70m above sea level. The Airport has a 690m road frontage to Postman Road.

12. The land holding comprises an area of 27.1084 hectares.

13. NSA currently has two operational runways:

    a. 03/21 – concrete (791m long, by 9m wide), grass (791m long, by 60m wide). The grass is used in the drier months for take-off and landing by light aircraft.

    b. 09/27 – gravel (560m long, by 9m wide), grass (570m long, by 60m wide)

14. Various hangars and aeronautical businesses occupy a number of buildings in the north-west and south-east corners of the airport.

15. The Site is zoned Special Purpose – Airports and Airfields Zone in the Auckland Unitary Plan ("the Unitary Plan") and is subject to its own North Shore Airport Precinct (refer to Attachment 2).

16. There are two types of overlay rules that apply to the Airport land and surrounds, these being:

    a. The Airport Approach Surface Overlay which controls protrusions or obstructions into airport approach surfaces; and

    b. The Aircraft Noise Overlay, which manages the subdivision of land and the location of activities in areas of high cumulative noise around the Airport. The location of these overlays is shown in **Figure 3**.

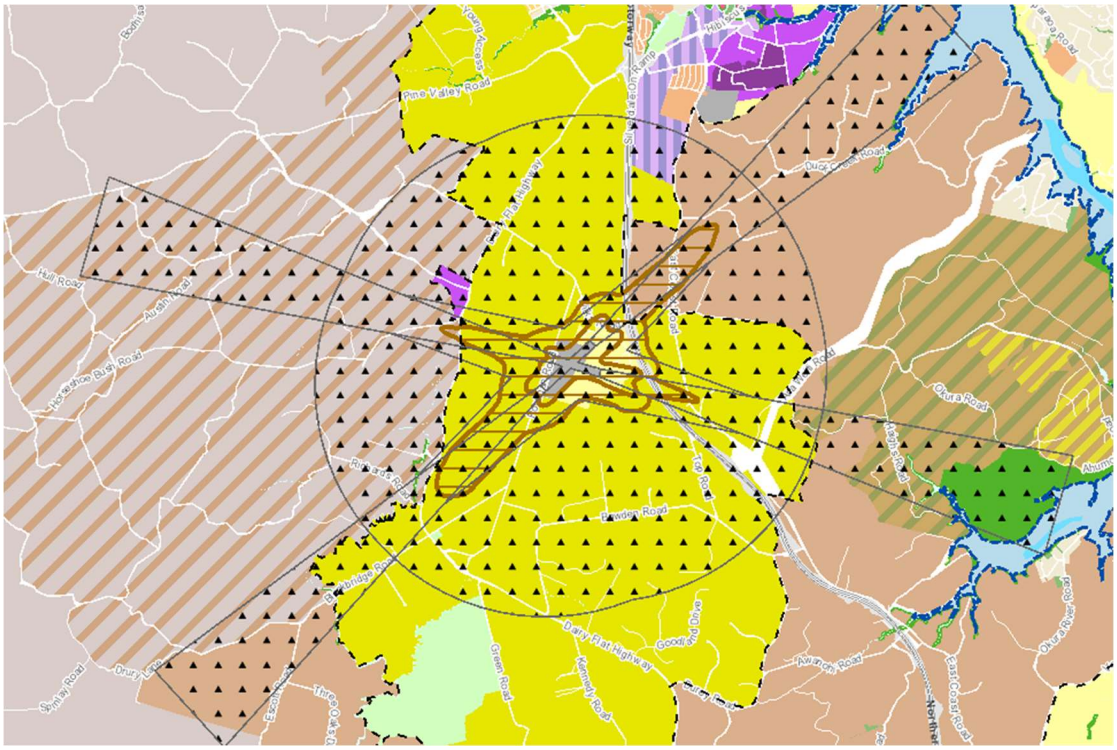


Figure 3: Unitary Plan Overlays (triangles denote the Airport Approach Surface Overlay and brown horizontal lines denotes the Aircraft Noise Overlay)

GENERAL FEEDBACK

17. NSAC generally supports the proposed NoRs and considers that their implementation will have positive transport outcomes for the North of Auckland.

18. The projects will also make NSA more accessible and will align with NSA's formal recognition as Auckland's second commercial airport.

19. Although NSAC supports the NoRs, the key matters of potential concern relate to the detailed design of the new roads and associated infrastructure, which have the potential to impact on operational requirements of the Airport. NSAC must therefore be consulted as part of the detailed design phase, with conditions attached to the designation requiring this consultation to occur.

20. These detailed design considerations include:

    a. Obstruction limitations to ensure structures do not penetrate the approach and departure paths from the runway;

    b. Light intrusion / splay from street lighting;

    c. Formation heights of the Wilks Road interchange and East Coast Road improvements; and

    d. Stormwater management arrangements that avoid bird strike.

21. NSAC seeks to ensure that the importance of NSA as a regionally significant infrastructure asset is fully recognised and provided for at the strategic planning level, both in terms of transportation and land use considerations.

<u>NoR 1: New Rapid Transit Corridor (NZTA)</u>

22. With regard to NoR 1, NSA submits that the proposed Rapid Transit Network ("RTN") route should identify 'North Shore Airport' as a future RTN stop with detailed route alignment to be discussed further between NZTA and NSA as respective proposals are advanced.

23. It is submitted that the rapid transit station be located west to north-west of the existing Airport terminal (refer to **Attachment 2**) to allow direct connectivity with the Airport and enable:

    a. A high proportion of people to arrive at the Airport by rapid transit; and

    b. Convenient affordable access to and from the Airport for both passengers, students and workers at the Airport and the surrounding proposed industrial area.

<u>NoR 4 and 11: State Highway 1 Improvements and New Connection between Dairy Flat Highway and Wilks Road (NZTA and AT)</u>

24. A modest runway extension to the south-west (and to the north-east to a lesser extent) is required for the Airport to reach its full potential. This may

require the eventual re-alignment or grade separation of Postman Road. It is for this reason that NSAC seeks a condition to NoRs 4 and 11 that the Requiring Authority engage with NSAC during the detailed design phase of the new connection between Dairy Flat Highway, Wilks Road and SH1.

25. NSA supports the proposal to establish a SH1 Interchange with Wilks Road. However, it also submits that a full interchange in this location would be more appropriate, in anticipation of future business and trade being attracted to the NSA environs. A full interchange should be proposed in response to anticipated growth of businesses within the already proposed Industrial land around the Airport. Future businesses will need fast regional connections for persons and freight travelling in all directions, and not solely southbound as presently shown in NZTA plans.

26. The upgrading details and final alignment of Wilks Rd near to, and including, the motorway interchange needs to be carefully planned in conjunction with NSA given its proximity to the main approach path and Runway End Safety Area (RESA) at the northern end of the Airport.

NoR 13: East Coast Road upgrade (AT)

27. Similar to the comments on Wilks Road, the design and final levels of East Coast Road in the location of the Obstacle Limitation Surface ("OLS") overlay need to be carefully considered (refer to **Attachment 3**). This includes the roundabout proposed between East Coast Road and Wilks Road.

28. Any proposed raising of East Coast Road could result in the road itself, or associated infrastructure (such as street lighting) intruding into the OLS. This is because the current level of the road, in some locations, currently only just falls below the OLS.

29. Any proposed street lighting could also create light pollution and cause distraction to aircraft.

30. The final design levels of East Coast Road and associated infrastructure needs to be therefore carefully planned in collaboration with NSA to ensure that the Airport's approach and departure paths are protected.

RELIEF SOUGHT

31. The Submitter seeks the following relief:

    a. That conditions be included for each of the designations to ensure that NSAC are consulted prior to, and during, the detailed design phase so that road construction and associated infrastructure does not:

i. Affect airport approach paths;

ii. Create light distractions;

iii. Cause (or create potential to cause) bird strike.

b. That the designations take into account future airport expansion plans.

c. That a rapid transit station be situated proximate to the NSA to allow convenient access between the RTN and Auckland's proposed second commercial Airport.

d. That a full interchange be established for the SH1 interchange with Wilks Road.

e. Any alternative relief of like effect, to the satisfaction of the Submitter.

f. Any consequential or incidental amendments necessary to achieve the relief sought, to the satisfaction of the Submitter.

PROCEDURAL MATTERS

32. NSAC wishes to be heard in support of this submission and would consider presenting a joint case with any other party seeking similar relief.

33. NSAC agrees to participate in mediation or other alternative dispute resolution and would be pleased to discuss the content of this submission with AT, NZTA and Auckland Council staff.

34. NSAC reserves the right to revise its position in response to other submissions or changes to the notified provisions.

By its duly authorised agent:	Haines Planning (CivilPlan Consultants Limited)
Dated:	8 December 2023
Address for service:	North Shore Aero Club Incorporated c/- Haines Planning (CivilPlan Consultants Limited) Suite 12A, Level 12 17 Albert Street Auckland 1010
Attention:	D R Haines, Director davidhaines@civilplan.co.nz