SUBMISSION ON THE

FUTURE URBAN LAND SUPPLY STRATEGY REFRESH

Submitter Details:

1.	Name:	North Shore Aero Club
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3.	Contact Person:	Kaaren Rosser Senior Planner
4.	Date of Submission:	24 April 2017

Scope of Submission:

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

6. The aspects of the Future Urban Land Supply Strategy Refresh (FULSSR) that this submission relates to are:

   a) The sequencing table defining the timing of development ready areas;
   b) The spatial area defined by the Future Urban Areas Sequencing Maps;
   c) The infrastructure/sequencing considerations for the Silverdale and Dairy Flat areas.

Submission:

7. The North Shore Aero Club ("Aero Club") owns and operates the North Shore Airport located within the centre of the Future Urban zoned land at Dairy Flat (it must be noted that the airport has its own Special Purpose – Airport zone).

8. In principle, the Aero Club supports the application of a 'business' area around the airport as defined by the Future Areas Sequencing Table for Silverdale and Dairy Flat, subject to the points below, and specifically point 14.

9. The Aero Club also supports, subject to points 10 through 13 following, the proposed resequencing for the Silverdale/Dairy Flat business area, which has the effect of bringing forward by 15 years the development of areas around the airport.

10. The proposed resequencing has collapsed the 5+ year timeframe the North Shore Airport expected to have available to work with the Council and other parties to plan the Airport's future development. Realising that the airport is integral to the successful establishment of businesses and transport north of the Harbour Bridge, there are many opportunities to be explored.

11. The North Shore Airport proposes that, in order to mitigate the compressed planning timeframe, a joint working party of Auckland Council/North Shore Aero Club be immediately formed to study the opportunities and ensure that no decisions are taken which will adversely impact the airport's operation and future developments. This group would provide input to and participate in the development of the detailed structure plan for the area.

12. The Unitary plan recognises the strategic importance of the Northshore Airport to future businesses and residents located north of the Harbour Bridge. The infrastructure policies recognise that all modes of an integrated transport system be enabled, and their existing and future areas and routes identified and protected. The airport needs to be included as part of the transport infrastructure under the FULSS Refresh Infrastructure Study, and sequencing considerations.

13. Accordingly, the process resulting from accelerated sequencing of the area for development must ensure that infrastructure investment in the area is planned in partnership with the airport's operation, future expansion, and access requirements. Consequently, the Aero Club must be a major partner in the structure planning process, including as part of any Infrastructure Provider Group.

14. Bearing in mind the current and future operational requirements of the airport, we also request that the area subject to future structure planning defined as 'Business' on the Future Areas Sequencing Map for Wainui East, Silverdale and Dairy Flat be extended to the south and south-west in accordance with the map at **Annexure 1**. The reasons for this enlargement are as follows:

    a) The current area ignores the main take-off flight paths to the south-west under which suitable land uses must be carefully considered;

    b) The area ignores the predominant flight circuit to the south under which suitable land uses must also be carefully considered;

c) The 'business' area would benefit from being larger to facilitate appropriate economic opportunities for the north;

d) The evidence presented for the RUB hearings for the Unitary Plan advocated one structure plan process for the whole of the Dairy Flat area, in order for all the issues in the area to be considered equitably, and avoid a 'piecemeal' approach leading to unintended outcomes. Accordingly, a larger area promotes a holistic integrated approach, and the full assessment of competing land uses, plus the integration of the airport into the wider planned area.

15. In addition, we request that the currently undeveloped land adjacent to the airport currently zoned as Large Lot Residential and defined as the Dairy Flat precinct be included in the structure planning process, and zoned for airport/business use. Given the current difficulties of ensuring that specific development proposals fit within the constraints of the current precinct policies and standards, we believe that all interested parties would support the rezoning of this land.

16. We ask that the Council recognise the importance and difficulty of encouraging business to establish in the area. We note that if significant numbers of businesses could be encouraged to establish ahead of housing in this area, then utilisation of existing transport investments, and in particular SH1, would improve due to a balancing of am/pm flows and in the long run total aggregate travel distances will be reduced. Ultimately if congestion in Auckland is to be reduced more people need to live closer to where they work. The North Shore Airport sees itself as one part of a jigsaw of services and investments that the Council must enable to ensure businesses see the area as an attractive location to establish operations.

17. North Shore Airport has the potential to be a significant regional transport asset, and the centre of a major transport hub incorporating access via strategic roads, busways, park and ride, and freight transportation. It will attract business investment. Possible visions for the airport are attached at **Annexure 2**. The attached document is in a presentation format – resulting from a meeting on 11 April 2016 with Council officers to discuss the airport future.

18. We also note that some of the wastewater infrastructure constraints with respect to increasing the structure plan area may be alleviated by developing a wastewater treatment facility close to the airport, as this would be considered a complementary use.

19. The submitter wishes to be heard in support of this submission.

Signed for and on behalf of:



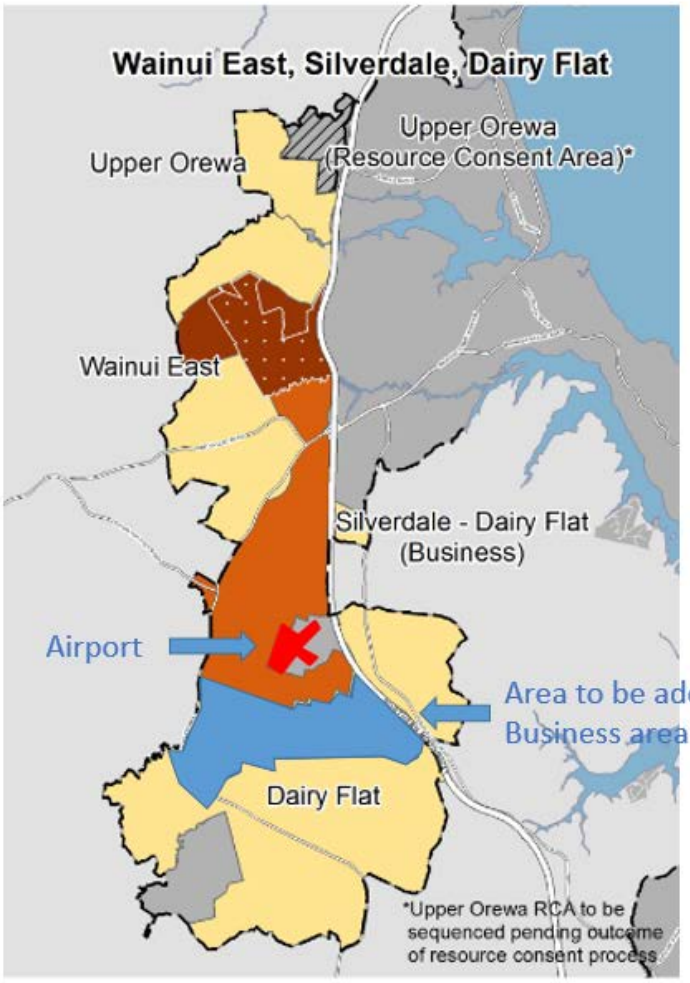
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Kaaren Rosser
Senior Planner

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Annexure 1

Extension to Silverdale/Dairy Flat 'Business' area



Annexure 2

North Shore Airport - Presentation to Auckland Council (separate PDF File)