John Punshon

From: Astral- Dave Park <dave.park@astral.co.nz>
Sent: Thursday, 4 June 2026 12:12 pm
To: Jody Jubber
Cc: John Punshon; Dave Lang; Daryl Gillett
Subject: Re: Proposed surf park- Assessment of impacts on North Shore Airport

Hi Jody

Further to our phone discussion, I have discussed the applicable height controls with NSAC and advise that the depiction in the AUP (as shown in Geomaps) will apply.

This includes the runway 03 approach surface over Postmans Rd and the Surfpark with it's origin location and height of 63.0m (ref AUP table D23.6.1.1).

This is on the basis that it's what the Unitary Plan specifies and is consistent with the height control application to other affected land owners around the airport.

I am working on getting you a 3D CAD depiction. I will get back to you when I have more information on this.

Regards

At 09:10 am 28/05/2026, Jody Jubber wrote:

> Hi Dave and John,
>
> Apologies for the delay in getting back to you on this one. We did not have an official version of the flight path lines document and so the McKenzies team have been pulling this together for us.
>
> Please find attached the original cross section demonstrating heights, and the new flight path lines drawing.
>
> Should you have any further questions or concerns, please do not hesitate to contact me.
>
> Thanks,
> Jody
>
> **Jody Jubber**
> Associate / Senior Design & Project Manager
> 027 560 0604 | inovo.nz



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From: Astral- Dave Park <dave.park@astral.co.nz>
Sent: Friday, 22 May 2026 11:01 am
To: Jody Jubber <Jody@inovo.nz>
Cc: john@nsac.co.nz <john@nsac.co.nz>
Subject: Proposed surf park- Assessment of impacts on North Shore Airport

Hi Jody

John Punshon (copied) has asked me to assist NSAC in assessing impacts (if any) the proposed surf park/data centre complex will have on North Shore Airport.

I am a freelance aviation consultant who regularly works with airports (and occasionally adjoining land owners) on airport development and flight path height restrictions. I have done several projects with NSAC in the past.

John forwarded me your email below plus the link to the Fast Track documentation. I have the McKenzie & Co "Flight Path Lines" drawing but what seems to be missing from the resto of the documentation is the corresponding plan view showing the runway end at Postman's Rd and the take-off/landing fans where they pass over the surf park/data centre site.

Are you able to obtain this from McKenzie&Co, or alternatively put me in touch with them so I can obtain direct.

Thanks and regards

Dave Park
Director
Astral Limited - Aviation Consultants

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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
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