John Punshon

From: John Punshon
Sent: Tuesday, 12 May 2026 2:28 pm
To: Astral- Dave Park
Subject: FW: NSAC + ASP Workshop
Attachments: Flight Path Lines.pdf; Industrial Precinct Earthworks Levels.pdf; 4663_Auckland Surf Park Community - 20260423 - 7 SURF INDUSTRY PRECINCT.pdf

Hi Dave,

Please see below and attached. Additionally, here's the wider suite of docs on the application:
https://www.fasttrack.govt.nz/projects/auckland-surf-park-community-stage-2/referral-application

Kind Regards

John Punshon
CEO

Email: john@nsac.co.nz
Cell: 021 95 94 97 Office: 09 426 4273

nsac.co.nz / northshoreairport.co.nz / aipa.ac.nz

North Shore Aero Club
NORTH SHORE AIRPORT
AIPA

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From: Jody Jubber <Jody@inovo.nz>
Sent: Monday, 11 May 2026 9:48 am
To: Dave Lang <dave@inovo.nz>; ldmorris <ldmorris@actrix.co.nz>; John Punshon <john@nsac.co.nz>; B Hempel <brent.h@sbmanage.co.nz>; Cam Wallace <camw@barker.co.nz>
Cc: Magdalena Regnault <magdalenar@barker.co.nz>
Subject: Re: NSAC + ASP Workshop

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 I 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,
Jody

Jody Jubber
Associate / Senior Design & Project Manager
027 560 0604 | inovo.nz

From: Dave Lang
Sent: Tuesday, 28 April 2026 10:49 am
To: Dave Lang <dave@inovo.nz>; Lloyd Morris <ldmorris@actrix.co.nz>; John Punshon <john@nsac.co.nz>; B Hempel <brent.h@sbmanage.co.nz>; Jody Jubber <Jody@inovo.nz>; Cam Wallace <camw@barker.co.nz>
Cc: Magdalena Regnault <magdalenar@barker.co.nz>
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

Join:
https://teams.microsoft.com/meet/4504323106282 2?p=PXatv5qybBjwssVxL1

Meeting ID: 450 432 310 628 22

Passcode: zH2Eg7Z6

Need help? | System reference

For organizers: Meeting options

John Punshon

From: Jody Jubber <Jody@inovo.nz>
Sent: Friday, 24 July 2026 2:17 pm
To: John Punshon; Astral- Dave Park
Cc: Daryl Gillett; Dave Lang
Subject: Re: North Shore Airport height controls

Hi John,

Thank you for your email.
We have not progressed this further since our last discussions as we are on hold with the design for this intersection until we have further information available from the substantive application process.

We are likely to pick this back up within the next couple of months and will be in contact with yourself and Dave to coordinate the pathway forwards.

In the meantime feel free to contact me should you have any additional questions or concerns arise.

Thanks,
Jody

Jody Jubber
Associate / Senior Design & Project Manager
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From: John Punshon <john@nsac.co.nz>
Sent: Friday, 24 July 2026 14:13:44
To: Astral- Dave Park <dave.park@astral.co.nz>; Jody Jubber <Jody@inovo.nz>
Cc: Daryl Gillett <cfi@nsac.co.nz>
Subject: RE: North Shore Airport height controls

Hi Jody,

Just touching base to see if any updates are available?

Have a great weekend.

Kind Regards

John Punshon
CEO

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-----Original Message-----
From: Astral- Dave Park <dave.park@astral.co.nz>
Sent: Wednesday, 1 July 2026 10:59 am
To: Jody Jubber <Jody@inovo.nz>
Cc: John Punshon <john@nsac.co.nz>; Daryl Gillett <cfi@nsac.co.nz>
Subject: North Shore Airport height controls

Hi Jody

Sorry it has taken a little while to get back to you.

The Aero Club's surveyor has extracted the height control surfaces from the AUP GIS (Geomaps) system and the associated surface specifications, and has prepared CAD file ((DXF in NZTM co-ords) of the surfaces for your designer. These surfaces are hard limits in that any infringements by vegetation, structures or buildings are not permitted under the AUP.

I also attach a Google Earth (KMZ) file showing the plan view of the surfaces. This includes the shape of the "PANS OPS VSS" surface which is not included in the AUP height controls. The purpose of this surface is to protect the instrument approach to runway 03 which passes over the Surfpark site.

Airways Corporation, who design the instrument approach, assess the impact of any obstacle infringements of the VSS which can result in penalties to aircraft landings in poor weather. For completeness this should be assessed too but we need to get Airways to do that.

I suggest your designers review the extent of the VSS from the KMZ file. The surface slopes up at 1 in 30 (compared to 1 in 40 for the approach OLS surface) so is generally less restrictive. Additionally any obstacles below 15m above the threshold height do not need to be considered. 15m height above threshold is approximately 77.8m AMSL.

I hope this information helps. Feel free to get back to me if required.

Regards

Dave Park
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