

Whangarei Airport Location Study Submissions

Volume 8

Last names One - Rei

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SUBMISSION FORM



PUKA URUPARE

WHANGĀREI AIRPORT LOCATION STUDY CONSULTATION

Submissions are due on Wednesday 25 May 2022

Now is your opportunity to help us identify a possible future location for the Whangārei Airport or tell us if you think the airport should continue to operate at Onerahi .

From a long list of options, Council has identified three locations which could replace the Whangārei Airport at Onerahi if it is no longer able to meet Civil Aviation Authority (CAA) rules and requirements at its current location in future. The three preferred locations are:

- Ruatangata West
- Ruatangata
- One Tree Point West

The community knows these sites best. We want to hear about what you think about each of the sites and what's important to you when it comes to choosing a future airport site or why you think the airport should remain at its current location.

Your details

Name: Richard Hall

I am making this submission as: ☐ An individual ☒ On behalf of an organisation

Organisation name One Tree Point Residential Limited

Postal address

Best number to contact you on

Email

Do you wish to be heard in support of your submission at a hearing on 9 June 2022?

☒ Yes ☐ No

OPTION 1: *Ruatangata West (Site 6)*

What do you think are the benefits of this site?

See accompanying submission

What are your key concerns about this site?

See accompanying submission

If we progressed investigations on this site, what else do we need to consider?

See accompanying submission



OPTION 2: *Ruatangata* (Site 9)

What do you think are the benefits of this site?

See accompanying submission

What are your key concerns about this site?

See accompanying submission

If we progressed investigations on this site, what else do we need to consider?

See accompanying submission

OPTION 3: *One Tree Point West (Site 24a)*

What do you think are the benefits of this site?

See accompanying submission

What are your key concerns about this site?

See accompanying submission

If we progressed investigations on this site, what else do we need to consider?

See accompanying submission



OPTION 4: *Continue to operate from Onerahi*

What do you think are the benefits of this site?

See accompanying submission

What are your key concerns about this site?

See accompanying submission

What else do we need to consider at this site?

See accompanying submission

What is your favoured airport location

Given the benefits and key concerns you highlighted above, do you have a favoured airport location?

- ☐ **OPTION 1:** Ruatangata West (Site 6)
- ☒ **OPTION 2:** Ruatangata (Site 9)
- ☐ **OPTION 3:** One Tree Point West (Site 24a)
- ☒ **OPTION 4:** Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of the location of the Whangārei Airport?

See accompanying submission



IN THE MATTER

of the Proposed Development of
Whangarei Airport

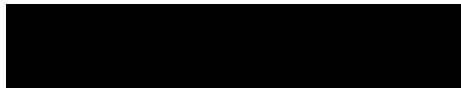
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IN THE MATTER

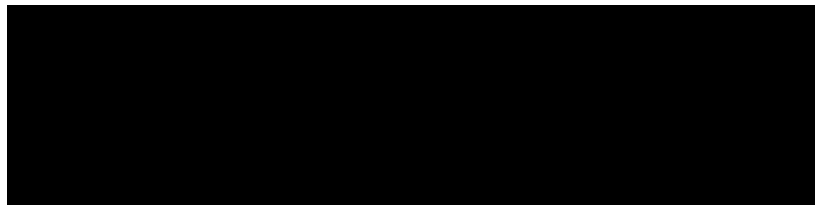
of a submission by **ONE TREE
POINT RESIDENTIAL LIMITED**
on the Proposed Development of
Whangarei Airport

**SUBMISSION OF ONE TREE POINT RESIDENTIAL LIMITED OPPOSING ONE TREE
POINT AS A POTENTIAL DEVELOPMENT SITE FOR WHANGAREI AIRPORT**

To:



Name:



1. INTRODUCTION

1.1 This is a submission by **ONE TREE POINT RESIDENTIAL LIMITED** ("OTPR") in opposition to the potential development of the future Whangarei Airport at the proposed One Tree Point site (Site 24A).

1.2 Whangarei District Council ("WDC") is investigating a potential future site to develop an airport to replace Whangarei's current regional airport at Onerahi. Of the 28 initial sites assessed for development suitability, WDC has proposed the following sites as the preferred options for the development of the airport:

- (a) Option 1: Ruatangata West (Site 6);
- (b) Option 2: Ruatangata (Site 9); and
- (c) Option 3: One Tree Point (Site 24A),



(together, the "Airport Site Options").

- 1.3 WDC provided an "information package" which set out the process undertaken by WDC of identifying the preferred Airport Site Options ("the Consultation Information"). This includes factors relating to the surrounding environment of each location that will need to be considered by WDC.

Overview of OTPRL

- 1.4 OTPRL is a development company which owns land at [REDACTED] totalling 33.8 ha over two lots. This property is located in the "Future Living" zone adjacent to the proposed One Tree Hill site option. OTPRL has recently obtained resource consent to develop 300+ residential dwellings, construction of which is about to commence.

2. SUMMARY

- 2.1 OTPRL opposes the proposed One Tree Point site for the future Whangarei Airport for the following reasons:
 - (a) Inconsistency with the relevant policies and objectives of the Whangarei District Plan ("WDP");
 - (b) Adverse impacts on current and future residential developments. The Living, and Future Living, zones are in closer proximity at One Tree Point to the proposed airport than either the proposed Ruatangata or Ruatangata West sites;
 - (c) The proposed One Tree Point site will result in the removal of a large segment of both One Tree Point Road (a collector road) and Pyle Road East, which are both main access roads in and out of One Tree Point;
 - (d) The proposed One Tree Point site is susceptible to flooding, whereas Ruatangata and Ruatangata West are not;
 - (e) The geology of the proposed One Tree Point site requires large scale engineering works to prepare the site for development. Such works are not required on the alternative sites;
 - (f) Only the proposed One Tree Point site is identified as being located near several sites of cultural significance;

- (g) Populations of native flora and fauna, as well as wetlands, have been identified within the vicinity of the proposed One Tree Point site. This will require special consideration;
- (h) The proposed One Tree Point site is the furthest of the Airport Site Options from the Whangarei city centre; and
- (i) The WDC has already purchased land at one the Airport Site Options, being Ruatangata, therefore indicating it already considers this site to be appropriate.

3. **GROUNDINGS FOR OPPOSITION OF ONE TREE POINT SITE**

- 3.1 The proposed One Tree Point site is not an appropriate option for the development of the Whangarei airport for the following reasons:

Nearby 'Future Living' zone and 'living' zone

- 3.2 The area adjacent to the proposed One Tree Point site has been identified as 'Future Living' under the WDP. In addition to this, the proposed One Tree Point site is located near the main residential area of One Tree Point.
- 3.3 The WDP describes the "Future Environments" as:

"Future Environments are areas that have been identified to accommodate growth of a particular type of Environment over time. These growth areas have been identified by way of strategic land use studies, either initiated privately or by Council, with the aim of providing greater certainty that the development envisaged is appropriate and consistent with the resource management objectives in the District Plan."

- 3.4 This land adjacent to the proposed One Tree Point site zoned 'Future Living' has been specifically identified by way of plan change as an appropriate area for the future growth of Whangarei. The zoning of this area is intended to provide certainty that this area will in fact become an area of significant residential growth. We also note that there is land zoned 'Future Living' in Ruakaka, which is near the proposed One Tree Point site. The development of an airport at the proposed One Tree Point site would have a detrimental effect on the future development potential of Future Living areas for reasons which include:

- (a) A significant increase in adverse effects of the surrounding environment, including (but not limited to):
 - (i) Noise (including as a result of both airport operations and flight paths);
 - (ii) Odours (including, but not limited to, dust and plane / vehicle pollution);
 - (iii) Traffic; and
 - (iv) Light pollution.
- (b) The increase in these and other potential adverse effects will decrease the attractiveness of these Future Living areas, as well as One Tree Point, Ruakaka and Marsden Point more generally, as places to live.
- (c) Houses developed within the Future Living area at One Tree Point will be particularly affected by the adverse effects resulting from the airport. Potential home buyers will not want to purchase a home within these areas, which will negatively impact both the residential growth potential of these areas and the value of the land itself.
- (d) This will have a knock-on effect of decreasing the attractiveness of One Tree Point, Ruakaka and Marsden Point for development. Ultimately this will impact the economy as less residents will mean less economic benefit.

3.5 As well as impacting the potential incoming and future results, the development of the airport at the proposed One Tree Point site will also have an adverse effect on current residents within these areas. An airport in proximity to these already well-established residential areas will impact the value and amenity of the houses already established in these areas.

Ruatangata and Ruatangata West

3.6 The proposed Ruatangata West site (Site 6) is located adjacent to the "Rural Village Residential" zone (being the Ruatangata West Village). Development of an airport here may negatively impact the residents within this village as well as other residents located within the vicinity of the proposed Ruatangata West site. However, this area does not have any other residential zoning and, importantly, does not have any Future Living zoning within the vicinity of the proposed airport.

There will therefore be significantly lesser adverse impact on the current and future residents than at the proposed One Tree Point site.

- 3.7 The proposed Ruatangata site (Site 9) is not located near any residential zoned land, including any Future Living zones. Although we acknowledge that there will be nearby residents that may be adversely affected by the development of the airport at the proposed Ruatangata site, this will be to a significantly lesser extent than at the proposed One Tree Point site.

Collector Road – One Tree Point

- 3.8 The development of the Whangarei airport at the proposed One Tree Point site would result in the removal of a significant segment of One Tree Point Road, which is designated as a “collector road” under the WDP. In addition, the removal of a crucial segment of Pyle Road East will occur. Whilst Pyle Road East is not a collector or arterial road under the WDP, it, along with One Tree Point Road, provides important access in and out of One Tree Point.

Without these roads a significant portion of traffic entering and leaving One Tree Point will have to be diverted along the collector road that runs along the coastline of One Tree Point towards Marsden Point until it intersects with Port Marsden SH15. Not only is this a substantial diversion, but this would also require a considerable increase in the use of other local roads, requiring them to be used at the intensity of a collector road. This will result in an increase in maintenance or re-development costs for alternative routes.

Ruatangata and Ruatangata West

- 3.9 As identified in the Consultation Information, development of the airport at the proposed Ruatangata West site may have potential impacts on local roads such as Hodge Road. However, we note that Hodge Road is a local road that does not provide any core access in or out of Ruatangata West (beyond any residential located on Hodge Road itself). Therefore, removal of Hodge Road (either fully or partially) will not cause as significant a disruption to road users’ ability to access Ruatangata West.
- 3.10 Also identified in the Consultation Information, the development of the airport at the proposed Ruatangata site may have potential impacts on roads, such as Kokopu Road which is a “collector” road under the WDP. In addition, it will impact Attwood Road, which is a “local” road under the WDP. We note that based on the

proposed location of the airport in relation to these two roads it will be a significantly less onerous (and we would assume costly) exercise to re-route Kokopu Road and Attwood Road compared to One Tree Point Road and Pyle Road East. The proposed Ruatangata site would require the removal of a much smaller portion of the road (based on the proposed land areas provided in relation to the three Airport Site Options by WDC).

Flooding

- 3.11 As noted in the Consultation Information, parts of the proposed One Tree Point site are susceptible to flooding. This applies specifically to One Tree Point Road and Pyle Road East, which currently run directly through the proposed One Tree Point Site. These roads have been identified within the WDP as "Flood Susceptible Areas", as well as Takahiwai Road and McEwan Road which lie immediately adjacent to the proposed One Tree Point site.

Ruatangata and Ruatangata West

- 3.12 The WDC Consultation Information did not identify any flood susceptible areas in the Ruatangata and Ruatangata West sites. However, on the Airport Location Study Map the Wairau River can be seen running through both of these proposed sites. The Wairau River is identified within the WDP as a "Flood Susceptible Area". Therefore, as neither the proposed Ruatangata nor Ruatangata West sites have been identified as having "Flood Susceptible Areas" within the Consultation Information, this flood susceptible area must fall outside the proposed airport land area.

Site geology

- 3.13 The Consultation Information has identified that the geology of the proposed One Tree Point site may require significant engineering (and associated costs and delays) to ensure it is suitable for development.

Ruatangata and Ruatangata West

- 3.14 Neither the proposed Ruatangata or Ruatangata West sites have been identified in the Consultation Information as requiring significant engineering works to ensure the land is suitable for development. Therefore, there will be less works (and consequently less costs and delays) required at either of these locations to ensure the site is suitable for development.

Areas of cultural significance

- 3.15 The Consultation Information has identified Marsden / Ruakākā as an area of cultural significance which is located in the vicinity of the proposed One Tree Point site. In addition to this, two scheduled culturally significant sites have been identified nearby to the proposed location.
- 3.16 Further, a large area of land that has been allocated for papakāinga on the WDC GIS map is located near the proposed One Tree Point site. Papakāinga is a collective form of Māori living on ancestral land owned by Māori which enables Maori to provide for their social, economic, and cultural well-being. It also recognises and provides for the relationship between Māori and their ancestral land. Papakāinga will be significantly undermined by the increased activity a nearby airport would bring to this area.
- 3.17 We also note that Takahiwai Marae, of Patuharekeke, is located to the west of the One Tree Point site. Adverse effects from an airport will impact these culturally significant areas.

Ruatangata and Ruatangata West

- 3.18 There have been no officially scheduled sites of cultural significance or heritage values identified within the proposed Ruatangata and Ruatangata West sites. A papakāinga area is located within the greater Ruatangata area. However, its proximity to the proposed Ruatangata site (being the closer of the two other Airport Site Options) is much further away than the proximity of the proposed One Tree Point site and its neighbouring papakāinga.

Native flora and fauna, and presence of wetlands

- 3.19 The Consultation Information has indicated there may be potential wetlands within or near to the One Tree Point site. Developments that impact wetlands have an additional hurdle to jump by way of the Resource Management (National Environmental Standards for Freshwater) Regulations 2020. The Act imposes stringent requirements on developments that may impact wetlands.
- 3.20 Further, the surrounding area of the proposed One Tree Point site is home to populations of native flora and fauna, including bats, birds and lizards who visit the proposed One Tree Point site and would be adversely affected by the development of the airport.

Ruatangata and Ruatangata West

- 3.21 We acknowledge that both the proposed Ruatangata and Ruatangata West sites have also been identified as having potential wetlands and native flora and fauna present.

Proximity to Whangarei city centre

- 3.22 The proposed One Tree Point site is the furthest Airport Site Option from Whangarei's city centre, being 33km, and therefore is the least appropriate location. The proposed Ruatangata and Ruatangata West sites are located 17km and 21 km away respectively. Developing the airport in one of the two locations closer to the city centre is more appropriate.

Ruatangata site already purchased

- 3.23 In 2020, WDC purchased property in Ruatangata after confirming the three Airport Site Options. We would expect that the WDC would have undertaken accessible due diligence on this location prior to purchasing the site. It would be illogical for WDC to spend ratepayers' money if it did not consider this land to be appropriate for development of the Whangarei airport.

Inconsistency with Whangarei District Plan

- 3.24 The purpose, objectives and policies for the Rural Production zone under the WDP have been provided in **Appendix A** of this submission.
- 3.25 Development of the Whangarei Airport at the proposed One Tree Point site would be inconsistent with the objectives and policies of the WDP for reasons that include (but are not limited to):
- (a) The land within the Rural Production zone is intended for rural production purposes. The land is intended to be used in a way that will help contribute to the economy of the area but does not adversely impact the rural character of the area. There is also a specific focus on ensuring that significant ecology, biodiversity, landscapes, and historic heritage are protected and enhanced.
 - (b) The odours, noise and dust effects resulting from the development and operation of the airport (and ancillary activities) will be largely different to that intended within the Rural Production Zone, as the effects caused by

aircraft and ancillary airport activities are incompatible with rural activities such as farming.

- (c) The policies specifically refer to low levels of vehicle traffic. With the Future Living zone (discussed above), and existing residential developments (One Tree Point, Marsden Point and Ruakaka) in proximity to the proposed One Tree Point site already creating increased traffic in the Rural Production Zone, the inclusion of a regional airport within this area will create a further increase in the levels of traffic. Should the Onerahi airport be permanently closed, this proposed airport will become the sole regional airport, further increasing the traffic levels in this area beyond the "low levels" anticipated by the Rural Production Zone.
- (d) The ability to preserve the rural character and of the area will be significantly reduced with the presence of an airport. An airport will be in stark contrast with that of the intended character of the area which is characterised by a dominance of natural features and largely rural activities.

Ruatangata and Ruatangata West

- 3.26 We acknowledge that all three Airport Site Options are zoned 'Rural Production' and therefore all options would be inconsistent with the objectives and policies of the WDP. However, we consider that in conjunction the factors set out above, the proposed One Tree Point site is the most inappropriate site for development. The factors referred to above either do not arise at the proposed Ruatangata and / or Ruatangata West sites or do not arise to the same extent as they do at the proposed One Tree Point site.

4. **RELIEF SOUGHT**

- 4.1 The relief sought by OTPRL is that the proposed One Tree Point site be removed as a proposed location option for the development of the Whangarei airport.

5. **CONCLUSION**

- 5.1 In summary, we consider that the proposed One Tree Point site is an inappropriate site for the development of the Whangarei airport and that either the proposed Ruatangata or Ruatangata West sites would be more appropriate locations for the following reasons:

- (a) Inconsistency with the relevant policies and objectives of the WDP;
- (b) Adverse impacts on current and future residential developments due to proximity of living and future living zones;
- (c) The proposed One Tree Point site will result in the removal of a large segment of both One Tree Point Road (a collector road) and Pyle Road East, which are important access roads in and out of One Tree Point;
- (d) The proposed One Tree Point site is susceptible to flooding, whereas the proposed Ruatangata and Ruatangata West sites are not;
- (e) Large scale engineering works will be required at the POTP site because of the geology. That is not the case for the alternative sites;
- (f) The One Tree Point site is the only site has been identified as being located near places of cultural significance;
- (g) Populations of native flora and fauna, as well as potential wetlands, have been identified within the vicinity of the proposed One Tree Point site which will require special consideration;
- (h) The proposed One Tree Point site is the furthest of the Airport Site Options from the Whangarei city centre; and
- (i) The WDC has already purchased one of the Airport Site Options, being Ruatangata, therefore indicating it already considers this site to be appropriate.

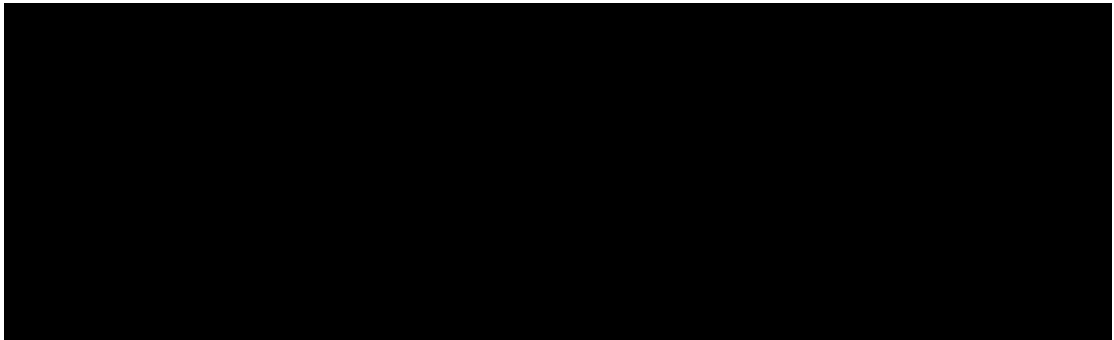
5.2 OTPRL and/or it's representatives would like the opportunity to speak in support it's submission.

DATED at Auckland this 24th day of May 2022

On behalf of One Tree Point Residential Limited



S J Simons | Steph Macdonald
Partner | Solicitor



Appendix A: Purpose, objectives and policies of Rural Production Zone

Purpose

The Rural Production Zone (RPROZ) encompasses a large area of the Whangarei District. The purpose of the Rural Production Zone is to sustainably manage the natural and physical resources of the rural areas in order to:

- Protect, sustain and promote rural production activities as well as those activities that support rural communities.
- Protect areas of significant ecological and bio diversity values (Such as indigenous bush and wetlands)
- Maintain rural character and amenity.

Objectives

1. Identify and protect productive rural land resources for a diverse range of rural production activities.
2. Enable a wide range of rural production activities and provide for commercial activities and industrial activities that support rural production activities and/or rural communities including recreation and tourist based activities to establish and operate in the Rural Production Zone to contribute to the District's economy.
3. Recognise, maintain and where appropriate protect the rural character and amenity of the Rural Production Zone.
4. Avoid adverse effects on productive land resources from residential, rural residential and rural living subdivision and development in the Rural Production Zone.
5. Minimise the fragmentation of rural land and promote allotment sizes that facilitate rural production activities other than to protect significant ecological and biodiversity values.
6. Provide for rural production activities that are compatible with the Coastal Environment.
7. Encourage protection and enhancement of significant ecology, biodiversity, landscapes and historic heritage.

Policies

1. To protect the distinctive rural character and amenity of the RPE including but not limited to:

A dominance of natural features including landforms, watercourses and vegetation.

- a. A predominately working rural production environment, including:
 - i. The presence of large numbers of farmed animals and extensive areas of plant, vine or fruit crops and areas of forestry.
 - ii. ancillary activities and structures (including crop support and crop protection structures) across the landscape.
- b. Seasonal activities.
- c. A low intensity of development, involving a combination of domestic and rural production buildings.
- d. Varying levels of noise associated with seasonal and intermittent rural production activities.
- e. Relatively open space and low density of development.
- f. Odours, noise and dust typical of rural activities.
- g. Generally low levels of vehicle traffic with seasonal fluctuations.

2. To protect rural productive land, rural character and amenity and to encourage consolidation of activities within Whangarei City by:

- a. Only providing for commercial and industrial activities in the RPE where it is demonstrated that the activity:
 - i. Has a direct connection with the rural resource and supports rural production activities and/or rural communities, including recreation and tourist based activities.
 - ii. Requires a rural location for its operational function.

- iii. Will minimise the potential for reverse sensitivity effects between incompatible land use activities.
 - iv. Will contain and manage adverse effects on-site.
 - v. Will contribute positively to the economy of the District.
 - vi. Can meet and fund local infrastructure requirements.
 - b. Not directly regulating outdoor agricultural and horticultural activities, excluding intensive livestock farming.
 - c. Permitting farming and activities ancillary to farming or forestry.
 - d. Requiring larger allotments sizes to retain productive rural options.
3. Avoiding reverse sensitivity effects by preventing sensitive activities within close proximity to Quarrying Resource Areas, Strategic Rural Industries, intensive livestock farming or other rural production activities that are lawfully established.
 4. To reduce the potential of exposure to noise, dust and health risks by requiring a minimum separation for residential units from unsealed roads.
 5. To maintain rural amenity, and character by ensuring that all new buildings and rural land uses:
 - a. Are of a scale and character appropriate to the RPE.
 - b. Are sited in a location sufficiently setback from site boundaries to enable privacy, the retention of openness and access to sunlight.
 - c. Avoid ribbon development.
 6. To avoid inappropriate subdivision and development in areas required for future urban growth by identifying 'setback buffers' between the RPE and living environments (Living 1, 2 and 3 Environments, Urban Transition Environment, Rural Urban Interface Environment, Rural Living Environment and Rural Village Residential Sub-Environment).
 7. To enable the subdivision of rural land into allotments of 20ha or more, where the following has been provided for:

- a. Efficient and effective on-site servicing.
 - b. Avoidance of erosion, subsidence, slippage, flooding or inundation from any source.
 - c. Stability of land and its suitability to provide a foundation for the erection of buildings, vehicle access and parking areas.
8. To avoid the subdivision of land into allotments less than 20ha unless it is demonstrated that all of the following are achieved:
- a. It does not create a rural residential or rural lifestyle allotment, other than where a Net Environmental Benefit is achieved.
 - b. The subdivision of rural land and associated buildings does not inhibit or restrict the productive potential or reasonably anticipated productive potential of rural production activities.
 - c. The size, shape and arrangement of allotments:
 - i. Is a practical size for rural production activities, other than where a Net Environmental Benefit is achieved.
 - ii. Does not restrict the range of options for the use of production land.
 - d. The viability of the existing rural production activity is not compromised and the existing rural production activity can continue to operate efficiently at the subdivided scale.
 - e. The subdivision and subsequent development will not result in adverse effects on the operation and viability of any adjoining rural production activity or strategic rural industry.
 - f. The subdivision and subsequent development will not require connection to the District's reticulated sewer or an extension or upgrading of any service or road, except where it is in the economic interest of the District and will not compromise the efficient functioning of the District's infrastructure network.

9. To protect and enhance biodiversity, landscapes, historic heritage and significant ecology whilst protecting productive rural land resources, rural character and amenity by providing for subdivision where all of the following are achieved:
- a. A Net Environmental Benefit is created by the legal protection in perpetuity and on-going management (maintenance and enhancement of the values and attributes, characteristics and qualities) for one or more of the following:
 - i. Appropriate area(s) of indigenous vegetation, or habitat of indigenous fauna, assessed as significant in accordance with policy 4.4.1 and appendix 5 of the Northland Regional Policy Statement 2016; or
 - ii. Appropriate area(s) of Outstanding Natural Landscapes, Outstanding Natural Features, Outstanding Natural Character, High Natural Character; or
 - iii. Heritage Buildings or Sites of Significance to Māori; or
 - iv. Appropriate area(s) of Highly Erodible Land, or land within a riparian margin of a stream, river, estuary or the coast located within Acutely or Chronically threatened land environment associated with Land Environments of New Zealand Level 4, will be retired and rehabilitated.
 - b. The effects of the number, size and location of allotments, building platforms and access, are managed by:
 - i. Avoiding:
 - 5.3 a) Adverse effects on the areas(s) protected under clause (a) of this policy.
 - 5.4 b) Adverse cumulative effects.
 - 5.5 c) Reverse sensitivity.
 - 5.6 d) Development on highly versatile soils.

- 5.7 e) An urban form, by encouraging small clusters of allotments.
 - ii. Minimising fragmentation of rural land.
 - iii. Protecting the productive potential of the site.
 - iv. Retaining natural character, landscape qualities and characteristics, rural character and amenity.
 - v. Determining whether fewer than the maximum number of allotments should be created.
 - vi. Assessing the proposal against the Coastal Area objectives and policies where the site is located in the Coastal Area.
10. To provide for limited subdivision of rural land creating a new allotment for a surplus existing residential unit where the balance area of the farm is large and dimensions of the new allotment can accommodate the existing onsite services and provide for efficient access.
11. To locate and design subdivision and associated land development to avoid urban form and character, maintain rural character and amenity values and protect and enhance environmental features by:
- a. Designing subdivisions to respond to the topography and characteristics of the land being developed.
 - b. Avoiding development on highly versatile soils.
 - c. Identifying building platforms that respond to site topography and environmental characteristics.
 - d. Locating access ways, services, utilities and building platforms where these can be provided without the need for significant earthworks, retaining, benching or site contouring.
 - e. Locating access ways, services, utilities and building platforms where the location is sensitive to and responds to environmental features of the site.
 - f. Ensuring that the subdivision will not create reverse sensitivity effects with respect to existing lawfully established activities.

12. Recognise that the placement of overburden from an adjacent QRA may be appropriate if:
- a. It is demonstrated that:
 - i. The placement is necessary for the efficient use and development of that QRA, including if doing so would preserve the long-term access to regionally significant mineral resources.
 - ii. The placement is a final or long-term deposition.
 - iii. There is no practicable alternative within the Mining Area of the QRA.
 - b. Progressive rehabilitation occurs so that rural character and amenity values are maintained.
 - c. The placement avoids highly versatile soils.
 - d. The placement is managed to protect existing and consented sensitive activities from unreasonable effects of noise, vibration, dust and illumination.
 - e. Other adverse effects are first avoided, and if not avoided, are remedied or mitigated.
 - f. An effective separation distance from existing and consented sensitive activities is maintained to give effect to d) and e) above.

Note: Any placement of overburden outside the Mining Area but inside the QRA is subject to policy QRA.1.3.3.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Georgina O'Neill - AIRPORT-154
Date: Friday, 29 April 2022 8:24:55 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-154.pdf

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Airport Location Study - Georgina O'Neill - AIRPORT-154

Receipt Number: AIRPORT-154

Your details:

Name:	Georgina O'Neill
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	Yes
--	-----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
<ul style="list-style-type: none">-Central location to all whangarei suburbs.-20 mins from Whangarei centre-Growing tourist area with adventure activities, cafes etc- Currently less suburban area, reducing the amount of people impacted by the change or the noise-More room for future development
What are your key concerns about this site?

Fog - however, if Wellington can manage it then why can't we.?

If we progressed investigations on this site, what else do we need to consider?

Road conditions and safety

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

Central location to all Whangarei suburbs.

-20 mins from Whangarei centre

-Growing tourist area with adventure activities, cafes etc

- Currently less suburban area, reducing the amount of people impacted by the change or the noise

-More room for future development

What are your key concerns about this site?

more restrictions with nearby hills- however, if Wellington can do it (and do it with high winds) why can't we

If we progressed investigations on this site, what else do we need to consider?

road safety

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

Nil

What are your key concerns about this site?

Not central to Whangarei suburbs, isolating Whangarei or Onerahi people.

- If you drive out there most will just continue to Auckland, so less demand

- 30 mins to Whangarei central

- high death rate on those roads, especially during holiday periods, which increases price and time

- no tourist attractions out there and less room for future development

- An airport will impact the increasing desirability and demand in OTP and Ruakaka development from people moving up for the lifestyle. Less people will be interested in moving up to this area due to noise, pollution and visual, which will impact house prices and therefore impact the capital and future growth in Whangarei

-Impact to the future development or expansion of Northport

If we progressed investigations on this site, what else do we need to consider?

all of the above

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

- 12 mins drive to centre
- Already developed area
- Homes have bought with the knowing impacts of an airport, therefore, no change or unexpected disruption
- Better developed road and safety

What are your key concerns about this site?

- Limited expansion and future development
- nice location/area for capital growth for new development/houses to drive capital for whangarei

What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?

Option 1: Ruatangata West (Site 6)

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

- easibility
- accessibility
- room for future expansion/development
- less number of people living in these areas
- expansion of whangarei growth and capital

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Nicola Osbaldiston - AIRPORT-375
Date: Monday, 23 May 2022 1:39:15 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-375.pdf

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Airport Location Study - Nicola Osbaldiston - AIRPORT-375

Receipt Number: AIRPORT-375

Your details:

Name:	Nicola Osbaldiston
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
None. There are no benefits to this site
What are your key concerns about this site?
<p>* Fog is frequent all year round, often thick and impeding visibility until 10am. There have been 35 days from Feb 16th - May 21st 2022 where thick fog has been present.</p> <p>* To date there has been no consultation / engagement with the tangata whenua regarding areas of significant cultural importance.</p> <p>* Topography: there are surrounding hills around both proposed Ruatangata sites.</p>

- * Flooding: there is frequent localised flooding along all creeks following intense, localised rainfall. This often includes significant flooding across farmland at both the Ruatangata and the Ruatangata West sites. Having 3 kilometers of concrete runway will increase the water run off to surrounding land and overwhelm the creeks and river beds, as well as surrounding land.
- * Wildlife: in the past 3 years the native Kaka have returned to the area, with frequent sightings. The bird scaring devices at the airport will remove these (and other) birds from our community.
- * Mature native trees: there is a copse of mature totara trees at the end of the proposed runway. These are considered by the local community to be a significant taonga.
- * Noise: the bird scaring devices are noisy and frequent in their use. The Air NZ flights are noisy, as is the Rescue Helicopter and the Flight school. The sky diving club and local charter planes are also likely to relocate to the new airport. With Air NZ announcing the intention to bring in electric airplanes (lighter, smaller with fewer passengers) the number of daily flights is likely to increase.
- * Light pollution from security lights in situ around the airport and carparking areas. Onerahi airport has ongoing security issues particularly regarding overnight carparking. There has been no mention of security measures needed to ensure safety of property in the area.
- * Drinking water: the local district is serviced by rainwater collected from roofs and stored in tanks. There is a significant concern that Av Gas exhaust particulates will fall onto rooftops and contaminate the drinking water, to the detriment of health for local residents. There is also no reticulated water in the area to service an airport cafe or bathrooms.
- * Soil contamination: There is a significant concern that Av gas exhaust particulates, and possible fuel dumping if an aircraft is in trouble, will contaminate local soil and crops, along with fire retardant chemicals used in training / fighting a fire at the airport (as has been identified at most NZ airports).
- * Sewage: the local community is all run with sewage tanks and soakage fields. The land area required for soakage fields to cope with incoming flight passengers and waiting-to-depart passengers will be significant.
If a sewage system is extended from Whangarei to Ruatangata this will be another significant cost to ratepayers. If it is brought to service the airport, will it also service the local community?
- * Land useage: the Ruatangata West site is currently classified as Horticulture. Placing a large portion of highly productive soil under a concrete runway and parking, buildings etc is at odds with the district plan.
- * Buyout cost: there are 50+ lifestyle blocks in the Ruatangata West airport catchment. The cost of buying these properties will be exorbitant, and will add to the ratepayer burden to pay this debt.
- * International flight capacity: another international airport close to Auckland will be under-utilised, as is the Hamilton International airport. There are not enough attractions or bed capacity in the Whangarei district and Northland to keep tourists here: many will immediately fly to Auckland to get a connecting flight to other NZ locations.
- * Future aircraft: Air NZ has already announced it will be bringing in electric airplanes in the next few years for short haul flights. These planes are smaller and thus do not need longer runways: the Onerahi airport runway will be sufficient. There is also research and development in vertical take-off capability airplanes which may be commonplace by the time the proposed new airport is completed.
- * Roading: the current condition of the road from Kamo road to Ruatangata is dreadful. There is no shoulder margin to the roads and it is poorly maintained. Pipiwai Road is regularly used by heavy trucks (logging trucks, milk tankers, school busses etc) and will need significant widening, upgrading (including developing culverts, drainage and bridges over the many creeks) and maintenance. This will add to the cost to local ratepayers.
- * Value decrease to local properties: this has already occurred, with a 20% drop in the value of surrounding land. Currently owners cannot sell until a final decision has been made regarding the airport location, without taking a loss. There has been no mention of a corresponding 20% reduction in the rates we pay.
- * Peace and quiet: current landowners all purchased in Ruatangata on lifestyle / farm blocks to enjoy a quiet life away from the high density urban environment. This differs from Onerahi, where owners purchased property knowing an operational airport was located in the area.

If we progressed investigations on this site, what else do we need to consider?

See above comments

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

There are no benefits to this site

What are your key concerns about this site?

See previous comments regarding Ruatangata West site. Both Ruatangata sites are located close together and comments regarding one site apply to the other.

If we progressed investigations on this site, what else do we need to consider?

See previous comments regarding Ruatangata West site

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

There are no benefits to this site

What are your key concerns about this site?

This is in the middle of a fast growing residential and industrial area and as such is totally unsuited to an airport site.

If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

- * This is a functioning airport with sufficient flights to service the local population's travel requirements. All infrastructure (buildings, water, sewage, parking, maintenance hangers, aircraft hangers etc) is already present.
- * Travel costs: The existing site has served Whangarei well since its inception and will continue to do so into the future. In spite of the threat of withdraw of service there have been no moves to do so. If the airport is to remain where it is the investment required for a new airport could be invested in other areas such as high speed rail to service with the investment of double laneing the rail line to and from Auckland allowing a second option for travel by Northland residents. This could be a far superior option than the existing flight and public transport option which often takes longer to travel than actually driving oneself to Auckland and flying from there.
- * With electric airplanes proposed to be added to the fleet by Air NZ for short haul flights within the next few years: which are smaller and lighter, there will be no need to extend the runway. Hercules aircraft and take off and land from Onerahi airport.
- * There are no surrounding hills to add concern to take off and landing flight paths.
- * The fog is not as frequent as it is in Ruatangata.

* Neighbours: The property owners surrounding the current airport purchased their properties knowing the airport was there and their lives would be disrupted by noise associated with an airport. This doesn't apply to the other three sites proposed where residents purchased on the basis they would be able to enjoy peaceful lives not disrupted by the operations of an airport.

What are your key concerns about this site?

There are none that are not already well known.

What else do we need to consider at this site?

Whether the existing runway could be extended at a lower cost than the option of shifting the airport to a new site

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

See comments under option 4

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Trevor Osbaldiston - AIRPORT-287
Date: Sunday, 15 May 2022 8:40:32 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-287.pdf

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Airport Location Study - Trevor Osbaldiston - AIRPORT-287

Receipt Number: AIRPORT-287

Your details:

Name:	Trevor Osbaldiston
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	Yes
--	-----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?

There are no benefits of this site. The site is in the middle of a large number of lifestyle properties and would negatively affect a large number of residents as well as cost a significant amount in compensation to achieve a viable airport. Further the council is required by central government to manage and protect soils. The proposed site is a class 1 soil and as such requires protection. The encasing of the soil under 2 km of concrete and asphalt is not what the government had in mind. There are threatened species such as Kaka living in the Ruatangata area which will be displaced by airport activity. There will also be the need to have water reticulated to the area, which is totally on tank water presently, due to the potential for airborne pollutants from airport activities. The current roads are narrow and fragile and would need to be significantly upgraded. The large

Totara Groves and scattered trees are considered significant natural areas by local residents. There is also significant doubt over the economic feasibility of spending the \$150m touted for the moving of the airport. This amount also seems light in the face of the long time frame and the likely cost of compensation to residents for the destruction of value which the announcement has already delivered. The area is prone to fog which often doesn't lift until mid morning. There are orchards on the surrounds of the airport which again will be potentially affected by the operation of the airport and will potentially lose shelter and also be subject to the same pollution as the water collected from roofs. The drop in value of the several hundred lifestyle blocks that encompass the airport footprint will significantly affect the rate take of the area and would need to be imposed on other parts of the region. The operation of the airport will not be a limited in its hours as it is likely the rescue helicopter would also be based at the new airport. There are also local residents who have helicopters of their own who will not be able to fly unimpeded in an airport zone. There has been no information of the potential shift of the flight school and sky diving club, both of which will increase the number of daily flights.

What are your key concerns about this site?

See above

If we progressed investigations on this site, what else do we need to consider?

see above

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

There are no benefits of the site. The site is prone to fog. The site is surrounded by lifestyle properties who will have their values significantly affected by the re siting of the airport. The proposed site has a stream running through it which also has a propensity to flood. The roads are not adequate to carry heavier traffic loading. See also the other comments in the Ruatangata West proposed site as the sites are close together and what applies to one applies to both.

What are your key concerns about this site?

See above and the comments re the Ruatangata West site

If we progressed investigations on this site, what else do we need to consider?

See above and comments re the Ruatangata West site

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

This site is in the middle of a fast growing residential area and as a result is totally unsuited to an airport site.

What are your key concerns about this site?

If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

The airport is established. With air travel decarbonising the size of planes therefore the length of the runway is likely to reduce. The property owners surrounding the current airport purchased their properties knowing the airport was there and their lives would be disrupted by noise associated with an airport. This doesn't apply to the other three sites proposed where residents purchased on the basis they would be able to enjoy peaceful lives not disrupted by the operations of an airport. The existing site has served Whangarei well since its inception and will continue to do so into the future. In spite of the threat of withdraw of service there have been no moves to do so. If the airport is to remain where it is the investment required for a new airport could be invested in other areas such as high speed rail to service with the investment of double laneing the rail line to and from Auckland allowing a second option for travel by Northland residents. This could be a far superior option than the existing flight and public transport option which often takes longer to travel than driving to Central Auckland.

What are your key concerns about this site?

There are none that are not well known

What else do we need to consider at this site?

Whether the existing runway could be extended at a lower cost than the option of shifting the airport to a new site

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

See comments in the reasons for the site

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Shayne O'Shea - AIRPORT-464
Date: Wednesday, 25 May 2022 5:45:06 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-464.pdf

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Airport Location Study - Shayne O'Shea - AIRPORT-464

Receipt Number: AIRPORT-464

Your details:

Name:	Shayne O'Shea
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Typography Volcanic land making it easier to develop All the roads will lead to there no building roads around it
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
What are your key concerns about this site?
I have a dairyfarm below this site on Kokopu road which floods in major weather events, my only concern is an environmental one in which the speed of the water will come down if an airport goes ahead here, there will need to be some serious holding capacity for water in these events because it is a catchment from Ruatangata matarau and gumtown road
If we progressed investigations on this site, what else do we need to consider?

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
What are your key concerns about this site?
What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?
Option 1: Ruatangata West (Site 6)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
Less disruption to all and the best site for development

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Leanne Otene - AIRPORT-177
Date: Friday, 29 April 2022 9:27:35 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-177.pdf

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Airport Location Study - Leanne Otene - AIRPORT-177

Receipt Number: AIRPORT-177

Your details:

Name:	Leanne Otene
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Not my preferred site. No services in the area to support an airport.
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Not my preferred site.
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
Developing area that would benefit greatly with an airport. Close to Port. Room for expansion of services that relate to an airport. Railway plans in place? Build an airport that is big enough to support incoming international flights and connect to Port that perhaps may have cruise ships visit. Bream Bay is an area that would be a destination for tourist not just where the airport is. It is surrounded by beautiful beaches that tourists would stay and enjoy. It is the gateway to the North. 1.5 hours from Auckland
What are your key concerns about this site?
Without Rail and 4 way roads on - SH1 this will not work. The roads will become congested. It needs significant investment in infrastructure.
If we progressed investigations on this site, what else do we need to consider?
Good roading options for One Tree Point residents. Currently One Tree Point is 8km from SH1. Many of us work in Whangarei and I don't want it to take more time to get onto SH1. 35 Mins to Whangarei is doable on a daily basis. Any longer and it will be like commuting in Auckland. Many of us moved from Auckland to get away from long commutes. Please think about this when planning roading. Need planning for a town centre to support the businesses that will develop alongside the airport. The town centre should be somewhere close. I suggest in Marsden City development- currently we have no main street! We will need a hotel and bus services to Whangarei. Taxi services. With growth comes the need to consider water, sewage and power infrastructure.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Close to city centre
What are your key concerns about this site?
Too small. Runway is too short Roads already congested.

Cannot expand for International flights.
What else do we need to consider at this site?
International flights - larger aircraft? Would this be possible.

Your feedback:

What is your favoured airport location?
Option 3: One Tree Point West (Site 24a)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
The room to expand and grow. Given it is starting to grow it is important that there is strategic planning that is future focused.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Alison Overwater - AIRPORT-349
Date: Tuesday, 24 May 2022 7:11:37 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-349.pdf

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Airport Location Study - Alison Overwater - AIRPORT-349

Receipt Number: AIRPORT-349

Your details:

Name:	Alison Overwater
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
What are your key concerns about this site?
Noise, lighting and air pollution. Psychological well-being of those affected. Many people in the area are shift workers and have chosen to live in the rural area due to the low environmental noise (esp during the daytime). Increased disturbed sleep impacts significantly on physical and

mental health. Altered sleep patterns are known to have a detrimental impact leading to work incidents/accidents.
 Local Hapu have not been consulted on areas of cultural significance.
 Regular morning fog - Autumn and Spring.
 Animal welfare.
 Impact on stock, wildlife, horses, birds, native wildlife, endangered wildlife, bats, rivers, streams, flora and fauna.
 Impact on Golden frogs in the area of the twin lakes and their importance to the environment. National Geographic have an interest in setting up cameras to observe.
 Impact on Pukenui/Karanui reserve
 Impact to Kiwi in Purua -highest concentration of Kiwi in NZ.
 Increased traffic volumes.
 Sun-strike safety issues.-road safety of cyclists, motorbikes, motorists, pedestrians.
 General road safety of cyclists, motorbikes, motorists, pedestrians.
 Impact on local schools and kindergarten (noise, water, safety, pollution, wellbeing)
 Runoff of water for airport site affecting rivers, increasing flooding of surrounding roads and property.
 Increased rates for the upgrades of roads, infrastructure, water, sewerage.
 Not given sufficient time to gather information, to then make a considered opinion.

If we progressed investigations on this site, what else do we need to consider?

All of the above.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

What are your key concerns about this site?

Noise, lighting and air pollution.
 Psychological well-being of those affected.
 Many people in the area are shift workers and have chosen to live in the rural area due to the low environmental noise (esp during the daytime). Increased disturbed sleep impacts significantly on physical and mental health. Altered sleep patterns are known to have a detrimental impact leading to work incidents/accidents.
 Local Hapu have not been consulted on areas of cultural significance.
 Regular morning fog - Autumn and Spring.
 Animal welfare.
 Impact on stock, wildlife, horses, birds, native wildlife, endangered wildlife, bats, rivers, streams, flora and fauna.
 Impact on Golden frogs in the area of the twin lakes and their importance to the environment. National Geographic have an interest in setting up cameras to observe.
 Impact to Kiwi in Purua -highest concentration of Kiwi in NZ.
 Impact on Pukenui/Karanui reserve.
 Increased volumes of traffic.
 Sun-strike safety issues.-road safety of cyclists, motorbikes, motorists, pedestrians.
 General road safety of cyclists, motorbikes, motorists, pedestrians.
 Impact on local schools and kindergarten (noise, water, safety, pollution, wellbeing)
 Runoff of water for airport site affecting rivers, increasing flooding of surrounding roads and property.
 Increased rates for the upgrades of roads, infrastructure, water, sewerage.
 Not given sufficient time to gather information, to then make a considered opinion.

If we progressed investigations on this site, what else do we need to consider?

All of the above.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
--

What are your key concerns about this site?

If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
--

What are your key concerns about this site?

What else do we need to consider at this site?
--

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi
--

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
--

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Paigan - AIRPORT-386
Date: Monday, 23 May 2022 4:32:33 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-386.pdf

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Airport Location Study - Paigan - AIRPORT-386

Receipt Number: AIRPORT-386

Your details:

Name:	Paigan
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
Close to sh1 Isolated block of housing only then lots of space
What are your key concerns about this site?
None
If we progressed investigations on this site, what else do we need to consider?
Ability to access

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
To small
What are your key concerns about this site?
To small
What else do we need to consider at this site?
To small

Your feedback:

What is your favoured airport location?
Option 3: One Tree Point West (Site 24a)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
Good site look on a map



SUBMISSION FORM

PUKA URUPARE



WHANGĀREI AIRPORT LOCATION STUDY CONSULTATION

Now is your opportunity to help us identify a possible future location for the Whangārei Airport or tell us if you think the airport should continue to operate at Onerahi .

From a long list of options, Council has identified three locations which could replace the Whangārei Airport at Onerahi if it is no longer able to meet Civil Aviation Authority (CAA) rules and requirements at its current location in future. The three preferred locations are:

- Ruatangata West
- Ruatangata
- One Tree Point West

The community knows these sites best. We want to hear about what you think about each of the sites and what's important to you when it comes to choosing a future airport site or why you think the airport should remain at its current location.

Your details

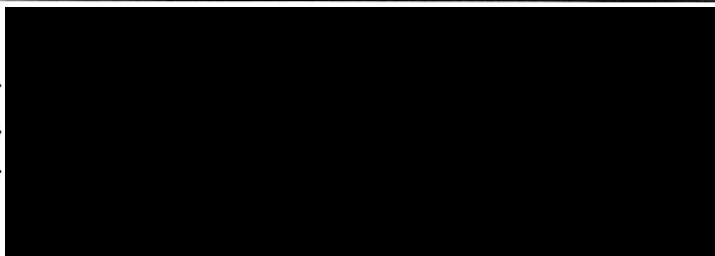
Name

Tamihana Akita Pake

I am making this submission as: ☒ An individual ☐ On behalf of an organisation

Organisation name

Postal address



Best number to contact you on



Email



Do you wish to be heard in support of your submission at a hearing on 9 June 2022?

☒ Yes ☐ No

OPTION 1: Ruatangata West (Site 6)

KŌWHIRINGA 1: Ruatangata ki te Hauāuru (Waahi 6)

What do you think are the benefits of this site?

Nil

What are your key concerns about this site?

1. Airport development compromises the rural agricultural and low density values of the area.
 2. Lower density values will be seriously affected by airport development increasing harmful emissions into the atmosphere
 3. Birds and other wild life will compete with industry for space.
- If we progressed investigations on this site, what else do we need to consider?

1. We should consider a site like Poupuwhenua which has already been subject to industrial pollution and zoning.
2. It makes no sense to spread the poison around. Maintenance of sites presently free or subject to minimal degradation should be protected.
3. Sound or volume and noise level is important. Poupuwhenua is on the Onerahi flight path and is already subject to aircraft noise

OPTION 2: Ruatangata (Site 9)
KŌWHIRINGA 2: Ruatangata (Waahi 9)

What do you think are the benefits of this site?

Refer to option 1

What are your key concerns about this site?

Refer to option 1

If we progressed investigations on this site, what else do we need to consider?

Refer to option 1

OPTION 3: One Tree Point West (Site 24a)

KŌWHIRINGA 3: Poupouwhenua ki te Hauāuru (Waahi 24a)

What do you think are the benefits of this site?

1. Close to where I live.
2. Comprises a development which encompasses the vision of Samuel Marsden (Te Matenga) and its endorsement by my ancestor Ikanui (in later life known as Te Pirihi).
3. Will provide work opportunities, ease of travel to other NZ places, and connectivity with tourism and trade.

What are your key concerns about this site?

4. My concern is (in betting parlance) that it is the off course substitute and not properly profiled as the best runner.
5. I am concerned ~~ed with~~ that its true place must be elevated to first choice and best use made of the fact that the site will fulfill travel with rail, port and transport connectivity in one main hub.

If we progressed investigations on this site, what else do we need to consider?

1. The vision of Ralph Trimme
2. The majesty of Manaia, the mountain, the mana, the people — watching over us, at work, at play.
3. The authority and leadership of Te Tirarau Kukupapa — Protecting the people of Whangarei during his lifetime.
4. Manaia stands and sits to see all that is new, dynamic and relevant to our existence. AIRPORT IS A NUMBER ONE.

OPTION 4: Continue to operate from Onerahi
KŌWHIRINGA 4: Kei Onerahi Tonu

What do you think are the benefits of this site?

1. Great site for an aero club
rescue helicopter, Air Force training facility
2. Not viable for International - but
subject to growth / aircraft capacity
issues

What are your key concerns about this site?

Runway a bit short ~~and~~ and
noise perhaps.
STOL (Short take off landing) aircraft
with electric engines may be the answer

3. Flight paths over Poupuwhenua at
present - so really transition to Poupuwhenua
should be easy.

What else do we need to consider at this site?

4. Growth Plan for Marsden City
is the main and only
substantial issue
5. I perceive a future with
Old Whangarei City and
New Marsden City
6. The cows are fast departing the grasslands
- it is too late to reverse.
7. Poupuwhenua is the site.

What is your favoured airport location

Given the benefits and key concerns you highlighted above, do you have a favoured airport location?

- ☐ **OPTION 1:** Ruatangata West (Site 6)
KŌWHIRINGA 1: Ruatangata ki te Hauāuru (Waahi 6)
- ☐ **OPTION 2:** Ruatangata (Site 9)
KŌWHIRINGA 2: Ruatangata (Waahi 9)
- ☒ **OPTION 3:** One Tree Point West (Site 24a)
KŌWHIRINGA 3: Poupouwhenua ki te Hauāuru (Waahi 24a)
- ☐ **OPTION 4:** Continue to operate from Onerahi
KŌWHIRINGA 4: Kei Onerahi Tonu

Tell us why you feel this site best meets the needs of the location of the Whangārei Airport?

1. Residential growth is in my opinion the dominant industry
2. New residential owners ~~who~~ will increase their household ~~ownership~~ ^{equity} substantially over the next 20 years
3. Discretionary income of these residents will open up elevated regional and international travel to them. An airport on their doorstep will be magical
— Manaiā will be pleased.
4. A port, a railhead and an airport. In horse racing parlance
— we've struck the TRIFECTA.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Stephen Palcic - AIRPORT-89
Date: Thursday, 28 April 2022 11:35:09 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-89.pdf

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.



Airport Location Study - Stephen Palcic - AIRPORT-89

Receipt Number: AIRPORT-89

Your details:

Name:	Stephen Palcic
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Suitably close to Whangarei CBD with land in the surrounding areas that could be developed. New developments being created in areas surrounding Three Mile Bush Road would complement the site. Significant infrastructure either already in place or basics already set up nearby
What are your key concerns about this site?
Work required for the road network and public transport to the site, however I think it is the site with the least amount of work required

If we progressed investigations on this site, what else do we need to consider?

Support network and infrastructure to allow the site to be profitable and fit for purpose

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

Close to Whangarei CBD and land available in surrounding areas

What are your key concerns about this site?

Too isolated. Significant amount of infrastructure would be required even to improve access and allow public transport to and from CBD.

If we progressed investigations on this site, what else do we need to consider?

Support network and infrastructure to allow the site to be profitable and fit for purpose

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

Not a lot. New development area with great infrastructure in place already

What are your key concerns about this site?

Pointless having an airport in the location when the destination is Whangarei. Makes as much sense as Ryanair airports being significant distances from area listed as destination. Not much point in flights from Auckland to OTP, to then drive the remainder of the trip which will nearly be as long as the flight.
Just cannot see this site as being viable and appealing for tourism

If we progressed investigations on this site, what else do we need to consider?

Demand for the site. Survey to gauge interest in flying to this site for travel north. May as well fly to BOI airport and drive to Whangarei. Just lacks any logic really

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Infrastructure already in place and fit for purpose in status quo

What are your key concerns about this site?

Inability to expand and loss of future contracts as mentioned

What else do we need to consider at this site?

Development opportunities for housing provided new airport built on one of the proposed sites. Prime real estate area. Potential to offset some of the costs for creating the new airport

Your feedback:

What is your favoured airport location?

Option 1: Ruatangata West (Site 6)

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

As mentioned in the feedback before, I feel it is the most suitable site to allow the area to grow. Has the greatest prospect for expansion with the lowest amount of investment needed in terms of roads and infrastructure improvement to improve access to the area.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Shantee papmerr - AIRPORT-98
Date: Thursday, 28 April 2022 12:22:28 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-98.pdf

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Airport Location Study - Shantee papmerr - AIRPORT-98

Receipt Number: AIRPORT-98

Your details:

Name:	Shantee papmerr
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
There are none really
What are your key concerns about this site?
There are a lot of new house and this area is growing into more an urban area with property with a little bit of land and community's that will be effected there is very little Infrastructure in this area, there are no fire station/ medical/ no dam or water supply/ all the roads would need to be upgraded due to the amount of traffic also the noise, as these communities are not used to the noise in this area this will effect the community

If we progressed investigations on this site, what else do we need to consider?

If there is a fire or a plane accident how will you put out the fires etc as the only water reserves out there are tank water per property there is no fire service closet one is kamo 15 minutes away. In the event there is a emergency you are looking at about a minimum of 20 minutes for any emergency services to get there the all roads will need to be upgraded also the noise pollution that this will bring to the community that otherwise is peaceful

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

What are your key concerns about this site?

Same as option 1

If we progressed investigations on this site, what else do we need to consider?

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

I think this is the best option, this is already an industrial area they have medical centres / police / fire service / there is also a big dam out there that they can hook into for water supply, yes it is further out of town but the roads are better to and from whangarei the site is bigger and the industrial area is out there along with the port the planes already go over the area to get to onerahi so the people out there are already used to the noise.

What are your key concerns about this site?

There are none

If we progressed investigations on this site, what else do we need to consider?

I believe this is the best site

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

What are your key concerns about this site?

No due to the issues the council have raised I don't believe this is the best site anymore

What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?

Option 3: One Tree Point West (Site 24a)

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

They already have infrastructure in place

Fire service / police/ water (big dam) / ambulance/ Medical Center and it is also has an industrial area that is not going to cause to many distributions the people out there already have the plans going over them to onerahi and there is space for it to grow

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Cherrie Parker - AIRPORT-310
Date: Thursday, 19 May 2022 5:39:02 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-310.pdf

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.



Airport Location Study - Cherrie Parker - AIRPORT-310

Receipt Number: AIRPORT-310

Your details:

Name:	Cherrie Parker
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?

I don't think we need another airport in Whangarei. I think as a very regular domestic and international traveller, that the one in Onerahi is fine. Originally from Sydney, commuting around the city and up and down the coast is really simple - you just jump on a train and go. In fact the Sydney airport has a train station.

What WE DO NEED is a decent trainline around Whangarei, up to KeriKeri, and down to the Auckland CBD, and even to the airport. I would much prefer to jump on a train to Auckland for my international flights, rather than having to drive to Auckland, and rather than having an international airport in Ruatangata.

Having a huge airport out in Ruatangata is overkill for the demand, a natural disaster and dangerous.

Apart from massacring the rural beauty of the farming countryside and all the communities within, it will likely cause more road fatalities as the roads heading out to Ruatangata are downright dangerous and won't be able to hold the volume of traffic the new airport would need.

So in conclusion - a decent train line to Auckland would be the most preferred option. NOT an airport at Ruatangata.

What are your key concerns about this site?

I don't think we need another airport in Whangarei. I think as a very regular domestic and international traveller, that the one in Onerahi is fine. Originally from Sydney, commuting around the city and up and down the coast is really simple - you just jump on a train and go. In fact the Sydney airport has a train station.

What WE DO NEED is a decent trainline around Whangarei, up to KeriKeri, and down to the Auckland CBD, and even to the airport. I would much prefer to jump on a train to Auckland for my international flights, rather than having to drive to Auckland, and rather than having an international airport in Ruatangata.

Having a huge airport out in Ruatangata is overkill for the demand, a natural disaster and dangerous.

Apart from massacring the rural beauty of the farming countryside and all the communities within, it will likely cause more road fatalities as the roads heading out to Ruatangata are downright dangerous and won't be able to hold the volume of traffic the new airport would need.

So in conclusion - a decent train line to Auckland would be the most preferred option. NOT an airport at Ruatangata.

If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

I don't think we need another airport in Whangarei. I think as a very regular domestic and international traveller, that the one in Onerahi is fine. Originally from Sydney, commuting around the city and up and down the coast is really simple - you just jump on a train and go. In fact the Sydney airport has a train station.

What WE DO NEED is a decent trainline around Whangarei, up to KeriKeri, and down to the Auckland CBD, and even to the airport. I would much prefer to jump on a train to Auckland for my international flights, rather than having to drive to Auckland, and rather than having an international airport in Ruatangata.

Having a huge airport out in Ruatangata is overkill for the demand, a natural disaster and dangerous.

Apart from massacring the rural beauty of the farming countryside and all the communities within, it will likely cause more road fatalities as the roads heading out to Ruatangata are downright dangerous and won't be able to hold the volume of traffic the new airport would need.

So in conclusion - a decent train line to Auckland would be the most preferred option.
NOT an airport at Ruatangata.

What are your key concerns about this site?

I don't think we need another airport in Whangarei. I think as a very regular domestic and international traveller, that the one in Onerahi is fine. Originally from Sydney, commuting around the city and up and down the coast is really simple - you just jump on a train and go. In fact the Sydney airport has a train station.

What WE DO NEED is a decent trainline around Whangarei, up to KeriKeri, and down to the Auckland CBD, and even to the airport. I would much prefer to jump on a train to Auckland for my international flights, rather than having to drive to Auckland, and rather than having an international airport in Ruatangata.

Having a huge airport out in Ruatangata is overkill for the demand, a natural disaster and dangerous.

Apart from massacring the rural beauty of the farming countryside and all the communities within, it will likely cause more road fatalities as the roads heading out to Ruatangata are downright dangerous and won't be able to hold the volume of traffic the new airport would need.

So in conclusion - a decent train line to Auckland would be the most preferred option.
NOT an airport at Ruatangata.

If we progressed investigations on this site, what else do we need to consider?

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

I don't think we need another airport in Whangarei. I think as a very regular domestic and international traveller, that the one in Onerahi is fine. Originally from Sydney, commuting around the city and up and down the coast is really simple - you just jump on a train and go. In fact the Sydney airport has a train station. What WE DO NEED is a decent trainline around Whangarei, up to KeriKeri, and down to the Auckland CBD, and even to the airport.

The OTP site is my preferred option if we do have to get another airport - it has the necessary space, it will have less impact on the environment, it's a better locality, closer to Auckland, better roads and closer to the highway for commuting north, west and south.

What are your key concerns about this site?

If we do have to get an airport, OTP is my preferred option.

If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

I don't think we need another airport in Whangarei. I think as a very regular domestic (and international traveller), that the one in Onerahi is terrific. It is easy to get to, heaps of

parking, good location, any development will not have a huge impact on the local communities as they are already used to the flight path noises etc.

Originally from Sydney, commuting around the city and up and down the coast is really simple - you just jump on a train and go. In fact the Sydney airport has a train station.

What WE DO NEED is a decent trainline around Whangarei, up to KeriKeri, and down to the Auckland CBD, and even to the airport.

What are your key concerns about this site?

The site is fine, I think the costs to fly regionally (eg to Auckland) are ridiculously expensive.

What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

[REDACTED]

From: tracy fearon [REDACTED]
Sent: Monday, 9 May 2022 6:55 pm
To: Mail Room
Subject: Airport location

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi,

The airport should stay at Onerahi as it's a good location for a growing town. Long term plans should perhaps look at a second airport too.

Regards,

Bohdan Pasternak

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Juliane Chetham - AIRPORT-337
Date: Sunday, 22 May 2022 10:54:05 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-337.pdf

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.



Airport Location Study - Juliane Chetham - AIRPORT-337

Receipt Number: AIRPORT-337

Your details:

Name:	Juliane Chetham
I am making this submission:	On behalf of an organisation
Organisation name:	Patuharakeke Te Iwi Trust Board (PTITB)

Hearing:

Do you wish to be heard in support of your submission?	Yes
--	-----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Defer to Mana Whenua of that location
What are your key concerns about this site?
n/a
If we progressed investigations on this site, what else do we need to consider?
n/a

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Defer to Mana Whenua of that location
What are your key concerns about this site?
n/a
If we progressed investigations on this site, what else do we need to consider?
n/a

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
We do not consider there are any benefits, at least from a mana whenua/ahi kaa perspective.
What are your key concerns about this site?
<p>These comments below are based on a limited review of the material available due to a lack of time and resourcing from WDC and represent but a brief summary of initial views/observations;</p> <p>1) Lack of adequate engagement</p> <p>Mana Whenua Advisory Group - Deborah Harding was relatively recently nominated for this group, but key optioneering decisions were made before Patuharakeke were involved. There was no engagement with Patuharakeke in regard to the One Tree Point West Site.</p> <p>This engagement has gone out to the public and caused internal concern within our hapu with some suggesting that PTITB must have been aware of this choice. Further, materials went out on the website naming this location "Te Poupouwhenua West" also without any prior consultation. This is offensive, as this is the name of our tupuna block and cultural landscape that was illegally confiscated and we continue to advocate this matter, before the Waitangi Tribunal, the Crown and all other agencies.</p> <p>Appropriate spatial planning, led by Patuharakeke is required for the area, given the rapid and ad hoc development of infrastructure, industry, transport corridors, residential and commercial areas and the need to balance this with cultural, ecological and social wellbeing.</p> <p>Further we do not consider that adequate consideration has been given to our Hapu Environmental Management Plan (HEMP) and our Mana Whakahono a Rohe agreement with WDC in this process. The HEMP clearly sets out Patuharakeke objectives and policies, of particular relevance is the section on Utilities, Amenities and Infrastructure which includes the following:</p> <p>5.7.2 Objectives</p> <p>a) Patuharakeke participate fully in all decision-making processes of agencies over planning for, development and management of utilities, amenities and infrastructure within our rohe.</p> <p>5.7.3 Policies</p> <p>a) Patuharakeke will participate fully in all decision-making processes of agencies over planning for, development and management of utilities, amenities and infrastructure within</p>

our rohe. Such participation should commence at the outset of any planning or business cycle.

2. Climate Emergency

We haven't seen a viable business case for a new airport for Whangarei. Covid-19 has had an will continue to have an impact on travel and the costs of building this infrastructure will likely be astronomical. We assume air travel is going to change markedly over the period the next phases for this airport will occur. The new Emissions Reduction Plan states; Action 10.3.3: Work to decarbonise aviation
Air travel has a role in moving both people and freight to domestic and international destinations. In many cases, air travel is a core mode for inter-city and interregional travel. This means improving its sustainability is critical, alongside improving alternatives to interregional air travel in some places. What we have seen proposed so far, is not considered sustainable.

We consider that the district has far more pressing matters to invest in, such as housing for example. We do not believe that construction of more large infrastructure such as this will assist us in getting to net zero. Passenger rail would be a far more viable alternative and contribute to decarbonisation. The RMA reforms means that by the time land is designated climate change impacts will need to be fully considered in decision making for a new airport. Other provisions will also be strengthened. Overall this is an outdated approach.

3) Effects on Patuharakeke

The material on the website outlines a range of matters that WDC have considered to qualify the locations as potential sites for the airport, including:

- the location of sites of cultural, heritage and ecological significance - we note that this was a desktop exercise. The sites of significance to Maori Plan Change has been stagnating for a decade now so there is a very limited amount of information available on this aspect. Regardless, this proposal has the potential to impact on the cultural and ecological health of sites and areas of significance to Patuharakeke, including mataitai areas at Takahiwai, The Pukekauri/Takahiwai ranges, and our cultural landscape at Poupouwhenua.

- the locations of nearby schools, community facilities, freight hubs and major infrastructure

The site is in very close proximity to One Tree Point School and will remove existing important facilities such as the Marsden Playcentre and the Takahiwai Rugby League Grounds. The Rugby League club is home to our Takahiwai Warriors - a club which was formed over 80 years ago and is second only to the Marae as a central social, community and cultural hub for our Patuharakeke whanau and community. Changes to One Tree Point and Takahiwai Roads are not supported. The flight /approach paths will have detrimental impacts on our community of Takahiwai, the wellbeing of our Kainga, Marae and Kohanga Reo.

- the infrastructure or engineering that would be needed to make the site suitable for development - The site will require extensive engineering due to the presence of peat and acid sulfate soils.

- how the airport would integrate with future development and growth - We are curious as to how the Council has enabled and promoted extensive high end residential development in close proximity to the One Tree Point site they have now put forward. The site also requires considerable rerouting of existing roads. We consider it is completely incompatible with the surrounding development.

- access to and from the site and how it will connect with existing and future transport networks - this is unknown because we have not seen a spatial plan.

- alignment with government policy, including economic investment and transport - as mentioned above, we doubt this proposal will align with actions coming out of the Emission Reduction Plan or the Climate Adaptation Act and other RMA reforms.

If we progressed investigations on this site, what else do we need to consider?

Patuharakeke Hapu are opposed to this proposal. If further investigations are carried out there will need to be a full cultural effects assessment process.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Requires less investment.

Close to Whangarei City

Retain this option until the future of regional aviation is better understood in terms of decarbonisation strategy.

What are your key concerns about this site?

n/a

What else do we need to consider at this site?

n/a

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Zivana Pauling - AIRPORT-189
Date: Sunday, 1 May 2022 8:21:14 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-189.pdf

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Airport Location Study - Zivana Pauling - AIRPORT-189

Receipt Number: AIRPORT-189

Your details:

Name:	Zivana Pauling
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Ruatangata or Ruatangata west are both more central areas for people in Northland
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
What are your key concerns about this site?
We are about to start a drone fishing tour business in Ruakaka and having a controlled airspace right there would stop that in its tracks.
If we progressed investigations on this site, what else do we need to consider?
There are other drone users on the beach. You would not be able to drone fish on the beach if there was an airport in One Tree Point

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
What are your key concerns about this site?
What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?
Option 2: Ruatangata (Site 9)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
It is central and wouldn't interfere with recreational fishing and use of drones on the beach.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Faye Peacock - AIRPORT-92
Date: Monday, 2 May 2022 8:34:08 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-92.pdf

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Airport Location Study - Faye Peacock - AIRPORT-92

Receipt Number: AIRPORT-92

Your details:

Name:	Faye Peacock
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
The only benefit I can see is maybe the roads will be fixed and potholes removed
What are your key concerns about this site?
The council has already purchased properties with ratepayers money without consulting neighbouring properties so I'm sure it's a done deal already and a submission is a waste of time but my concerns are the fog which doesn't leave till mid- morning usually so no planes could come or go. Also the traffic Pipiwai Rd is an extremely busy road with many heavy trucks and also once again prime farmland is taken up for commercial use
If we progressed investigations on this site, what else do we need to consider?
The environment

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
Anyone north of the Harbour bridge could get to the airport before trying to go south to Auckland airport Also it's already on the main road so no more redirection of roads and more roadworks easily accessible to all Northlanders
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
What are your key concerns about this site?
What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?
Option 3: One Tree Point West (Site 24a)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
It's on a main road and easily accessed in all directions and maybe the roadworks would get completed at long last

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Irene peake - AIRPORT-258
Date: Tuesday, 10 May 2022 3:41:04 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-258.pdf

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Airport Location Study - Irene peake - AIRPORT-258

Receipt Number: AIRPORT-258

Your details:

Name:	Irene peake
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	Yes
--	-----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Not sure
What are your key concerns about this site?
Nil
If we progressed investigations on this site, what else do we need to consider?
Not sure

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
Nil
What are your key concerns about this site?
It would go through our property. The peat is deep and the cost to the rate payers will be massive. There is also a refinery near by if there and if that ended up igniting the whole area would be in danger. Also it is in a tsunami zone. Doesn't make sense to me.
If we progressed investigations on this site, what else do we need to consider?
Ask any earthworks contractor and engineer about the amount of peat and ground stability in the area.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
A good option.
What are your key concerns about this site?
Na
What else do we need to consider at this site?
Already exists. Could run more flights if necessary. And could be a chance for competition for air New Zealand.

Your feedback:

What is your favoured airport location?
Option 4: Continue to operate from Onerahi
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
Less cost to rate payers when cost of living is so high

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - neil Pemberton - AIRPORT-551
Date: Monday, 20 June 2022 9:53:33 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-551.pdf

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Airport Location Study - neil Pemberton - AIRPORT-551

Receipt Number: AIRPORT-551

Your details:

Name:	neil Pemberton
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	Yes
--	-----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
the helicopters are away from the living one environment
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?
there is enough room for the helicopter noise

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
the helicopters are away from living 1 environment
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?
enough room for the helicopter noise

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
none
What are your key concerns about this site?
What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?
Option 2: Ruatangata (Site 9)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
Any of the sites are a long way from living one environment so the NEST helicopter noise has less a affect on a community

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Pam Pengelly - AIRPORT-336
Date: Saturday, 21 May 2022 5:31:32 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-336.pdf

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Airport Location Study - Pam Pengelly - AIRPORT-336

Receipt Number: AIRPORT-336

Your details:

Name:	Pam Pengelly
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
None. This is prime farm land, pristine streams and waterways, it would be sacrilege and environmentally irresponsible to chop up this region for an airport.
What are your key concerns about this site?
The impact on the environment
If we progressed investigations on this site, what else do we need to consider?

The impact on the fauna and flora, especially if there is any affect on sensitive or endangered species. Plus the effect pollutants from excavation to airport pollutants will have in the future on the land and waterways

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

None. This is prime farm land, pristine streams and waterways, it would be sacrilege and environmentally irresponsible to chop up this region for an airport.

What are your key concerns about this site?

The impact on the environment

If we progressed investigations on this site, what else do we need to consider?

The impact on the fauna and flora, especially if there is any affect on sensitive or endangered species. Plus the effect pollutants from excavation to airport pollutants will have in the future on the land and waterways

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

What are your key concerns about this site?

A long way from Whangarei.

If we progressed investigations on this site, what else do we need to consider?

The impact on the environment

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Already an established airport that suits the community well.
By not changing the airport, a lot of money is saved
Why fix something that isn't broken

What are your key concerns about this site?

None- works perfectly well

What else do we need to consider at this site?

Update the buildings, so more user friendly, and so show case Whangarei better

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

It's perfectly fine, works well, as it is.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - John Pennington - AIRPORT-335
Date: Saturday, 21 May 2022 4:08:13 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-335.pdf

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Airport Location Study - John Pennington - AIRPORT-335

Receipt Number: AIRPORT-335

Your details:

Name:	John Pennington
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
N/A
What are your key concerns about this site?
N/A
If we progressed investigations on this site, what else do we need to consider?
N/A

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
N/A
What are your key concerns about this site?
N/A
If we progressed investigations on this site, what else do we need to consider?
N/A

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
A airport on the southern side of Whangarei CBD makes alot of sense as that is where the population growth is however the proposal of having it located at One Tree Point defies logic.The poulation growth density in that region surely outweighs an airport! An alternative which would be quite logical is the land just south of Waipu Golf Club,it's not in a populated area and is close to SH1
What are your key concerns about this site?
The original propasal,the area is too populated and land values are high,also too close to the Refinery oil terminal
If we progressed investigations on this site, what else do we need to consider?
See above

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
New facilities already there
What are your key concerns about this site?
N/A
What else do we need to consider at this site?
N/A

Your feedback:

What is your favoured airport location?
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Jessie Percival - AIRPORT-542
Date: Saturday, 4 June 2022 10:19:35 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-542.pdf

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Airport Location Study - Jessie Percival - AIRPORT-542

Receipt Number: AIRPORT-542

Your details:

Name:	Jessie Percival
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
What are your key concerns about this site?
Not big enough to support
What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?
Option 2: Ruatangata (Site 9)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
Best location to city with good geology. Been talked about for years so residents should be aware

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Matt Percival - AIRPORT-543
Date: Saturday, 4 June 2022 10:20:12 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-543.pdf

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Airport Location Study - Matt Percival - AIRPORT-543

Receipt Number: AIRPORT-543

Your details:

Name:	Matt Percival
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Good soil Good location
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
What are your key concerns about this site?
Not big enough for expansion
What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?
Option 2: Ruatangata (Site 9)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

‘Little Forests Will Save The Day’

To: [REDACTED]

Name: Mere Kepa

Group: Pest Strategy: Takahiwai Hills and Forest Contact details [REDACTED]

Deadline: Wednesday, 25 May 2022

Submission: Whangarei Airport Location Study Consultation

Two centuries ago, our ancestors at Takahiwai would have known the precise history and origin of nearly every one of the limited number of foods they ate and the things they owned. They were acquainted with the Native flora and fauna from the hills to the sea. The range of items available for consumption may have grown exponentially since then but, in 2022, our understanding of their genesis has diminished almost to obscurity. We are now as imaginatively disconnected from the manufacture and distribution of our goods as we are practically in reach of them, a process of alienation which has stripped us of myriad opportunities for wonder, gratitude and guilt.

Critical to both our imaginative impoverishment and our practical enrichment is the field of endeavour known as logistics, a name rooted in the Ancient Greek military figure of the *logistikos* or quartermaster, who was responsible for supplying an army with food and weaponry. Today the term is used to refer collectively to the art of warehousing, inventory, packaging and transport, an industry, at Te Poupouwhenua, which counts among its greatest achievements is the corridor between Whangarei and Auckland down which logs and oil products travel.

A few kilometres west of Te Poupouwhenua and the **Option 3: One Tree Point (Site 24a)** stands the Takahiwai Hills that cover approximately 635.3 hectares of forest, 4.2 hectares of wetland, and 1.7 hectares of shrubland. The Hills include areas of individual and multiply-owned Maori land on the northern edge of the Forest; public conservation land administered by the Department of Conservation (DoC) and Nga Whenua Rahui; land owned by Whangarei District and Northland Regional Councils; and individual Pakeha owners.

The Kainga [a whakapapa village] of Takahiwai is located on the northern forest edge of the Hills. The owners are predominantly Indigenous Maori people who are shared owners of individual properties. Most of the Maori owners share the common ancestors of Te Parawhau hapu and/or Patuharakeke hapu. Takahiwai marae of Te Parawhau is located in the Kainga.

In 2016, the New Zealand Government adopted the goal to be predator free by 2050. The target pests are the possum, rats, and stoat that kill an estimated **25 million native birds** every year. Consequently, a voluntary group of land owners formed the

Pest Strategy: Takahiwai Hills and Forest in response to human activity that has led to the degradation and destruction of the Forest and the intrusion by feral pigs on to the private properties; thus affecting business. The initiative addresses the threat to the pastures and the Forest, controls and monitors pest animals and plants, as well as, preventing the threat of Kauri Dieback disease (1).

Besides the potential harm upon people of “noise” (2) pollution from the logistics industry, the Mana Whenua Advisory Group, appointed by Whangarei District Council's Te Huinga and which advocates for hapu, such as Te Parawhau, has failed to bring the *New Zealand Government's Predator Free by 2050 Strategy* to the attention of the Whangarei District Council; as well as the protection of the Native flora and fauna from air, soil, water, light, and, noise pollution generated by the logistics industry (3, 4, 5,6,7,& 8).

To the final point: That the logistics industry might be allowed to assume their bland, stark, and monolithic appearance on Te Poupuwhenua or Option 3: One Tree Point (Site 24a) signals the *Pest Strategy's* confusion about how much it matters to the Manawhenua Advisory Group, Te Huinga, Whangarei District Council, the Ministry of Transport, and the stakeholders about *what is in front of their eyes*. The Pest Strategy has no choice but to oppose the Whangarei Airport Location at Te Poupuwhenua or Option 3: One Tree Point (Site 24a) and suggests Option 1: Ruatangata West (Site 6) to keep the Native flora and fauna out of greater trouble.

References

- 1) *Pest Strategy: Takahiwai Hills and Forest. Community Pest Control Areas (CPCA) Plan 2018-2029.*
- 2) *Whangarei Location Study Consultation. Statement of Proposal* prepared by Whangarei District Council.
- 3) Kepa, T. Mere. A. (2020). One of life's great privileges: Conceptualising Coexistence in Retreat. Dutkansearvvi diedalas. Volume 4, Issue 1, *Special Issue Indigenous Studies and Conceptualising Coexistence.*
- 4) Kepa Mere. (2021). Community Pest Control Areas 2018-29: Takahiwai Hills and Forest, Takahiwai, Te Tai Tokerau (pp 10-12). *Scope Journal, Contemporary Research Topics: Kaupapa Kai Tahu* 6. <https://doi.org/10.34074/scop.2006>. SSN (for hardcopy version): 2253-1866; ISSN (for online version): 2253-1874.
- 5) Kepa Mere, Pittman Benjamin, Williams Marcus & Bruce-Iri Peter (2021). Whakaora nga whenua whama: utilising matauranga Maori and western science to protect and restore the soil on rural farms in Te Tai Tokerau (14-21). *Scope Journal, Contemporary Research Topics: Kaupapa Kai Tahu* 6. <https://doi.org/10.34074/scop.2006>. SSN (for hardcopy version): 2253-1866; ISSN (for online version): 2253-1874.

6) Kepa, Mere. (2021). Pest Strategy: Takahiwai Hills and Forest 2018-2023. *Tai Tokerau Climate Action Conference*. NorthTec, Whangarei. 22-23 April.

7) Kepa, Mere, Pittman, Benjamin, & Murupaenga-Ikenn Catherine, (2020). *Whakaora nga whenua whama: utilising matauranga Maori and western science to protect and restore the soil on rural farms in Tai Tokerau* (p. 56). *ITP Research Symposium Kaitiakitaka Maori Research Symposium*. Otago Polytechnic, 3 December.

8) Murupaenga-Ikenn Catherine, Bruce-Iri Peter, Williams Marcus, & **Kepa Mere** (2020). 1st Edition. *Whakaora nga whenua whama: utilising matauranga Maori and western science to protect and restore the soil on rural farms in Tai Tokerau* (p. 56). *Kotahitanga: He mahinga tahi - Working in partnership to improve outcomes for learners and communities*-ITP Research Symposium. Online. New Zealand.

(Dr) Mere Kepa, Takahiwai



Lead Convener: Pest Strategy: Takahiwai Hills and Forest.

Saturday, 21 May 2022.

From: [Mail Room](#)
To: [Rachel Mayall](#)
Subject: Airport Location Study - Bernard Petersen - AIRPORT-40
Date: Wednesday, 20 April 2022 7:54:29 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-40.pdf

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Airport Location Study - Bernard Petersen - AIRPORT-40

Receipt Number: AIRPORT-40

Your details:

Name:	Bernard Petersen
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Reasonably low density of housing, good flat area minimizing earthworks requirements and room for future expansion.
What are your key concerns about this site?
Proximity to Whangarei, whilst similar to One Tree Point feels a longer journey, unless roads between the site and Whangarei are improved, it would not be a welcoming journey for visitors.
If we progressed investigations on this site, what else do we need to consider?
Road connectivity upgrades

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Same as Ruatangata West. Reasonably low density of housing (I'd say lower due to the large rural properties), good flat area minimizing earthworks requirements and room for future expansion.
What are your key concerns about this site?
Connectivity to Whangarei CBD, road improvements would be worth considering as presently Kokopu Block would be best route however congestion is already an issue along SH14 during peak hours.
If we progressed investigations on this site, what else do we need to consider?
Road connectivity upgrades

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
<p>Despite the issues noted with ground conditions, geology (the floating drainage infrastructure due to breaching the sandstone in the industrial developments being a case to consider) I feel this is actually the best option for a number of reasons:</p> <ul style="list-style-type: none">- proximity to large growing communities and industrial zoning- Airport here would encourage continual industry viability in the area- Reasonable connectivity to Whangarei CBD with potential for this to be reconsidered by Waka Kotahi in future- Other future connectivity considerations, with the rail extension- Easy approach for aircraft, coming in off the coast- A welcoming approach with Whangarei Heads and the Harbour entrance for visitors- Possibility for ferry/cruise terminal in future, making Whangarei a start or end point for visitors taking cruises.
What are your key concerns about this site?
Waka Kotahi to reconsider SH1 connectivity to Whangarei
If we progressed investigations on this site, what else do we need to consider?
Other future opportunities to improve connectivity

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Won't go upsetting short sighted and single minded residents who won't want the airport on their doorsteps.
What are your key concerns about this site?
Too small, will quickly be outgrown
What else do we need to consider at this site?
Has a fantastic residential development or commercial development appeal

Your feedback:

What is your favoured airport location?

Option 3: One Tree Point West (Site 24a)
--

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
--

As detailed previously. Alot more opportunity could come from this location then others.
--

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Donnella Phillips - AIRPORT-274
Date: Friday, 13 May 2022 5:13:54 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-274.pdf

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Airport Location Study - Donnella Phillips - AIRPORT-274

Receipt Number: AIRPORT-274

Your details:

Name:	Donnella Phillips
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Short drive my my house
What are your key concerns about this site?
The impact the traffic and airport will have on our Marae Ngararatunua
If we progressed investigations on this site, what else do we need to consider?
You need to consult with the hau kainga, marae committee, and the people who hold the

mana whenua of the area to see how they can be included in the decision making today, tomorrow and in the future. And I mean a real voice in the consultation part, not just as a token gesture to tick the boxes..

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

Same as my previous benefits.

What are your key concerns about this site?

Same as my previous concerns.

If we progressed investigations on this site, what else do we need to consider?

Same as my previous considerations.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

None, too far out, may as well keep driving to Auckland and save \$180 lol.

What are your key concerns about this site?

It's way too far out of town, especially for those that need to make emergency flights.

If we progressed investigations on this site, what else do we need to consider?

Have you consulted with the hau kainga, marae committee and the people who hold the mana whenua of the area?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

It's already existing, it's convenient and just out of town.

What are your key concerns about this site?

Will the whenua be returned to the local hapu and iwi of the area if the airport is moved?

What else do we need to consider at this site?

Returning the whenua to the local hapu should be the FIRST order of business if this site is no longer going to be used. Don't put it on the I'll get there list, do it straight away. That's the right thing to do.

Your feedback:

What is your favoured airport location?

Option 3: One Tree Point West (Site 24a)

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

It's already there, just make it bigger and better, buy whatever houses you need to around the area to make it work for the future.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Debra Phillips - AIRPORT-456
Date: Tuesday, 24 May 2022 10:00:12 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-456.pdf

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Airport Location Study - Debra Phillips - AIRPORT-456

Receipt Number: AIRPORT-456

Your details:

Name:	Debra Phillips
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
No benefits at all
What are your key concerns about this site?
They will have to consider the noise, light and air pollution a airport will generate out here, from which i move out this way to get away from. Will the council be including upgrading my water filtration and installing double glazing to help reduce those issues? They will also need to consider the impact on the eco systems out here and what damage they will do to those, along with upsetting the balance for all of the local pets and animals that live in and around the area

As explained by local Hapu on the Ruatangata community meeting of 19 May 2022, there are areas of cultural significance in the area. They have not been identified by council as our local Hapu have not been consulted.

The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas.

If we progressed investigations on this site, what else do we need to consider?

Poor roading in place to support the airport from Whangarei.

No water reticulation in place to support an airport.

No sewerage reticulation in place to support an airport.

The airport project is presented as blanket spend of \$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this.

As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

none what so ever

What are your key concerns about this site?

Site 9 already suffers flooding with heavy rainfall. The airport will add a significant impervious area to exacerbate these flooding issue especially on downstream farms. For site 9, the unusually long-lasting morning fog blanket already poses an issue for regular road users. A safe take-off and landing procedure is questionable without visuals.

If we progressed investigations on this site, what else do we need to consider?

Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

The only benefit i can think of fro this site is they have the infrastructure already

What are your key concerns about this site?

I haven't had time to investigate the full impacts of relocating the airport out here and feel any major decisions regarding this should be put off until after the all of the facts have been put to all residents of Whangarei, including much more recent budgeting costs.

If we progressed investigations on this site, what else do we need to consider?

As i dont live in the area it would need more investigation to find out what inapct it would have in that area

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

My recommendation is that the airport keeps operating from Onerahi. It is plausible and likely that with evolving technology the next generation of aircraft will not require a longer runway negating a need to move from Onerahi.

The decision of an aircraft carrier to use a regional aircraft that cannot land and take-off on the current spec airports is their own. Other aircraft carriers can still operate the service with aircrafts that do suit.

What are your key concerns about this site?

none at all

What else do we need to consider at this site?

Keep using it you have recently upgraded the entrance and it is way better and it services the Whangarei and far north as it has always done. an excellent job out there in Onerahi

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

I feel most tourists are by passing Whangarei and going straight to the bay of island then coming down here for day trips. Kerikeri airport is perfect for that

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Don Phillips - AIRPORT-447
Date: Tuesday, 24 May 2022 9:27:13 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-447.pdf

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Airport Location Study - Don Phillips - AIRPORT-447

Receipt Number: AIRPORT-447

Your details:

Name:	Don Phillips
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Nil I think the Onerahi airport is all Whangarei needs Kerikeri has just been upgraded and is a more suitable destination for tourists to land and start their holidays
What are your key concerns about this site?
I haven't had time to investigate the full impacts of relocating the airport out here and feel any major decisions regarding this should be put off until after the all of the facts have been put to all residents of Whangarei, including much more recent budgeting costs.

If we progressed investigations on this site, what else do we need to consider?

I would like to see a much more detailed report as to the costs of providing decent water, sewerage and roading out here for the airport and at what cost will the council be trying to add into my rates to cover those things, and including in the report should be a time line with any road works. I imagine the roads will be terrible and unsafe to travel on during these upgrades

They will have to consider the noise, light and air pollution a airport will generate out here, from which i move out this way to get away from. Will the council be including upgrading my water filtration and installing double glazing to help reduce those issues?

They will also need to consider the impact on the eco systems out here and what damage they will do to those, along with upsetting the balance for all of the local pets and animals that live in and around

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

Nil

I think the Onerahi airport is all Whangarei needs

Kerikeri has just been upgraded and is a more suitable destination for tourists to land and start their holidays

What are your key concerns about this site?

I haven't had time to investigate the full impacts of relocating the airport out here and feel any major decisions regarding this should be put off until after the all of the facts have been put to all residents of Whangarei, including much more recent budgeting costs.

If we progressed investigations on this site, what else do we need to consider?

I would like to see a much more detailed report as to the costs of providing decent water, sewerage and roading out here for the airport and at what cost will the council be trying to add into my rates to cover those things, and including in the report should be a time line with any road works. I imagine the roads will be terrible and unsafe to travel on during these upgrades

They will have to consider the noise, light and air pollution a airport will generate out here, from which i move out this way to get away from. Will the council be including upgrading my water filtration and installing double glazing to help reduce those issues?

They will also need to consider the impact on the eco systems out here and what damage they will do to those, along with upsetting the balance for all of the local pets and animals that live in and around

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

The only benefit i can think of fro this site is they have the infrastructure already

What are your key concerns about this site?

I haven't had time to investigate the full impacts of relocating the airport out here and feel any major decisions regarding this should be put off until after the all of the facts have been put to all residents of Whangarei, including much more recent budgeting costs.

If we progressed investigations on this site, what else do we need to

consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
--

Everything is in place and is currently working fine. I see no real reason why they would need/want to rebuild a new airport only adding more costs to the rate payers

What are your key concerns about this site?

i have no concerns with this site. and they should only be addressed if and when airlines are no longer able to use it
--

What else do we need to consider at this site?
--

I feel most tourists are by passing Whangarei and going straight to the bay of island then coming down here for day trips. Kerikeri airport is perfect for that.

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi
--

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
--

I feel most tourists are by passing Whangarei and going straight to the bay of island then coming down here for day trips. Kerikeri airport is perfect for that.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Mark Phillips - AIRPORT-62
Date: Thursday, 21 April 2022 10:00:16 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-62.pdf

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.



Airport Location Study - Mark Phillips - AIRPORT-62

Receipt Number: AIRPORT-62

Your details:

Name:	Mark Phillips
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
I don't think there are any benefits to this site
What are your key concerns about this site?
Location, lack of services, fog, land is being used for orchard/food production
If we progressed investigations on this site, what else do we need to consider?
All extra costs of upgrading roading and no other options for public transport

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
I don't think there are any benefits to this site other than the council already owning it
What are your key concerns about this site?
Fog, right in the middle of a rural farming area, lack of services, stream running right through the middle of it
If we progressed investigations on this site, what else do we need to consider?
Roading upgrade, no public transport, no rail option

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
Location, close to the port and fuel depo. Good options for public transport. Good roading is already there, and rail in the future. Could have a train to take people from the airport in to whangarei and vice versa. Could also have a ferry from one tree point/marsden point into the town basin and to whangarei heads. And the area is already flat
What are your key concerns about this site?
Noise for existing housing
If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
It's already there
What are your key concerns about this site?
No way to lengthen runway or upgrade anything for bigger planes
What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?
Option 3: One Tree Point West (Site 24a)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
Area is already flat and can have really good different options for public transport. Is close to the port for freight and rail once it goes in also close to the fuel storage/old refinery for



SUBMISSION FORM



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12 MAY 2022

WHANGAREI
DISTRICT COUNCIL

PUKA URUPARE

WHANGĀREI AIRPORT LOCATION STUDY CONSULTATION

Submissions are due on Wednesday 25 May 2022

Now is your opportunity to help us identify a possible future location for the Whangārei Airport or tell us if you think the airport should continue to operate at Onerahi.

From a long list of options, Council has identified three locations which could replace the Whangārei Airport at Onerahi if it is no longer able to meet Civil Aviation Authority (CAA) rules and requirements at its current location in future. The three preferred locations are:

- Ruatangata West
- Ruatangata
- One Tree Point West

The community knows these sites best. We want to hear about what you think about each of the sites and what's important to you when it comes to choosing a future airport site or why you think the airport should remain at its current location.

Your details

Name Rhonda Phyn

I am making this submission as: ☒ An individual ☐ On behalf of an organisation

Organisation name

Postal address

Best number to contact you on

Email

Do you wish to be heard in support of your submission at a hearing on 9 June 2022?

☐ Yes ☒ No

OPTION 1: Ruatangata West (Site 6)

What do you think are the benefits of this site?

None.

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12 MAY 2022

WHANGAREI
DISTRICT COUNCIL

What are your key concerns about this site?

1. High density of population be disrupted.
2. Many QEII covenants and wetlands established in area, several in flight path. (Pls read enclosed letters)
3. Bad Fog area.
4. Cost construction and roading issues
5. Disruption to the Ruatangata Village with noise
6. Cost! Cost! Cost! You have already purchased land!

If we progressed investigations on this site, what else do we need to consider?

1. The ambience of this area with its quiet village lifestyle, its many lakes and covenanted areas would be totally shattered. Many small lifestyle blocks would be affected and "country peace" they seek be gone. Environmentally it would be a sad day to see this happen.
2. Only one road into area (eg. Pipiwai from Kara on-) Traffic congestion.
3. Fog Issues.

12 MAY 2022

WHANGAREI
DISTRICT COUNCIL**OPTION 2: Ruatangata (Site 9)**

What do you think are the benefits of this site?

1. Location - Easily accessed - ^{Both Pipuwai Kaa roads} 3 mile Bush
2. You have purchased the land already + more
3. Construction costs much simpler and cheaper.
4. Much lower density population directly affected. ^{eg have wave (believe already have)}
5. No "village" on or in immediate facility site
6. Plenty room for expansion
7. No immediate close bush areas.

What are your key concerns about this site?

1. Fog.

If we progressed investigations on this site, what else do we need to consider?

1. Road improvements. possibly.
2. Fog issues
3. Possibility direct route north.
4. That largely less people be directly affected by establishment airport here than other sites.
5. Central for Northland

OPTION 3: One Tree Point West (Site 24a)

What do you think are the benefits of this site?

What are your key concerns about this site?

If we progressed investigations on this site, what else do we need to consider?

OPTION 4: Continue to operate from Onerahi

What do you think are the benefits of this site?

1. Already established.
2. Central.

What are your key concerns about this site?

Too small?

What else do we need to consider at this site?

If electric planes come in, surely
Onerahi be fine.

What is your favoured airport location

Given the benefits and key concerns you highlighted above, do you have a favoured airport location?

12 MAY 2022

WHANGAREI
DISTRICT COUNCIL

- ☐ **OPTION 1:** Ruatangata West (Site 6)
- ☒ **OPTION 2:** Ruatangata (Site 9)
- ☐ **OPTION 3:** One Tree Point West (Site 24a)
- ☐ **OPTION 4:** Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of the location of the Whangārei Airport?

1. Is Central for Northland.
2. Flat contour and easy road access.
3. Easy Commute Whangarei - Choke of roads.
4. Cost less to construct
5. Millions already spent.
6. Plenty flat land for expansion or possible supporting activities
7. Actual airport site disrupts the lifestyle of very few people
8. Easy clear flight path in / out.
9. Not a lot natural bush and designated covenant areas to be disturbed.

**LANDSCAPE CONSULTANCY
RUSSELL FRANSHAM**

March 22, 2001

RECEIVED - CUSTOMER SERVICES

12 MAY 2022

WHANGAREI
DISTRICT COUNCIL**RE: BUSH COVENANT REPORT:**

The proposed bush covenant area marked "A" on the plan of Lot 8 is known by the owners as "the cathedral" which includes an area of about 2 hectares and is presently electric-fenced with a sturdy, triple wire system.

It consists of a remarkable stand of very large, mature native trees with a canopy height of twenty five to thirty metres growing from two spectacular piles of large basaltic boulders, which are erosion remnants of the volcanic activity which characterises this locality.

These boulders are of interest because the largest of them consist of huge octagonal columns which have been formed by the slow cooling of magma below the ground surface during volcanic activity. Erosion of the soft, powdery volcanic ash in which they were embedded has subsequently caused them to topple into their present position.

These rocks are now covered in mosses, filmy ferns and creeping ferns including *Pyrossia*, *Doodia media* and houndstongue, with small *Astelias* and *Asplenium* species.

The dominant tree species is totara, with many fine specimens of large kohekohe, puriri, rewarewa, taraire, rimu, karaka and titoki. In the damper areas are nikau palms, pukatea and kahikatea.

The undergrowth is fairly sparse due to the deep shade cast by the forest trees, and it consists mainly of kawakawa, young nikau, young kohekohe, *Doodia media* and the other ferns noted above. Close to the grove margins with more light are mapou, karamu, supplejack, *Carex secta*, *Astelia* and fallen kahakaha.

The lower half of the grove contains a spring which flows into a sizeable man-made lake adjoining the grove. The rocks here include a finely balanced horizontal section of basalt column under which a small dry cave contains what appears to be an example of pre-European cave art.

The grove is bisected by a vehicle track to a nearby farm gate. This driveway does not threaten the grove as the stony ground forms a natural protection to the roots and has been in use for many years, contributing if anything to the visual beauty of this extraordinary stand of bush.

The value of this grove as a native bird forage station is obvious, especially as it is one of many such stands across this district which cumulatively support a substantial population of wood pigeon, tui, fantail etc.

LANDSCAPE CONSULTANCY

This grove is one of the most beautiful small remnant stands of native bush I have ever encountered in Northland and is richly deserving of covenant protection.

It undoubtedly qualifies as of significance both ecologically and historically and I strongly recommend that it be protected by a Whangarei District Council bush covenant and I am confident that the Q.E. 2 National Trust will also be anxious to include it within their jurisdiction.

Yours sincerely,



Russell J. Fransham BSc.(Zoology) Univ.of Auckland.1972

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12 MAY 2022

WHANGAREI
DISTRICT COUNCIL

Dispute is "no official sites of cultural significance or heritage"

Definitely protected conservation areas.

- Phyn wetland -
- Phyn QE II Covenants
- Delaney wetland
- Delaney QE II covenant
- Finlaysons QE II Covenants

**LANDSCAPE CONSULTANCY
RUSSELL FRANSHAM**

March 22, 2001

RECEIVED - CUSTOMER SERVICES

12 MAY 2022

WHANGAREI
DISTRICT COUNCIL**RE: BUSH COVENANT REPORT:**

The area marked "B" on Lot 8 on the attached plan is a proposed bush covenant area. It is situated across the lake from the "cathedral grove" and while smaller (about a half hectare) is also comprised of a stand of tall totara with a mix of fine specimens of other species, including kohekohe, puriri, kahikatea, nikau, karaka, taraire and pukatea, with well-established undergrowth of mapou, karamu, supplejack and kawakawa. This bush surrounds the outfall of the dam which creates the lake and provides another native bird forage station and is important in helping to stabilise this area at times of high rainfall when water-flow is high. About half of this proposed covenant area is a natural wetland characterised by dense growth of sedges (mainly *Carex secta*) and other water plants with kahikatea, pukatea and tree ferns at its margins. It is an interesting microcosm of the full spectrum of Northland's pre-historic landscape.

The Phyn family are committed to developing this wetland further to encourage more waterfowl. In association with the cathedral grove directly across the lake, **this area also can be classed as significant and deserving of protection.**

I therefore recommend that area "B" also be covenanted as bush and **wetland reserve.**

Yours sincerely,



Russell J. Fransham BSc.(zoology) Univ. of Auckland 1972

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Andrea Pijacun - AIRPORT-275
Date: Friday, 13 May 2022 5:17:30 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-275.pdf

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Airport Location Study - Andrea Pijacun - AIRPORT-275

Receipt Number: AIRPORT-275

Your details:

Name:	Andrea Pijacun
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
None. It is foggy and a lot of work has been done by farmers to preserve its natural resources. You will destroy that with an airport.
What are your key concerns about this site?
Disturbing a natural resource. It is not on route for any travellers (neither is Onerahi)
If we progressed investigations on this site, what else do we need to consider?

You failed to consult anyone before you went ahead and convinced home owners to sell their property for you. So I have no faith that you will listen to us now.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

Same as site 6

What are your key concerns about this site?

Same as site 6

If we progressed investigations on this site, what else do we need to consider?

Same as previous page

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

The whole area is still under development and it is on route with travellers

What are your key concerns about this site?

None

If we progressed investigations on this site, what else do we need to consider?

None

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

None, too small and not enough flights

What are your key concerns about this site?

Majorly out of date

What else do we need to consider at this site?

Expanding. You already purchased land for the other sites so why not do the same here.

Your feedback:

What is your favoured airport location?

Option 3: One Tree Point West (Site 24a)

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

Location is on route with travellers North and South. No disturbance to natural resources.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Brett Piskulic - AIRPORT-333
Date: Saturday, 21 May 2022 2:33:26 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-333.pdf

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Airport Location Study - Brett Piskulic - AIRPORT-333

Receipt Number: AIRPORT-333

Your details:

Name:	Brett Piskulic
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
No benefits
What are your key concerns about this site?
Increase in traffic past my driveway. This is a safety concern. The impact on the rural community I choose to live in. The airport will change the area from a quiet rural area to a busy commercial and potentially residential area.
If we progressed investigations on this site, what else do we need to consider?

Me, my whanau and others in my community

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

No benefits

What are your key concerns about this site?

The impact on the rural community I choose to live in. The airport will change the area from a quiet rural area to a busy commercial and potentially residential area.

If we progressed investigations on this site, what else do we need to consider?

Me, my whanau and others in my community

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

It's not in my back yard.

What are your key concerns about this site?

A longer drive for me and my whanau to catch a flight.

If we progressed investigations on this site, what else do we need to consider?

The impact on the local community.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

There is already an airport there.
The close proximity to town is a benefit for both tourism and business travel.

What are your key concerns about this site?

I have no concerns

What else do we need to consider at this site?

Nothing that I know of.

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

It's close proximity to town.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - jacqui piskulic - AIRPORT-330
Date: Saturday, 21 May 2022 2:06:17 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-330.pdf

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Airport Location Study - jacqui piskulic - AIRPORT-330

Receipt Number: AIRPORT-330

Your details:

Name:	jacqui piskulic
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
No benefit.
What are your key concerns about this site?
Creating more traffic on roads that are already dangerous, impact of increase load to get out of our driveway . No infra structure, roading, sewerage. spoiling farmland, native life. Airport that has no closeness to rail or port.
If we progressed investigations on this site, what else do we need to consider?

People who own properties as a lifestyle suddenly being rezoned and stuck with an airport and the commercialism that comes with it.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

None

What are your key concerns about this site?

Roading isn't safe and to add further traffic on windy access roads such as Pipiwai, Three Mile Bush, and Kokopu Road will result in even more accidents.

Destruction of farmland and wetland.

Rural community being destroyed. We bought property to be rural and did our due diligence and an airport was not a factor.

Commercialism destroying rural life.

Fog

Flooding. Land floods along Pipiwai Rd and at end of straight part of Kokopu Rd

If we progressed investigations on this site, what else do we need to consider?

Those of us that have properties and who will be affected by noise, traffic and destruction of our community that drew us to live here in the 1st place. We chose to live in rural production zoning, an airport is not what we want

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

closer to rail and port

What are your key concerns about this site?

unsure

If we progressed investigations on this site, what else do we need to consider?

The people who own properties who like us who never chose the area to have an airport .

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

It's already built. I don't think length of runway will be a concern long term as technology evolves.

No impact to community as there is no change.

Close proximity to town

What are your key concerns about this site?

None

What else do we need to consider at this site?

None

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

Less impact and distress to communities, land and environment than the other proposed sites

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Alyx Pivac - AIRPORT-450
Date: Tuesday, 24 May 2022 9:44:26 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-450.pdf

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Airport Location Study - Alyx Pivac - AIRPORT-450

Receipt Number: AIRPORT-450

Your details:

Name:	Alyx Pivac
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
Key concerns: Poor roading in place to support the airport from Whangarei. No water reticulation in place to support an airport. No sewerage reticulation in place to support an airport. The airport project is presented as blanket spend of \$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites

is not included in this.

As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water which will directly impede on Northland Regional Council's ability to maintain and uphold its obligation to Te Mana o te Wai.

The noise pollution of the aircrafts will be a nuisance to residents but will affect horses and other stock significantly more as low flying aircrafts have already demonstrated.

The new airport pitch from council is presented with the following:

- Onerahi may not be suitable on the long-term.
- A longer runway is likely needed for the future regional aircraft types.
- Possible future tightening of CAA rules.

Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money.

Ruatangata West the twin lakes they have a population of golden frogs which are very important to the environment national geographic approached us and asked if they could set up a cameras to establish how the Golden Frogs are progressing and want to add to there data base

In particular to the Ruatangata sites:

As explained by local Hapu on the Ruatangata community meeting of 19 May 2022, there are areas of cultural significance in the area. They have not been identified by council as our local Hapu have not been consulted.

The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas.

If we progressed investigations on this site, what else do we need to consider?

Genuine and meaningful consultation with Iwi and hapu of the area but also connected to the many waterways and wetlands (traditional) that are in the region.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

None

What are your key concerns about this site?

Site 9 already suffers flooding with heavy rainfall. The airport will add a significant impervious area to exacerbate these flooding issue especially on downstream farms. For site 9, the unusually long-lasting morning fog blanket already poses an issue for regular road users. A safe take-off and landing procedure is questionable without visuals. Poor roading in place to support the airport from Whangarei.

No water reticulation in place to support an airport.

No sewerage reticulation in place to support an airport.

The airport project is presented as blanket spend of \$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this.

As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water which will directly impede on Northland Regional Council's ability to maintain and uphold its obligation to Te Mana o te Wai.

The noise pollution of the aircrafts will be a nuisance to residents but will affect horses and other stock significantly more as low flying aircrafts have already demonstrated.

Wildlife in the area including kaka, tuna, Golden frogs and other native species.

Roading and traffic - there are many accidents on Pipiwai Road as well as many milk

trucks, tractors and other farm vehicles on the road.

Fog, there is regularly heavy and long lasting fog in the area.

Iwi and hapu consultation including areas and sites of significance.

Fragile waterways that have already been heavily damaged - including those which are connected to the Kaipara Moana which has already had significant financial contribution to it and therefore putting large industrial infrastructure here will continue to impede it.

Quite close to Kerikeri where there is already another airport.

Support and input from iwi and hapu as treaty partners.

Impacts to the environment.

Safety of roads and consideration of regular road users in the area which includes many slow moving farm vehicles.

Native wildlife.

Sewerage systems (so again, impacts on the environment).

If we progressed investigations on this site, what else do we need to consider?

Iwi and hapu ensuring that the Treaty in all respects is being upheld.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

None

What are your key concerns about this site?

If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

The impact of a new airport in the district is huge for the direct and surrounding areas. Our recommendation is that the airport keeps operating from Onerahi. It is plausible and likely that with evolving technology the next generation of aircraft will not require a longer runway negating a need to move from Onerahi.

The decision of an aircraft carrier to use a regional aircraft that cannot land and take-off on the current spec airports is their own. Other aircraft carriers can still operate the service with aircrafts that do suit.

What are your key concerns about this site?

What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

The impact of a new airport in the district is huge for the direct and surrounding areas. Our recommendation is that the airport keeps operating from Onerahi. It is plausible and likely that with evolving technology the next generation of aircraft will not require a longer runway negating a need to move from Onerahi.

The decision of an aircraft carrier to use a regional aircraft that cannot land and take-off on the current spec airports is their own. Other aircraft carriers can still operate the service with aircrafts that do suit.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Joanne Pivac - AIRPORT-338
Date: Saturday, 21 May 2022 7:12:24 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-338.pdf

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Airport Location Study - Joanne Pivac - AIRPORT-338

Receipt Number: AIRPORT-338

Your details:

Name:	Joanne Pivac
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
I do not feel that there will be any benefits from placing an airport in this rural location, destroying farm/productive land and disturbing the natural lay of the land.
What are your key concerns about this site?
My major concern is the productive land being used for the purpose of anything other than growing food and destroying natural habitat for the wildlife that live in this community. Taking a quite rural community and polluting it with light and noise is not our future
If we progressed investigations on this site, what else do we need to

consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
--

Nil!

What are your key concerns about this site?

Firstly, I feel your \$150 million budget will barely cover roading let alone the infrastructure, services (Water, sewerage, reliable electricity, and airport capable internet) and the realignment of the land. I feel the dam that had been suggested to be built to contain the flooding, the consultation and the engineers will absorb your \$150 million. Damming this stream (as it has been suggested) will have major impacts on the eels and other aquatic wildlife that call the stream home. The relocation of the other stream I strongly feel will have major negative impact to the fresh water mussels and the eels that occupy this area. The land itself has major draining issues and I feel when you combat this you will create further problems downstream, the rain collected by the concrete/tarmac itself will pose an even higher flooding impact downstream where farmers and residents reside. This is a rural community where sound travels long distances, we do not have the white noise of a city life drowning out airplane traffic. I have lived here for 30 years and farmed one of the suggested farms for 27 years and I have never been so disappointed to hear our district counsel will take such productive land and cover it with concrete. We were denied by the Whangerei District Counsel our original building site, 14 years ago, due to "pollution of the countryside landscape" and were forced to build on another site where the house would not be noticed.
--

If we progressed investigations on this site, what else do we need to consider?

I strongly recommend you investigating the high wind zones on this plain, as well as the fog, flooding and draining issues. DO NOT UNDERESTIMATE THESE CONDITIONS, as your engineers have done in the past with the sealing of Attwood Road and the culvert replacements on the site they propose, the sheer amount of water was underestimated in both of these projects and have failed resulting in ongoing repairs.
--

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
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(At this point in time, I do not have enough information to comment about this proposal site)

What are your key concerns about this site?

If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

I feel that the \$150 million is better spent on investing in upgrading the original airport. The future of aviation, as I understand it, is vertical takeoff and landing therefore I see no problem with the size of the airport or its runway as it stands now, I do not see the point of larger runways if this is the way of the future. Air New Zealand have no immediate plans to stop using Onerahi, they have only made recommendations. Our visitors enjoy looking at the harbor while flying into Onerahi and it is a central location for convenience to new arrivals and to funnel our tourists into the city. I feel an airport at any other location apposed will draw away our tourism

What are your key concerns about this site?

Considering this airport as long standing I have no concerns of continuing on this site

What else do we need to consider at this site?

It's long established and has no resistance

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

No money will be wasted on redeveloping land in order to place an airport on top, this location is central and funnels tourism into our city rather than our rural outskirts

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Jacob Pivac - AIRPORT-348
Date: Sunday, 22 May 2022 2:38:53 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-348.pdf

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.



Airport Location Study - Jacob Pivac - AIRPORT-348

Receipt Number: AIRPORT-348

Your details:

Name:	Jacob Pivac
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
I do not feel that there will be benefits in this area
What are your key concerns about this site?
Light and noise pollution, the destruction of productive rural farm land
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
There are no benefits
What are your key concerns about this site?
There are issues regarding morning fog, as well as high winds and flood risks, there has been sightings of fresh water muscles growing in one of the streams that has been proposed to be moved. The \$150 million budget will be wasted on upgrading the surrounding areas roads and infrastructure to airport standards.
If we progressed investigations on this site, what else do we need to consider?
The amount of fog that come around in the morning, and the amount of water that runs through the area in storms (this has been underestimated before Eg: Attwood Road Stealing)

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
There is already an airport out there and people have adjusted to it well, the budget will not go out to building the basic needs for an airport but instead into upgrading the current one for future use. The current location of this airport funnels the new arrivals into the city where there has been an massive investment into the town basins new Hundertwasser building, this new space will be used more if people are already in the area as apposed to 30+ minutes away
What are your key concerns about this site?
What else do we need to consider at this site?
That this area has been build around the airport and will allow the budget to go into more important things rather than building an entire new site

Your feedback:

What is your favoured airport location?
Option 4: Continue to operate from Onerahi
Tell us why you feel this site best meets the needs of a future location of

the Whangarei Airport?

There will be less waste in budget as there is no need to rebuild the entire areas in order to have a fully functional airport

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Sean Pivac - AIRPORT-354
Date: Sunday, 22 May 2022 5:46:09 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-354.pdf

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.



Airport Location Study - Sean Pivac - AIRPORT-354

Receipt Number: AIRPORT-354

Your details:

Name:	Sean Pivac
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Don't know this site.
What are your key concerns about this site?
Don't know this site.
If we progressed investigations on this site, what else do we need to consider?
Don't know this site.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

No benefits.

What are your key concerns about this site?

My concern with this site is that for it to go forward, land owners who wish not to sell their land will be forcefully shifted. As a younger person (of 17), the simple fact that one never truly owns their home is extremely demotivating. What incentive is there for me to want to work, build a house, build a home if it can be all taken away in a heartbeat. Site 9 encompasses a dairy farm that my parents ran for 27 years. I grew up here, it has a lot of sentimental value to me and I see it as so much more than a work asset.

Poppa raised his kids on this farm. His wife died on this farm. My parents were married in a garden on this farm. They too, raised us on this farm. I was disgusted when somebody told Poppa to simply to pack his things and take his herd to some farm else ware. The realization that such individuals speak for their organization was a worry to me. You people need to realize that money means nothings to somebody of his age and intellect. By taking his farm you are destroying what he has built over a large chunk of his life and what he intends to pass down through his family forever. It seems a shame to me, to work your entire life on a legacy that would inevitably be taken away from you. It would've been nice to know 50 years ago! Of course, I shouldn't expect you simple, ignorant and uncultured townies to understand.

In terms of the airport itself, I have personally seen freshwater muscles in the stream running down the back of the farm. "Freshwater mussels are under threat and are declining, both in New Zealand and worldwide". In colder seasons it fogs up, it's usually still bad at 8am when we leave for school. Often less than 50m visibility. Not great for aircraft. The roads around here are windy and dangerous. There have been trucks down hillsides and numerous fatalities in my lifetime. During winter the airport will likely flood, as I have observed the farms do so my entire life. Something else to point out, we most likely do not have sufficient power and water services out here. There are no Fibre connections. There are no links to wastewater services. It would cost too much to redo the roads, fix flooding, add waste water systems and build the airport.

Placing an airport here will negatively impact the people living around. Country folk are not particularly fond of noise and air pollution, nor the wildlife.

Nobody wants an airport in their backyard, please just leave it in Onerahi, where the damage has already been done (83 years ago).

If we progressed investigations on this site, what else do we need to consider?

I've said it all above.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

I don't know this site.

What are your key concerns about this site?

I don't know this site.

If we progressed investigations on this site, what else do we need to consider?

I don't know this site.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Already in use as an airport. Already has access to necessary resources such as sewage, internet and electricity. Spending the 150 million dollars here will go a lot further than elsewhere.

What are your key concerns about this site?

I don't know this site.

What else do we need to consider at this site?

I don't know this site.

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

Last section. The other sites are just no good comparatively.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Toni Pivac - AIRPORT-446
Date: Tuesday, 24 May 2022 9:13:35 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-446.pdf

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Airport Location Study - Toni Pivac - AIRPORT-446

Receipt Number: AIRPORT-446

Your details:

Name:	Toni Pivac
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Council has already purchased land.
What are your key concerns about this site?
Wildlife in the area including kaka, tuna and other native species. Roading and traffic - there are many accidents on Phippai Road as well as many milk trucks, tractors and other farm vehicles on the road. Fog, there is regularly heavy and long lasting fog in the area. Iwi and hapu consultation including areas and sites of significance. Fragile waterways that have already been heavily damaged.

Quite close to Kerikeri where there is already another airport.
If we progressed investigations on this site, what else do we need to consider?
Support and input from iwi and hapu as treaty partners. Impacts to the environment. Safety of roads and consideration of regular road users in the area which includes many slow moving farm vehicles. Native wildlife. Sewerage systems (so again, impacts on the environment).

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
What are your key concerns about this site?
Wildlife in the area including kaka, tuna and other native species. Roading and traffic - there are many accidents on Pipiwai Road as well as many milk trucks, tractors and other farm vehicles on the road. Fog, there is regularly heavy and long lasting fog in the area. Iwi and hapu consultation including areas and sites of significance. Fragile waterways that have already been heavily damaged. Quite close to Kerikeri where there is already another airport.
If we progressed investigations on this site, what else do we need to consider?
Support and input from iwi and hapu as treaty partners. Impacts to the environment. Safety of roads and consideration of regular road users in the area which includes many slow moving farm vehicles. Native wildlife. Sewerage systems (so again, impacts on the environment).

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
A better position between Kerikeri and Auckland airports. Less fog.
What are your key concerns about this site?
Impact on environment
If we progressed investigations on this site, what else do we need to consider?
Proper and genuine consultation with mana whenua (iwi and hapu).

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Foundational infrastructure is there.
A decent distance from Whangarei.
Residents have had the airport there for years so are already comfortable with its presence.
Any damage to the land has already been done so why cause more somewhere else.
Believe it will cost less to develop this site to be fit for purpose than it would to start somewhere new.

What are your key concerns about this site?

None.

What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

The foundational infrastructure is already there and it will cost less to redevelop that than start somewhere else.

The local residence accept its presence.

Any damage to the land has already taken place, why damage another site and its ecosystems.

It is a good distance between Auckland and Kerikeri airports.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Wayne Pivac - AIRPORT-352
Date: Sunday, 22 May 2022 3:15:17 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-352.pdf

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Airport Location Study - Wayne Pivac - AIRPORT-352

Receipt Number: AIRPORT-352

Your details:

Name:	Wayne Pivac
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
No positives
What are your key concerns about this site?
The noise and light pollution, covering rural farmland with concrete and tarmac, having townies trying to navigate the dangerous rural roads
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

Absolute nothing

What are your key concerns about this site?

The volume of traffic this will create on our already worn out and tired roads, the increase of people trying to navigate these unfamiliar and dangerous roads. The noise and light pollution. My property overlooks the proposed site, I have farmed the area for almost 30 years and understand the elements the land endures over the year, this includes; heavy fog, large flood risks combined with drainage issues. We are concerned about the cost to the rate payer when this project goes beyond it's \$150 million budget.

If we progressed investigations on this site, what else do we need to consider?

The paradise duck population that migrates to this area every year, the amount of water and fog that comes into the area.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

What are your key concerns about this site?

If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

It already has an operational airport that people have settled into so budget won't be wasted on the basic needs to make an airport operate. This site already funnels tourism into the city instead of the middle of the country side.

What are your key concerns about this site?

What else do we need to consider at this site?

The future of aviation is changing, and we are unaware of the changes that may be required at this point in time, larger runways may not be the way of the future.

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

Less budget will be spent on building the foundation of an airport and instead go into upgrade's for the current airport

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Brendan Pol - AIRPORT-539
Date: Wednesday, 1 June 2022 9:43:45 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-539.pdf

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Airport Location Study - Brendan Pol - AIRPORT-539

Receipt Number: AIRPORT-539

Your details:

Name:	Brendan Pol
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
Poor roading in place to support the airport from Whangarei. Road infrastructure will be at the cost of ratepayers and has not been factored into the \$150 million estimate done in 2018. No water reticulation in place to support an airport and associated infrastructure. No sewerage reticulation in place to support an airport and associated infrastructure.

The airport project is presented as blanket spend of
1 of 13

\$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this. As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water.

The noise pollution of the aircrafts will be a nuisance to residents, Matarau School and Comrie Park Kindergarten but will affect horses and other stock significantly as low flying aircraft have already demonstrated.

The light pollution of the airport will be a nuisance and will prevent being able to see the night sky as well as affecting native nocturnal predators. In 2007 the WHO declared night shift a group 2A probable carcinogen to humans based on sufficient evidence in experimental animals and limited evidence of breast cancer in humans as it disrupts the circadian rhythm.

The new airport pitch from council is presented with the following:

Onerahi may not be suitable on the long-term. A longer runway is likely needed for the future regional

aircraft types. Possible future tightening of CAA rules.

Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money. Sunstrike on Pipiwai Road
Flooding of Kokopu Road and the one way bridges on Kokopu and Kara Roads

Increased traffic congestion

Road safety for cyclists, motorists, pedestrians, motor vehicles.

Local rivers and streams are home to unique fauna, flora, insects and wildlife, such as the freshwater crab in the Patuwairua Stream, rare frogs, bats and kiwi.

This is prime farmland with long-established farms and farming families who have worked the land for many decades.

2 of 13

There are no services to either site 6 or 9, i.e., no reliable power, nor is there high-speed internet.

There is no sewage, freshwater, or town water supply.

The roads are inadequate for the volume of traffic that will want to use a new airport. In any direction, some 10km of roading will need to be constructed. Possibly 20 to 30 km of new roading will be required. Below is from the escalating costs of building roads by Peter Nunns | 1st August 2017.

This chart should strike fear into the hearts of Auckland Transport and the NZ Transport Agency.

It shows that the costs to build roads have steadily increased in recent years and that the cheapest major roads we're going to develop over the next decade are as costly as the most expensive roads we've previously

built. Before now, the most costly road on a per-kilometre basis was the Victoria Park Tunnel, which

cost around \$60m per lane-kilometre.

<https://www.greaterauckland.org.nz/2017/08/01/escalating-costs-building-roads/>

If either of these sites goes ahead, then a considerable amount of additional spending over and above the 150 million will be needed to bring essential services to this new airport.

There is considerable doubt about the number of air travellers and tourists coming to New Zealand. When there are many environmental impacts, such as the predicted sea-level rise and temperature, this region does not need a new airport. Site 9 has additional flooding issues along the proposed runway path, i.e. Pipiwai road.

Increased run off of water from the airport site affecting rivers and increasing flooding risk of surrounding roads and properties

Is the Council truly following a consultative process or have they already made up their mind? How did consultants arrive at a cost of \$150m when all 3 sites will have vastly varying development costings? As Council has already purchased properties at Ruatangata, is this just a box ticking exercise with a

3 of 13
site already having been chosen?

The Chairperson of the Board of Directors at Air NZ has publicly stated (Northern Advocate 20 April 2022) that Onerahi Airport is working well for the current generation of aircraft used on the Whangarei route. The existing aircraft will be phased out over the next five to six years and it's too soon to know what the requirements will be for the next generation of hydrogen-electric aircraft in terms of runway length power supply etc. How can we plan for a new airport without the knowledge of requirements for aircraft that will service this route. Constant roading improvements to Auckland continue to reduce travel times and negate the advantages of Air Travel over Road Travel to Auckland. All adjoining properties are either farming or lifestyle blocks. Hundreds of lifestyle properties that were purchased as a rural retreat will suffer a loss of enjoyment from the detrimental effects of increased traffic congestion, noise, pollution, and a loss of privacy as well as a reduction in values.

There is no infrastructure with the site requiring drainage, water reticulation, sewerage etc. Also, roading access via Kamo and Maunu is already highly congested, particularly at peak times. Both these routes will require significant upgrades to address congestion issues. The one lane bridge on Kokopu Rd that crosses the Mangere Stream is regularly flooded and impassable during storms as is Kara Rd.

The Patuwairua Stream that dissects the Ruatangata site is a significant watercourse (refer photo) with high ecological value and has been maintained to a high water-quality standard by adjoining farmers over many years. This stream is also home to endangered species. Flooding regularly occurs with evidence of debris strewn metres high in surrounding trees. This ecologically valuable stream dissects the site and will require diverting.

The proposed Ruatangata site suffers from regular morning fog "whiteouts" during Autumn and Spring.
4 of 13

Will the new generation of aircraft be capable of operating in fog?
Contrary to a report published in The Northern Advocate on 19 April 2022 that the Ruatangata site has "no officially scheduled sites of cultural significance or heritage sites", there is strong evidence of cultural history including a probable burial site and endangered ecological treasures. It is simply that the WDC have not consulted yet with local Hapu.

If we progressed investigations on this site, what else do we need to consider?

Poor roading in place to support the airport from Whangarei. Road infrastructure will be at the cost of ratepayers and has not been factored into the \$150 million estimate done in 2018. No water reticulation in place to support an airport and associated infrastructure. No sewerage reticulation in place to support an airport and associated infrastructure.

The airport project is presented as blanket spend of
1 of 13

\$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this. As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water.

The noise pollution of the aircrafts will be a nuisance to residents, Matarau School and Comrie Park Kindergarten but will affect horses and other stock significantly as low flying aircraft have already demonstrated.

The light pollution of the airport will be a nuisance and will prevent being able to see the night sky as well as affecting native nocturnal predators. In 2007 the WHO declared night shift a group 2A probable carcinogen to humans based on sufficient evidence in experimental animals and limited evidence of breast cancer in humans as it disrupts the circadian rhythm.

The new airport pitch from council is presented with the following:

Onerahi may not be suitable on the long-term. A longer runway is likely needed for the future regional

aircraft types. Possible future tightening of CAA rules.

Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money. Sunstrike on Pipiwai Road

Flooding of Kokopu Road and the one way bridges on Kokopu and Kara Roads

Increased traffic congestion

Road safety for cyclists, motorists, pedestrians, motor vehicles.

Local rivers and streams are home to unique fauna, flora, insects and wildlife, such as the freshwater crab in the Patuwairua Stream, rare frogs, bats and kiwi.

This is prime farmland with long-established farms and

farming families who have worked the land for many decades.

2 of 13

There are no services to either site 6 or 9, i.e., no reliable power, nor is there high-speed internet. There is no sewage, freshwater, or town water supply. The roads are inadequate for the volume of traffic that will want to use a new airport. In any direction, some 10km of roading will need to be constructed. Possibly 20 to 30 km of new roading will be required. Below is from the escalating costs of building roads by Peter Nunns | 1st August 2017.

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built. Before now, the most costly road on a per-kilometre basis was the Victoria Park Tunnel, which

cost around \$60m per lane-kilometre.

<https://www.greaterauckland.org.nz/2017/08/01/escalating-costs-building-roads/>

If either of these sites goes ahead, then a considerable amount of additional spending over and above the 150 million will be needed to bring essential services to this new airport.

There is considerable doubt about the number of air travellers and tourists coming to New Zealand. When there are many environmental impacts, such as the predicted sea-level rise and temperature, this region does not need a new airport. Site 9 has additional flooding issues along the proposed runway path, i.e. Pipiwai road.

Increased run off of water from the airport site affecting rivers and increasing flooding risk of surrounding roads and properties

Is the Council truly following a consultative process or have they already made up their mind? How did consultants arrive at a cost of \$150m when all 3 sites will have vastly varying development costings? As Council has already purchased properties at Ruatangata, is this just a box ticking exercise with a

3 of 13

site already having been chosen?

The Chairperson of the Board of Directors at Air NZ has publicly stated (Northern Advocate 20 April 2022) that Onerahi Airport is working well for the current generation of aircraft used on the Whangarei route. The existing aircraft will be phased out over the next five to six years and it's too soon to know what the requirements will be for the next generation of hydrogen-electric aircraft in terms of runway length power supply etc. How can we plan for a new airport without the knowledge of requirements for aircraft that will service this route. Constant roading improvements to Auckland continue to reduce travel times and negate the advantages of Air

Travel over Road Travel to Auckland. All adjoining properties are either farming or lifestyle blocks. Hundreds of lifestyle properties that were purchased as a rural retreat will suffer a loss of enjoyment from the detrimental effects of increased traffic congestion, noise, pollution, and a loss of privacy as well as a reduction in values.

There is no infrastructure with the site requiring drainage, water reticulation, sewerage etc. Also, roading access via Kamo and Maunu is already highly congested, particularly at peak times. Both these routes will require significant upgrades to address congestion issues. The one lane bridge on Kokopu Rd that crosses the Mangere Stream is regularly flooded and impassable during storms as is Kara Rd.

The Patuwairua Stream that dissects the Ruatangata site is a significant watercourse (refer photo) with high ecological value and has been maintained to a high water-quality standard by adjoining farmers over many years. This stream is also home to endangered species. Flooding regularly occurs with evidence of debris strewn metres high in surrounding trees. This ecologically valuable stream dissects the site and will require diverting.

The proposed Ruatangata site suffers from regular morning fog "whiteouts" during Autumn and Spring.

4 of 13

Will the new generation of aircraft be capable of operating in fog?

Contrary to a report published in The Northern Advocate on 19 April 2022 that the Ruatangata site has "no officially scheduled sites of cultural significance or heritage sites", there is strong evidence of cultural history including a probable burial site and endangered ecological treasures. It is simply that the WDC have not consulted yet with local Hapu.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

None

What are your key concerns about this site?

Poor roading in place to support the airport from Whangarei. Road infrastructure will be at the cost of ratepayers and has not been factored into the \$150 million estimate done in 2018. No water reticulation in place to support an airport and associated infrastructure. No sewerage reticulation in place to support an airport and associated infrastructure.

The airport project is presented as blanket spend of
1 of 13

\$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this. As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water.

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aircraft types. Possible future tightening of CAA rules.

Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money. Sunstrike on Pipiwai Road

Flooding of Kokopu Road and the one way bridges on Kokopu and Kara Roads

Increased traffic congestion

Road safety for cyclists, motorists, pedestrians, motor vehicles.

Local rivers and streams are home to unique fauna, flora, insects and wildlife, such as the freshwater crab in the Patuwairua Stream, rare frogs, bats and kiwi.

This is prime farmland with long-established farms and farming families who have worked the land for many decades.

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There are no services to either site 6 or 9, i.e., no reliable power, nor is there high-speed internet.

There is no sewage, freshwater, or town water supply.

The roads are inadequate for the volume of traffic that will want to use a new airport. In any direction, some 10km of roading will need to be constructed. Possibly 20 to 30 km of new roading will be required. Below is from the escalating costs of building roads by Peter Nunns | 1st August 2017.

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cost around \$60m per lane-kilometre.

<https://www.greaterauckland.org.nz/2017/08/01/escalating-costs-building-roads/>

If either of these sites goes ahead, then a considerable amount of additional spending over and above the 150 million will be needed to bring essential services to this new airport.

There is considerable doubt about the number of air

travellers and tourists coming to New Zealand. When there are many environmental impacts, such as the predicted sea-level rise and temperature, this region does not need a new airport. Site 9 has additional flooding issues along the proposed runway path, i.e. Pipiwai road.

Increased run off of water from the airport site affecting rivers and increasing flooding risk of surrounding roads and properties

Is the Council truly following a consultative process or have they already made up their mind? How did consultants arrive at a cost of \$150m when all 3 sites will have vastly varying development costings? As Council has already purchased properties at Ruatangata, is this just a box ticking exercise with a

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There is no infrastructure with the site requiring drainage, water reticulation, sewerage etc. Also, roading access via Kamo and Maunu is already highly congested, particularly at peak times. Both these routes will require significant upgrades to address congestion issues. The one lane bridge on Kokopu Rd that crosses the Mangere Stream is regularly flooded and impassable during storms as is Kara Rd.

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The proposed Ruatangata site suffers from regular morning fog "whiteouts" during Autumn and Spring.

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Will the new generation of aircraft be capable of operating in fog?

Contrary to a report published in The Northern Advocate on 19 April 2022 that the Ruatangata site has "no officially scheduled sites of cultural significance or

heritage sites”, there is strong evidence of cultural history including a probable burial site and endangered ecological treasures. It is simply that the WDC have not consulted yet with local Hapu.

If we progressed investigations on this site, what else do we need to consider?

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Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

If we must build a new airport, this site offers the most advantages for our collective bang for the bucks. Disruption. Disruption and upset to people are minimal

compared to other sites as the take-off and landing zones extend over the sea.

Industrial Land. There is already industrial land available for airport buildings and services.

The least impact on the environment. Building a new airport here would be the lowest impact on the environment. Ease of Aircraft Fuel. This site already has fuel storage facilities and a good fuel supply line.

Ferry Services. As mentioned in the Herald in their article “Northland developer looking at injecting \$10 million in Whangarei’s Oruku Landing” by Mike Dinsdale, on 6th May. Marsden Maritime Holdings (MMH) has secured the rights from NDC to develop and operate a proposed marina, including an electric ferry terminal along the front of the site. The company already owns Marsden Cove Marina near the mouth of Whangarei Harbour. It hopes to connect them by ferry for commuters and visitors from planned cruise ships when they return to New Zealand waters, something the company believes is only a matter of time. MMH board believes the project will bring many economic and social benefits to the region, from capital injection to training and job creation.” Cruise Ship. If cruise ships visit the Whangarei area at Marsden Point, a connecting airport close by will help

generate the tourist dollar and our economy. The secret here is to join up all the links, which becomes easy for the traveller. Boost the Economy and Jobs. With the demise of the refinery, a new airport at this site would help generate jobs and lift our local economy. Close road links. SH1 is close to site 24A, and the linking road from SH1 to Marsden Point is already built to a high standard. Little investment is needed to link both roads to a new airport at this site.

What are your key concerns about this site?

None

If we progressed investigations on this site, what else do we need to consider?

None

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

This site has an already established airport that

operates.

This is a good option if we (New Zealand) all need an airport in the Whangarei region. Keep it small, restrict the size, and reduce the carbon footprint. Our only home, the earth, is under threat from global warming, with elevated temperatures threatening many low-lying areas in NZ and other parts of the world. We should be decarbonising our environment, not increasing our pollution.

The existing airport may not need to be extended or the runway enlarged as the newer electric aircraft will not require such a long take-off strip when they become available. The most exciting characteristic is that electric aircraft could make vertical takeoff and landing, or VTOL, a possibility for everyone. Aircraft currently take off using a long runway strip, gaining speed until enough airflow over the wings to fly. It doesn't have to be this way, as helicopters have demonstrated. You can take off vertically

<https://cmsw.mit.edu/wp/wp-content/uploads/2016/05/Lochie-Ferrier-Electric-Airports.pdf>

and

<https://semiengineering.com/electric-planes-taking-off/>

What are your key concerns about this site?

None

What else do we need to consider at this site?

The impact of a new airport in the district is huge for the direct and surrounding areas. Our recommendation is that the airport keeps operating from Onerahi. It is plausible and likely that with evolving technology such as vertical take off and landing and electric ferries, the

next generation of aircraft will not require a longer runway negating a need to move from Onerahi. The decision of an aircraft carrier to use a regional aircraft that cannot land and take-off on the current spec airports is their own. Other aircraft carriers can still operate the service with aircrafts that do suit. The CAA have to date never shut down an airport in New Zealand.

Invercargill Airport was built to an international specification and it has never seen an international flight land or depart.

That Council adopt option 4 and leave the airport where it is with a \$150 Million saving to ratepayers. Decision should be deferred until new Council elected

as not enough time or available information been provided for adequate submissions to be made despite the Council having this information since 2018. Should any of the 3 sites identified have fatal flaws, then the other sites identified in the long list will be worked through until a suitable site is found. Whangarei residents have not been notified of this. Meteorological studies are not being done until site

selected so issues such as fog have not even been evaluated.

There are alternative options of road, rail and sea for travel between Whangarei and Auckland, have these other options even been researched as an alternative. If they do decide to go ahead with investigating another site, they will need to include mitigation for those living nearby such as double glazing, water filters and rates

12 of 13

rebates. Air travel is not good for the environment. Our environmental credentials as a country that cares for its environment are under dispute. This is not the time to expand an airport or look to build a new one elsewhere. Shortly to be finished is the upgrade to SH1 which could be expanded to Whangarei. Existing rail link could be used the proposed \$150m for the airport give the region an excellent fast rail link to Auckland and the Auckland airport. As the upgrade of SH1 continues, a safer and faster road link is already in its build phase. We hear from the Council that no decision has been made and they have only done a table top exercise to find four sites. However the District Council has spent more than \$7m buying properties around Ruatangata – its preferred airport site. So have they already made up their mind?

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

The impact of a new airport in the district is huge for

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From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Brendan Pol - AIRPORT-439
Date: Tuesday, 24 May 2022 8:24:17 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-439.pdf

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.



Airport Location Study - Brendan Pol - AIRPORT-439

Receipt Number: AIRPORT-439

Your details:

Name:	Brendan Pol
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
Poor roading in place to support the airport from Whangarei. Road infrastructure will be at the cost of ratepayers and has not been factored into the \$150 million estimate done in 2018. No water reticulation in place to support an airport and associated infrastructure. No sewerage reticulation in place to support an airport and associated infrastructure. The airport project is presented as blanket spend of \$150 million of rate payers' money for

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This is prime farmland with long-established farms and farming families who have worked the land for many decades.

There are no services to either site 6 or 9, i.e., no reliable power, nor is there high-speed internet.

There is no sewage, freshwater, or town water supply.

The roads are inadequate for the volume of traffic that will want to use a new airport. In any direction, some 10km of roading will need to be constructed. Possibly 20 to 30 km of new roading will be required. Below is from the escalating costs of building roads by Peter Nunns | 1st August 2017.

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There is considerable doubt about the number of air travellers and tourists coming to New Zealand. When there are many environmental impacts, such as the predicted sea-level rise and temperature, this region does not need a new airport.

Site 9 has additional flooding issues along the proposed runway path, i.e. Pipiwai road. Increased run off of water from the airport site affecting rivers and increasing flooding risk of surrounding roads and properties

Is the Council truly following a consultative process or have they already made up their mind? How did consultants arrive at a cost of \$150m when all 3 sites will have vastly varying development costings? As Council has already purchased properties at Ruatangata, is this just a box ticking exercise with a site already having been chosen?

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All adjoining properties are either farming or lifestyle blocks. Hundreds of lifestyle properties that were purchased as a rural retreat will suffer a loss of enjoyment from the detrimental effects of increased traffic congestion, noise, pollution, and a loss of privacy as well as a reduction in values.

There is no infrastructure with the site requiring drainage, water reticulation, sewerage etc. Also, roading access via Kamo and Maunu is already highly congested, particularly at peak times. Both these routes will require significant upgrades to address congestion issues. The one lane bridge on Kokopu Rd that crosses the Mangere Stream is regularly flooded and impassable during storms as is Kara Rd.

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As explained by local Hapu on the Ruatangata community meeting of 19 May 2022, there are areas of cultural significance in the area. They have not been identified by council as our local Hapu have not been consulted.

The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas.

Site 9 already suffers flooding with heavy rainfall. The airport will add a significant impervious area to exacerbate these flooding issues especially on downstream farms.

For site 9, the unusually long-lasting morning fog blanket already poses an issue for regular road users. A safe take-off and landing procedure is questionable without visuals.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

none

What are your key concerns about this site?

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Ferry Services. As mentioned in the Herald in their article “Northland developer looking at injecting \$10 million in Whangarei’s Oruku Landing” by Mike Dinsdale, on 6th May.

Marsden Maritime Holdings (MMH) has secured the rights from NDC to develop and operate a proposed marina, including an electric ferry terminal along the front of the site. The company already owns Marsden Cove Marina near the mouth of Whangarei Harbour. It hopes to connect them by ferry for commuters and visitors from planned cruise ships when they return to New Zealand waters, something the company believes is only a matter of time. MMH board believes the project will bring many economic and social benefits to the region, from capital injection to training and job creation.”

Cruise Ship. If cruise ships visit the Whangarei area at Marsden Point, a connecting airport close by will help generate the tourist dollar and our economy. The secret here is to join up all the links, which becomes easy for the traveller.

Boost the Economy and Jobs. With the demise of the refinery, a new airport at this site would help generate jobs and lift our local economy.

Close road links. SH1 is close to site 24A, and the linking road from SH1 to Marsden Point is already built to a high standard. Little investment is needed to link both roads to a new airport at this site.

What are your key concerns about this site?

Travelling distance from Whangarei Central
If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
<p>This site has an already established airport that operates.</p> <p>This is a good option if we (New Zealand) all need an airport in the Whangarei region. Keep it small, restrict the size, and reduce the carbon footprint. Our only home, the earth, is under threat from global warming, with elevated temperatures threatening many low-lying areas in NZ and other parts of the world. We should be decarbonising our environment, not increasing our pollution.</p> <p>The existing airport may not need to be extended or the runway enlarged as the newer electric aircraft will not require such a long take-off strip when they become available. The most exciting characteristic is that electric aircraft could make vertical takeoff and landing, or VTOL, a possibility for everyone. Aircraft currently take off using a long runway strip, gaining speed until enough airflow over the wings to fly. It doesn't have to be this way, as helicopters have demonstrated. You can take off vertically https://cmsw.mit.edu/wp/wp-content/uploads/2016/05/Lochie-Ferrier-Electric-Airports.pdf and https://semiengineering.com/electric-planes-taking-off/</p>
What are your key concerns about this site?
What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?
Option 4: Continue to operate from Onerahi
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
<p>The impact of a new airport in the district is huge for the direct and surrounding areas. Our recommendation is that the airport keeps operating from Onerahi. It is plausible and likely that with evolving technology such as vertical take off and landing and electric ferries, the next generation of aircraft will not require a longer runway negating a need to move from Onerahi.</p> <p>The decision of an aircraft carrier to use a regional aircraft that cannot land and take-off on the current spec airports is their own. Other aircraft carriers can still operate the service with aircrafts that do suit.</p> <p>The CAA have to date never shut down an airport in New Zealand.</p> <p>Invercargill Airport was built to an international specification and it has never seen an international flight land or depart.</p> <p>That Council adopt option 4 and leave the airport where it is with a \$150 Million saving to ratepayers.</p> <p>Decision should be deferred until new Council elected as not enough time or available information been provided for adequate submissions to be made despite the Council having this information since 2018. Should any of the 3 sites identified have fatal flaws, then the other sites identified in the long list will be worked through until a suitable site is</p>

found. Whangarei residents have not been notified of this.

Meteorological studies are not being done until site selected so issues such as fog have not even been evaluated.

There are alternative options of road, rail and sea for travel between Whangarei and Auckland, have these other options even been researched as an alternative.

If they do decide to go ahead with investigating another site, they will need to include mitigation for those living nearby such as double glazing, water filters and rates rebates.

Air travel is not good for the environment. Our environmental credentials as a country that cares for its environment are under dispute. This is not the time to expand an airport or look to build a new one elsewhere. Shortly to be finished is the upgrade to SH1 which could be expanded to Whangarei. Existing rail link could be used the proposed \$150m for the airport give the region an excellent fast rail link to Auckland and the Auckland airport.

As the upgrade of SH1 continues, a safer and faster road link is already in its build phase.

We hear from the Council that no decision has been made and they have only done a table top exercise to find four sites. However the District Council has spent more than \$7m buying properties around Ruatangata – its preferred airport site. So have they already made up their mind?

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Coen Pol - AIRPORT-434
Date: Tuesday, 24 May 2022 7:58:14 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-434.pdf

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Airport Location Study - Coen Pol - AIRPORT-434

Receipt Number: AIRPORT-434

Your details:

Name:	Coen Pol
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
<p>Poor roading in place to support the airport from Whangarei. Road infrastructure will be at the cost of ratepayers and has not been factored into the \$150 million estimate done in 2018. No water reticulation in place to support an airport and associated infrastructure. No sewerage reticulation in place to support an airport and associated infrastructure. The airport project is presented as blanket spend of \$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites</p>

is not included in this. As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water. The noise pollution of the aircrafts will be a nuisance to residents, Matarau School and Comrie Park Kindergarten but will affect horses and other stock significantly as low flying aircraft have already demonstrated. The light pollution of the airport will be a nuisance and will prevent being able to see the night sky as well as affecting native nocturnal predators. In 2007 the WHO declared night shift a group 2A probable carcinogen to humans based on sufficient evidence in experimental animals and limited evidence of breast cancer in humans as it disrupts the circadian rhythm. The new airport pitch from council is presented with the following: Onerahi may not be suitable on the long-term. A longer runway is likely needed for the future regional aircraft types. Possible future tightening of CAA rules. Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money. Sunstrike on Pipiwai Road Flooding of Kokopu Road and the one way bridges on Kokopu and Kara Roads Increased traffic congestion Road safety for cyclists, motorists, pedestrians, motor vehicles. Local rivers and streams are home to unique fauna, flora, insects and wildlife, such as the freshwater crab in the Patuwairua Stream, rare frogs, bats and kiwi. This is prime farmland with long-established farms and farming families who have worked the land for many decades. There are no services to either site 6 or 9, i.e., no reliable power, nor is there high-speed internet. There is no sewage, freshwater, or town water supply. The roads are inadequate for the volume of traffic that will want to use a new airport. In any direction, some 10km of roading will need to be constructed. Possibly 20 to 30 km of new roading will be required. Below is from the escalating costs of building roads by Peter Nunns | 1st August 2017.-- This chart should strike fear into the hearts of Auckland Transport and the NZ Transport Agency. It shows that the costs to build roads have steadily increased in recent years and that the cheapest major roads we're going to develop over the next decade are as costly as the most expensive roads we've previously built. Before now, the most costly road on a per-kilometre basis was the Victoria Park Tunnel, which cost around \$60m per lane-kilometre. <https://www.greatauckland.org.nz/2017/08/01/escalating-costsbuilding-roads/>

If either of these sites goes ahead, then a considerable amount of additional spending over and above the 150 million will be needed to bring essential services to this new airport. There is considerable doubt about the number of air travellers and tourists coming to New Zealand. When there are many environmental impacts, such as the predicted sea-level rise and temperature, this region does not need a new airport. Site 9 has additional flooding issues along the proposed runway path, i.e. Pipiwai road. Increased run off of water from the airport site affecting rivers and increasing flooding risk of surrounding roads and properties Is the Council truly following a consultative process or have they already made up their mind? How did consultants arrive at a cost of \$150m when all 3 sites will have vastly varying development costings? As Council has already purchased properties at Ruatangata, is this just a box ticking exercise with a site already having been chosen? The Chairperson of the Board of Directors at Air NZ has publicly stated (Northern Advocate 20 April 2022) that Onerahi Airport is working well for the current generation of aircraft used on the Whangarei route. The existing aircraft will be phased out over the next five to six years and it's too soon to know what the requirements will be for the next generation of hydrogen-electric aircraft in terms of runway length power supply etc. How can we plan for a new airport without the knowledge of requirements for aircraft that will service this route. Constant roading improvements to Auckland continue to reduce travel times and negate the advantages of Air Travel over Road Travel to Auckland. All adjoining properties are either farming or lifestyle blocks. Hundreds of lifestyle properties that were purchased as a rural retreat will suffer a loss of enjoyment from the detrimental effects of increased traffic congestion, noise, pollution, and a loss of privacy as well as a reduction in values. There is no infrastructure with the site requiring drainage, water reticulation, sewerage etc. Also, roading access via Kamo and Maunu is already highly congested, particularly at peak times. Both these routes will require significant upgrades to address congestion issues. The one lane bridge on Kokopu Rd that crosses the Mangere Stream is regularly flooded and impassable during storms as is Kara Rd. The Patuwairua Stream that dissects the Ruatangata site is a significant watercourse (refer photo) with high ecological value and has been maintained to a high waterquality standard by adjoining farmers over many years. This stream is also home to endangered species. Flooding regularly occurs with evidence of debris strewn

metres high in surrounding trees. This ecologically valuable stream dissects the site and will require diverting. The proposed Ruatangata site suffers from regular morning fog “whiteouts” during Autumn and Spring. Will the new generation of aircraft be capable of operating in fog? Contrary to a report published in The Northern Advocate on 19 April 2022 that the Ruatangata site has “no officially scheduled sites of cultural significance or heritage sites”, there is strong evidence of cultural history including a probable burial site and endangered ecological treasures. It is simply that the WDC have not consulted yet with local Hapu.

If we progressed investigations on this site, what else do we need to consider?

As explained by local Hapu on the Ruatangata community meeting of 19 May 2022, there are areas of cultural significance in the area. They have not been identified by council as our local Hapu have not been consulted. The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas. Site 9 already suffers flooding with heavy rainfall. The airport will add a significant impervious area to exacerbate these flooding issues especially on downstream farms. For site 9, the unusually long-lasting morning fog blanket already poses an issue for regular road users. A safe take-off and landing procedure is questionable without visuals.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

None

What are your key concerns about this site?

Poor roading in place to support the airport from Whangarei. Road infrastructure will be at the cost of ratepayers and has not been factored into the \$150 million estimate done in 2018. No water reticulation in place to support an airport and associated infrastructure. No sewerage reticulation in place to support an airport and associated infrastructure. The airport project is presented as blanket spend of \$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this. As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water. The noise pollution of the aircrafts will be a nuisance to residents, Matarau School and Comrie Park Kindergarten but will affect horses and other stock significantly as low flying aircraft have already demonstrated. The light pollution of the airport will be a nuisance and will prevent being able to see the night sky as well as affecting native nocturnal predators. In 2007 the WHO declared night shift a group 2A probable carcinogen to humans based on sufficient evidence in experimental animals and limited evidence of breast cancer in humans as it disrupts the circadian rhythm. The new airport pitch from council is presented with the following: Onerahi may not be suitable on the long-term. A longer runway is likely needed for the future regional aircraft types. Possible future tightening of CAA rules. Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money. Sunstrike on Pipiwai Road Flooding of Kokopu Road and the one way bridges on Kokopu and Kara Roads Increased traffic congestion Road safety for cyclists, motorists, pedestrians, motor vehicles. Local rivers and streams are home to unique fauna, flora, insects and wildlife, such as the freshwater crab in the Patuwairua Stream, rare frogs, bats and kiwi. This is prime farmland with long-established farms and farming families who have worked the land for many decades. There are no services to either site 6 or 9, i.e., no reliable power, nor is there high-speed internet. There is no sewage, freshwater, or town water supply. The roads are inadequate for the volume of traffic that will want to use a new airport. In any direction, some 10km of roading will need to be constructed. Possibly 20 to 30 km of new roading will be required. Below is from the escalating costs of building roads by Peter Nunns | 1st August 2017.--

This chart should strike fear into the hearts of Auckland Transport and the NZ Transport Agency. It shows that the costs to build roads have steadily increased in recent years and that the cheapest major roads we're going to develop over the next decade are as costly as the most expensive roads we've previously built. Before now, the most costly road on a per-kilometre basis was the Victoria Park Tunnel, which cost around \$60m per lane-kilometre. <https://www.greaterauckland.org.nz/2017/08/01/escalating-costsbuilding-roads/>

If either of these sites goes ahead, then a considerable amount of additional spending over and above the 150 million will be needed to bring essential services to this new airport. There is considerable doubt about the number of air travellers and tourists coming to New Zealand. When there are many environmental impacts, such as the predicted sea-level rise and temperature, this region does not need a new airport. Site 9 has additional flooding issues along the proposed runway path, i.e. Pipiwai road. Increased run off of water from the airport site affecting rivers and increasing flooding risk of surrounding roads and properties. Is the Council truly following a consultative process or have they already made up their mind? How did consultants arrive at a cost of \$150m when all 3 sites will have vastly varying development costings? As Council has already purchased properties at Ruatangata, is this just a box ticking exercise with a site already having been chosen? The Chairperson of the Board of Directors at Air NZ has publicly stated (Northern Advocate 20 April 2022) that Onerahi Airport is working well for the current generation of aircraft used on the Whangarei route. The existing aircraft will be phased out over the next five to six years and it's too soon to know what the requirements will be for the next generation of hydrogen-electric aircraft in terms of runway length power supply etc. How can we plan for a new airport without the knowledge of requirements for aircraft that will service this route. Constant roading improvements to Auckland continue to reduce travel times and negate the advantages of Air Travel over Road Travel to Auckland. All adjoining properties are either farming or lifestyle blocks. Hundreds of lifestyle properties that were purchased as a rural retreat will suffer a loss of enjoyment from the detrimental effects of increased traffic congestion, noise, pollution, and a loss of privacy as well as a reduction in values. There is no infrastructure with the site requiring drainage, water reticulation, sewerage etc. Also, roading access via Kamo and Maunu is already highly congested, particularly at peak times. Both these routes will require significant upgrades to address congestion issues. The one lane bridge on Kokopu Rd that crosses the Mangere Stream is regularly flooded and impassable during storms as is Kara Rd. The Patuwairua Stream that dissects the Ruatangata site is a significant watercourse (refer photo) with high ecological value and has been maintained to a high waterquality standard by adjoining farmers over many years. This stream is also home to endangered species. Flooding regularly occurs with evidence of debris strewn metres high in surrounding trees. This ecologically valuable stream dissects the site and will require diverting. The proposed Ruatangata site suffers from regular morning fog "whiteouts" during Autumn and Spring. Will the new generation of aircraft be capable of operating in fog? Contrary to a report published in The Northern Advocate on 19 April 2022 that the Ruatangata site has "no officially scheduled sites of cultural significance or heritage sites", there is strong evidence of cultural history including a probable burial site and endangered ecological treasures. It is simply that the WDC have not consulted yet with local Hapu.

If we progressed investigations on this site, what else do we need to consider?

As explained by local Hapu on the Ruatangata community meeting of 19 May 2022, there are areas of cultural significance in the area. They have not been identified by council as our local Hapu have not been consulted. The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas. Site 9 already suffers flooding with heavy rainfall. The airport will add a significant impervious area to exacerbate these flooding issues especially on downstream farms. For site 9, the unusually long-lasting morning fog blanket already poses an issue for regular road users. A safe take-off and landing procedure is questionable without visuals.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

If we must build a new airport, this site offers the most advantages for our collective bang for the bucks. Disruption. Disruption and upset to people are minimal compared to other sites as the take-off and landing zones extend over the sea. Industrial Land. There is already industrial land available for airport buildings and services. The least impact on the environment. Building a new airport here would be the lowest impact on the environment. Ease of Aircraft Fuel. This site already has fuel storage facilities and a good fuel supply line. Ferry Services. As mentioned in the Herald in their article "Northland developer looking at injecting \$10 million in Whangarei's Oruku Landing" by Mike Dinsdale, on 6th May. Marsden Maritime Holdings (MMH) has secured the rights from NDC to develop and operate a proposed marina, including an electric ferry terminal along the front of the site. The company already owns Marsden Cove Marina near the mouth of Whangarei Harbour. It hopes to connect them by ferry for commuters and visitors from planned cruise ships when they return to New Zealand waters, something the company believes is only a matter of time. MMH board believes the project will bring many economic and social benefits to the region, from capital injection to training and job creation." Cruise Ship. If cruise ships visit the Whangarei area at Marsden Point, a connecting airport close by will help generate the tourist dollar and our economy. The secret here is to join up all the links, which becomes easy for the traveller. Boost the Economy and Jobs. With the demise of the refinery, a new airport at this site would help generate jobs and lift our local economy. Close road links. SH1 is close to site 24A, and the linking road from SH1 to Marsden Point is already built to a high standard. Little investment is needed to link both roads to a new airport at this site.

What are your key concerns about this site?

Travelling distance from Whangarei Central

If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

This site has an already established airport that operates. This is a good option if we (New Zealand) all need an airport in the Whangarei region. Keep it small, restrict the size, and reduce the carbon footprint. Our only home, the earth, is under threat from global warming, with elevated temperatures threatening many low-lying areas in NZ and other parts of the world. We should be decarbonising our environment, not increasing our pollution. The existing airport may not need to be extended or the runway enlarged as the newer electric aircraft will not require such a long take-off strip when they become available. The most exciting characteristic is that electric aircraft could make vertical takeoff and landing, or VTOL, a possibility for everyone. Aircraft currently take off using a long runway strip, gaining speed until enough airflow over the wings to fly. It doesn't have to be this way, as helicopters have demonstrated. You can take off vertically <https://cmsw.mit.edu/wp/wpcontent/uploads/2016/05/Lochie-Ferrier-Electric-Airports.pdf> and <https://semiengineering.com/electric-planes-taking-off/>

What are your key concerns about this site?

What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

The impact of a new airport in the district is huge for the direct and surrounding areas. Our recommendation is that the airport keeps operating from Onerahi. It is plausible and likely that with evolving technology such as vertical take off and landing and electric ferries, the next generation of aircraft will not require a longer runway negating a need to move from Onerahi. The decision of an aircraft carrier to use a regional aircraft that cannot land and takeoff on the current spec airports is their own. Other aircraft carriers can still operate the service with aircrafts that do suit. The CAA have to date never shut down an airport in New Zealand. Invercargill Airport was built to an international specification and it has never seen an international flight land or depart. That Council adopt option 4 and leave the airport where it is with a \$150 Million saving to ratepayers. Decision should be deferred until new Council elected as not enough time or available information been provided for adequate submissions to be made despite the Council having this information since 2018 . Should any of the 3 sites identified have fatal flaws, then the other sites identified in the long list will be worked through until a suitable site is found. Whangarei residents have not been notified of this. Meteorological studies are not being done until site selected so issues such as fog have not even been evaluated. There are alternative options of road, rail and sea for travel between Whangarei and Auckland, have these other options even been researched as an alternative. If they do decide to go ahead with investigating another site, they will need to include mitigation for those living nearby such as double glazing, water filters and rates rebates. Air travel is not good for the environment. Our environmental credentials as a country that cares for its environment are under dispute. This is not the time to expand an airport or look to build a new one elsewhere. Shortly to be finished is the upgrade to SH1 which could be expanded to Whangarei. Existing rail link could be used the proposed \$150m for the airport give the region an excellent fast rail link to Auckland and the Auckland airport. As the upgrade of SH1 continues, a safer and faster road link is already in its build phase. We hear from the Council that no decision has been made and they have only done a table top exercise to find four sites. However the District Council has spent more than \$7m buying properties around Ruatangata – its preferred airport site. So have they already made up their mind?

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Miranda Pol - AIRPORT-433
Date: Tuesday, 24 May 2022 7:52:56 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-433.pdf

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Airport Location Study - Miranda Pol - AIRPORT-433

Receipt Number: AIRPORT-433

Your details:

Name:	Miranda Pol
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
none
What are your key concerns about this site?
Poor roading in place to support the airport from Whangarei. Road infrastructure will be at the cost of ratepayers and has not been factored into the \$150 million estimate done in 2018. No water reticulation in place to support an airport and associated infrastructure. No sewerage reticulation in place to support an airport and associated infrastructure. The airport project is presented as blanket spend of \$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites

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If we progressed investigations on this site, what else do we need to consider?

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Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

none

What are your key concerns about this site?

Poor roading in place to support the airport from Whangarei. Road infrastructure will be at the cost of ratepayers and has not been factored into the \$150 million estimate done in 2018. No water reticulation in place to support an airport and associated infrastructure. No sewerage reticulation in place to support an airport and associated infrastructure. The airport project is presented as blanket spend of \$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this. As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water. The noise pollution of the aircrafts will be a nuisance to residents, Matarau School and Comrie Park Kindergarten but will affect horses and other stock significantly as low flying aircraft have already demonstrated. The light pollution of the airport will be a nuisance and will prevent being able to see the night sky as well as affecting native nocturnal predators. In 2007 the WHO declared night shift a group 2A probable carcinogen to humans based on sufficient evidence in experimental animals and limited evidence of breast cancer in humans as it disrupts the circadian rhythm. The new airport pitch from council is presented with the following: Onerahi may not be suitable on the long-term. A longer runway is likely needed for the future regional aircraft types. Possible future tightening of CAA rules. Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money. Sunstrike on Pipiwai Road Flooding of Kokopu Road and the one way bridges on Kokopu and Kara Roads Increased traffic congestion Road safety for cyclists, motorists, pedestrians, motor vehicles. Local rivers and streams are home to unique fauna, flora, insects and wildlife, such as the freshwater crab in the Patuwairua Stream, rare frogs, bats and kiwi. This is prime farmland with long-established farms and farming families who have worked the land for many decades. There are no services to either site 6 or 9, i.e., no reliable power, nor is there high-speed internet. There is no sewage, freshwater, or town water supply. The roads are inadequate for the volume of traffic that will want to use a new airport. In any direction, some 10km of roading will need to be constructed. Possibly 20 to 30 km of new roading will be required. Below is from the escalating costs of building roads by Peter Nunns | 1st August 2017.--

This chart should strike fear into the hearts of Auckland Transport and the NZ Transport Agency. It shows that the costs to build roads have steadily increased in recent years and that the cheapest major roads we're going to develop over the next decade are as costly as the most expensive roads we've previously built. Before now, the most costly road on a per-kilometre basis was the Victoria Park Tunnel, which cost around \$60m per lane-kilometre. <https://www.greaterauckland.org.nz/2017/08/01/escalating-costsbuilding-roads/>

If either of these sites goes ahead, then a considerable amount of additional spending over and above the 150 million will be needed to bring essential services to this new airport. There is considerable doubt about the number of air travellers and tourists coming to New Zealand. When there are many environmental impacts, such as the predicted sea-level rise and temperature, this region does not need a new airport. Site 9 has additional flooding issues along the proposed runway path, i.e. Pipiwai road. Increased run off of water from the airport site affecting rivers and increasing flooding risk of surrounding roads and properties. Is the Council truly following a consultative process or have they already made up their mind? How did consultants arrive at a cost of \$150m when all 3 sites will have vastly varying development costings? As Council has already purchased properties at Ruatangata, is this just a box ticking exercise with a site already having been chosen? The Chairperson of the Board of Directors at Air NZ has publicly stated (Northern Advocate 20 April 2022) that Onerahi Airport is working well for the current generation of aircraft used on the Whangarei route. The existing aircraft will be phased out over the next five to six years and it's too soon to know what the requirements will be for the next generation of hydrogen-electric aircraft in terms of runway length power supply etc. How can we plan for a new airport without the knowledge of requirements for aircraft that will service this route. Constant roading improvements to Auckland continue to reduce travel times and negate the advantages of Air Travel over Road Travel to Auckland. All adjoining properties are either farming or lifestyle blocks. Hundreds of lifestyle properties that were purchased as a rural retreat will suffer a loss of enjoyment from the detrimental effects of increased traffic congestion, noise, pollution, and a loss of privacy as well as a reduction in values. There is no infrastructure with the site requiring drainage, water reticulation, sewerage etc. Also, roading access via Kamo and Maunu is already highly congested, particularly at peak times. Both these routes will require significant upgrades to address congestion issues. The one lane bridge on Kokopu Rd that crosses the Mangere Stream is regularly flooded and impassable during storms as is Kara Rd. The Patuwairua Stream that dissects the Ruatangata site is a significant watercourse (refer photo) with high ecological value and has been maintained to a high waterquality standard by adjoining farmers over many years. This stream is also home to endangered species. Flooding regularly occurs with evidence of debris strewn metres high in surrounding trees. This ecologically valuable stream dissects the site and will require diverting. The proposed Ruatangata site suffers from regular morning fog "whiteouts" during Autumn and Spring. Will the new generation of aircraft be capable of operating in fog? Contrary to a report published in The Northern Advocate on 19 April 2022 that the Ruatangata site has "no officially scheduled sites of cultural significance or heritage sites", there is strong evidence of cultural history including a probable burial site and endangered ecological treasures. It is simply that the WDC have not consulted yet with local Hapu.

If we progressed investigations on this site, what else do we need to consider?

As explained by local Hapu on the Ruatangata community meeting of 19 May 2022, there are areas of cultural significance in the area. They have not been identified by council as our local Hapu have not been consulted. The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas. Site 9 already suffers flooding with heavy rainfall. The airport will add a significant impervious area to exacerbate these flooding issues especially on downstream farms. For site 9, the unusually long-lasting morning fog blanket already poses an issue for regular road users. A safe take-off and landing procedure is questionable without visuals.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

If we must build a new airport, this site offers the most advantages for our collective bang for the bucks. Disruption. Disruption and upset to people are minimal compared to other sites as the take-off and landing zones extend over the sea. Industrial Land. There is already industrial land available for airport buildings and services. The least impact on the environment. Building a new airport here would be the lowest impact on the environment. Ease of Aircraft Fuel. This site already has fuel storage facilities and a good fuel supply line. Ferry Services. As mentioned in the Herald in their article "Northland developer looking at injecting \$10 million in Whangarei's Oruku Landing" by Mike Dinsdale, on 6th May. Marsden Maritime Holdings (MMH) has secured the rights from NDC to develop and operate a proposed marina, including an electric ferry terminal along the front of the site. The company already owns Marsden Cove Marina near the mouth of Whangarei Harbour. It hopes to connect them by ferry for commuters and visitors from planned cruise ships when they return to New Zealand waters, something the company believes is only a matter of time. MMH board believes the project will bring many economic and social benefits to the region, from capital injection to training and job creation." Cruise Ship. If cruise ships visit the Whangarei area at Marsden Point, a connecting airport close by will help generate the tourist dollar and our economy. The secret here is to join up all the links, which becomes easy for the traveller. Boost the Economy and Jobs. With the demise of the refinery, a new airport at this site would help generate jobs and lift our local economy. Close road links. SH1 is close to site 24A, and the linking road from SH1 to Marsden Point is already built to a high standard. Little investment is needed to link both roads to a new airport at this site.

What are your key concerns about this site?

Travelling distance from Whangarei Central

If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

This site has an already established airport that operates. This is a good option if we (New Zealand) all need an airport in the Whangarei region. Keep it small, restrict the size, and reduce the carbon footprint. Our only home, the earth, is under threat from global warming, with elevated temperatures threatening many low-lying areas in NZ and other parts of the world. We should be decarbonising our environment, not increasing our pollution. The existing airport may not need to be extended or the runway enlarged as the newer electric aircraft will not require such a long take-off strip when they become available. The most exciting characteristic is that electric aircraft could make vertical takeoff and landing, or VTOL, a possibility for everyone. Aircraft currently take off using a long runway strip, gaining speed until enough airflow over the wings to fly. It doesn't have to be this way, as helicopters have demonstrated. You can take off vertically <https://cmsw.mit.edu/wp-content/uploads/2016/05/Lochie-Ferrier-Electric-Airports.pdf> and <https://semiengineering.com/electric-planes-taking-off/>

What are your key concerns about this site?

What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

The impact of a new airport in the district is huge for the direct and surrounding areas. Our recommendation is that the airport keeps operating from Onerahi. It is plausible and likely that with evolving technology such as vertical take off and landing and electric ferries, the next generation of aircraft will not require a longer runway negating a need to move from Onerahi. The decision of an aircraft carrier to use a regional aircraft that cannot land and takeoff on the current spec airports is their own. Other aircraft carriers can still operate the service with aircrafts that do suit. The CAA have to date never shut down an airport in New Zealand. Invercargill Airport was built to an international specification and it has never seen an international flight land or depart. That Council adopt option 4 and leave the airport where it is with a \$150 Million saving to ratepayers. Decision should be deferred until new Council elected as not enough time or available information been provided for adequate submissions to be made despite the Council having this information since 2018 . Should any of the 3 sites identified have fatal flaws, then the other sites identified in the long list will be worked through until a suitable site is found. Whangarei residents have not been notified of this. Meteorological studies are not being done until site selected so issues such as fog have not even been evaluated. There are alternative options of road, rail and sea for travel between Whangarei and Auckland, have these other options even been researched as an alternative. If they do decide to go ahead with investigating another site, they will need to include mitigation for those living nearby such as double glazing, water filters and rates rebates. Air travel is not good for the environment. Our environmental credentials as a country that cares for its environment are under dispute. This is not the time to expand an airport or look to build a new one elsewhere. Shortly to be finished is the upgrade to SH1 which could be expanded to Whangarei. Existing rail link could be used the proposed \$150m for the airport give the region an excellent fast rail link to Auckland and the Auckland airport. As the upgrade of SH1 continues, a safer and faster road link is already in its build phase. We hear from the Council that no decision has been made and they have only done a table top exercise to find four sites. However the District Council has spent more than \$7m buying properties around Ruatangata – its preferred airport site. So have they already made up their mind?

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Nyree Pol - AIRPORT-444
Date: Tuesday, 24 May 2022 8:35:56 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-444.pdf

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.



Airport Location Study - Nyree Pol - AIRPORT-444

Receipt Number: AIRPORT-444

Your details:

Name:	Nyree Pol
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
none
What are your key concerns about this site?
Poor roading in place to support the airport from Whangarei. Road infrastructure will be at the cost of ratepayers and has not been factored into the \$150 million estimate done in 2018. No water reticulation in place to support an airport and associated infrastructure. No sewerage reticulation in place to support an airport and associated infrastructure. The airport project is presented as blanket spend of \$150 million of rate payers' money for

options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this.

As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water. The noise pollution of the aircrafts will be a nuisance to residents, Matarau School and Comrie Park Kindergarten but will affect horses and other stock significantly as low flying aircraft have already demonstrated.

The light pollution of the airport will be a nuisance and will prevent being able to see the night sky as well as affecting native nocturnal predators. In 2007 the WHO declared night shift a group 2A probable carcinogen to humans based on sufficient evidence in experimental animals and limited evidence of breast cancer in humans as it disrupts the circadian rhythm.

The new airport pitch from council is presented with the following:

Onerahi may not be suitable on the long-term.

A longer runway is likely needed for the future regional aircraft types.

Possible future tightening of CAA rules.

Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money.

Sunstrike on Pipiwai Road

Flooding of Kokopu Road and the one way bridges on Kokopu and Kara Roads

Increased traffic congestion

Road safety for cyclists, motorists, pedestrians, motor vehicles.

Local rivers and streams are home to unique fauna, flora, insects and wildlife, such as the freshwater crab in the Patuwairua Stream, rare frogs, bats and kiwi.

This is prime farmland with long-established farms and farming families who have worked the land for many decades.

There are no services to either site 6 or 9, i.e., no reliable power, nor is there high-speed internet.

There is no sewage, freshwater, or town water supply.

The roads are inadequate for the volume of traffic that will want to use a new airport. In any direction, some 10km of roading will need to be constructed. Possibly 20 to 30 km of new roading will be required. Below is from the escalating costs of building roads by Peter Nunns | 1st August 2017.

This chart should strike fear into the hearts of Auckland Transport and the NZ Transport Agency.

It shows that the costs to build roads have steadily increased in recent years and that the cheapest major roads we're going to develop over the next decade are as costly as the most expensive roads we've previously built. Before now, the most costly road on a per-kilometre basis was the Victoria Park Tunnel, which cost around \$60m per lane-kilometre. <https://www.greaterauckland.org.nz/2017/08/01/escalating-costs-building-roads/>

If either of these sites goes ahead, then a considerable amount of additional spending over and above the 150 million will be needed to bring essential services to this new airport.

There is considerable doubt about the number of air travellers and tourists coming to New Zealand. When there are many environmental impacts, such as the predicted sea-level rise and temperature, this region does not need a new airport.

Site 9 has additional flooding issues along the proposed runway path, i.e. Pipiwai road. Increased run off of water from the airport site affecting rivers and increasing flooding risk of surrounding roads and properties

Is the Council truly following a consultative process or have they already made up their mind? How did consultants arrive at a cost of \$150m when all 3 sites will have vastly varying development costings? As Council has already purchased properties at Ruatangata, is this just a box ticking exercise with a site already having been chosen?

The Chairperson of the Board of Directors at Air NZ has publicly stated (Northern Advocate 20 April 2022) that Onerahi Airport is working well for the current generation of aircraft used on the Whangarei route. The existing aircraft will be phased out over the next five to six years and it's too soon to know what the requirements will be for the next generation of hydrogen-electric aircraft in terms of runway length power supply etc. How can we plan for a new airport without the knowledge of requirements for aircraft that will service this route.

Constant roading improvements to Auckland continue to reduce travel times and negate

the advantages of Air Travel over Road Travel to Auckland.

All adjoining properties are either farming or lifestyle blocks. Hundreds of lifestyle properties that were purchased as a rural retreat will suffer a loss of enjoyment from the detrimental effects of increased traffic congestion, noise, pollution, and a loss of privacy as well as a reduction in values.

There is no infrastructure with the site requiring drainage, water reticulation, sewerage etc. Also, roading access via Kamo and Maunu is already highly congested, particularly at peak times. Both these routes will require significant upgrades to address congestion issues. The one lane bridge on Kokopu Rd that crosses the Mangere Stream is regularly flooded and impassable during storms as is Kara Rd.

The Patuwairua Stream that dissects the Ruatangata site is a significant watercourse (refer photo) with high ecological value and has been maintained to a high water-quality standard by adjoining farmers over many years. This stream is also home to endangered species. Flooding regularly occurs with evidence of debris strewn metres high in surrounding trees. This ecologically valuable stream dissects the site and will require diverting.

The proposed Ruatangata site suffers from regular morning fog “whiteouts” during Autumn and Spring. Will the new generation of aircraft be capable of operating in fog? Contrary to a report published in The Northern Advocate on 19 April 2022 that the Ruatangata site has “no officially scheduled sites of cultural significance or heritage sites”, there is strong evidence of cultural history including a probable burial site and endangered ecological treasures. It is simply that the WDC have not consulted yet with local Hapu.

If we progressed investigations on this site, what else do we need to consider?

As explained by local Hapu on the Ruatangata community meeting of 19 May 2022, there are areas of cultural significance in the area. They have not been identified by council as our local Hapu have not been consulted.

The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas.

Site 9 already suffers flooding with heavy rainfall. The airport will add a significant impervious area to exacerbate these flooding issues especially on downstream farms.

For site 9, the unusually long-lasting morning fog blanket already poses an issue for regular road users. A safe take-off and landing procedure is questionable without visuals.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

none

What are your key concerns about this site?

Poor roading in place to support the airport from Whangarei. Road infrastructure will be at the cost of ratepayers and has not been factored into the \$150 million estimate done in 2018.

No water reticulation in place to support an airport and associated infrastructure.

No sewerage reticulation in place to support an airport and associated infrastructure.

The airport project is presented as blanket spend of \$150 million of rate payers’ money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this.

As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water.

The noise pollution of the aircrafts will be a nuisance to residents, Matarau School and Comrie Park Kindergarten but will affect horses and other stock significantly as low flying aircraft have already demonstrated.

The light pollution of the airport will be a nuisance and will prevent being able to see the night sky as well as affecting native nocturnal predators. In 2007 the WHO declared night shift a group 2A probable carcinogen to humans based on sufficient evidence in

experimental animals and limited evidence of breast cancer in humans as it disrupts the circadian rhythm.

The new airport pitch from council is presented with the following:

Onerahi may not be suitable on the long-term.

A longer runway is likely needed for the future regional aircraft types.

Possible future tightening of CAA rules.

Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money.

Sunstrike on Pipiwai Road

Flooding of Kokopu Road and the one way bridges on Kokopu and Kara Roads

Increased traffic congestion

Road safety for cyclists, motorists, pedestrians, motor vehicles.

Local rivers and streams are home to unique fauna, flora, insects and wildlife, such as the freshwater crab in the Patuwairua Stream, rare frogs, bats and kiwi.

This is prime farmland with long-established farms and farming families who have worked the land for many decades.

There are no services to either site 6 or 9, i.e., no reliable power, nor is there high-speed internet.

There is no sewage, freshwater, or town water supply.

The roads are inadequate for the volume of traffic that will want to use a new airport. In any direction, some 10km of roading will need to be constructed. Possibly 20 to 30 km of new roading will be required. Below is from the escalating costs of building roads by Peter Nunns | 1st August 2017.

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If either of these sites goes ahead, then a considerable amount of additional spending over and above the 150 million will be needed to bring essential services to this new airport.

There is considerable doubt about the number of air travellers and tourists coming to New Zealand. When there are many environmental impacts, such as the predicted sea-level rise and temperature, this region does not need a new airport.

Site 9 has additional flooding issues along the proposed runway path, i.e. Pipiwai road.

Increased run off of water from the airport site affecting rivers and increasing flooding risk of surrounding roads and properties

Is the Council truly following a consultative process or have they already made up their mind? How did consultants arrive at a cost of \$150m when all 3 sites will have vastly varying development costings? As Council has already purchased properties at Ruatangata, is this just a box ticking exercise with a site already having been chosen?

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Constant roading improvements to Auckland continue to reduce travel times and negate the advantages of Air Travel over Road Travel to Auckland.

All adjoining properties are either farming or lifestyle blocks. Hundreds of lifestyle properties that were purchased as a rural retreat will suffer a loss of enjoyment from the detrimental effects of increased traffic congestion, noise, pollution, and a loss of privacy as well as a reduction in values.

There is no infrastructure with the site requiring drainage, water reticulation, sewerage etc. Also, roading access via Kamo and Maunu is already highly congested, particularly at peak times. Both these routes will require significant upgrades to address congestion issues. The one lane bridge on Kokopu Rd that crosses the Mangere Stream is regularly flooded and impassable during storms as is Kara Rd.

The Patuwairua Stream that dissects the Ruatangata site is a significant watercourse (refer photo) with high ecological value and has been maintained to a high water-quality standard by adjoining farmers over many years. This stream is also home to endangered species. Flooding regularly occurs with evidence of debris strewn metres high in surrounding trees. This ecologically valuable stream dissects the site and will require diverting.

The proposed Ruatangata site suffers from regular morning fog “whiteouts” during Autumn and Spring. Will the new generation of aircraft be capable of operating in fog? Contrary to a report published in The Northern Advocate on 19 April 2022 that the Ruatangata site has “no officially scheduled sites of cultural significance or heritage sites”, there is strong evidence of cultural history including a probable burial site and endangered ecological treasures. It is simply that the WDC have not consulted yet with local Hapu.

If we progressed investigations on this site, what else do we need to consider?

As explained by local Hapu on the Ruatangata community meeting of 19 May 2022, there are areas of cultural significance in the area. They have not been identified by council as our local Hapu have not been consulted.

The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas.

Site 9 already suffers flooding with heavy rainfall. The airport will add a significant impervious area to exacerbate these flooding issues especially on downstream farms.

For site 9, the unusually long-lasting morning fog blanket already poses an issue for regular road users. A safe take-off and landing procedure is questionable without visuals.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

If we must build a new airport, this site offers the most advantages for our collective bang for the bucks.

Disruption. Disruption and upset to people are minimal compared to other sites as the take-off and landing zones extend over the sea.

Industrial Land. There is already industrial land available for airport buildings and services.

The least impact on the environment. Building a new airport here would be the lowest impact on the environment.

Ease of Aircraft Fuel. This site already has fuel storage facilities and a good fuel supply line.

Ferry Services. As mentioned in the Herald in their article “Northland developer looking at injecting \$10 million in Whangarei’s Oruku Landing” by Mike Dinsdale, on 6th May.

Marsden Maritime Holdings (MMH) has secured the rights from NDC to develop and operate a proposed marina, including an electric ferry terminal along the front of the site. The company already owns Marsden Cove Marina near the mouth of Whangarei Harbour. It hopes to connect them by ferry for commuters and visitors from planned cruise ships when they return to New Zealand waters, something the company believes is only a matter of time. MMH board believes the project will bring many economic and social benefits to the region, from capital injection to training and job creation.”

Cruise Ship. If cruise ships visit the Whangarei area at Marsden Point, a connecting airport close by will help generate the tourist dollar and our economy. The secret here is to join up all the links, which becomes easy for the traveller.

Boost the Economy and Jobs. With the demise of the refinery, a new airport at this site would help generate jobs and lift our local economy.

Close road links. SH1 is close to site 24A, and the linking road from SH1 to Marsden Point is already built to a high standard. Little investment is needed to link both roads to a new airport at this site.

What are your key concerns about this site?

Travelling distance from Whangarei Central
If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
<p>This site has an already established airport that operates.</p> <p>This is a good option if we (New Zealand) all need an airport in the Whangarei region. Keep it small, restrict the size, and reduce the carbon footprint. Our only home, the earth, is under threat from global warming, with elevated temperatures threatening many low-lying areas in NZ and other parts of the world. We should be decarbonising our environment, not increasing our pollution.</p> <p>The existing airport may not need to be extended or the runway enlarged as the newer electric aircraft will not require such a long take-off strip when they become available. The most exciting characteristic is that electric aircraft could make vertical takeoff and landing, or VTOL, a possibility for everyone. Aircraft currently take off using a long runway strip, gaining speed until enough airflow over the wings to fly. It doesn't have to be this way, as helicopters have demonstrated. You can take off vertically https://cmsw.mit.edu/wp/wp-content/uploads/2016/05/Lochie-Ferrier-Electric-Airports.pdf and https://semiengineering.com/electric-planes-taking-off/</p>
What are your key concerns about this site?
What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?
Option 4: Continue to operate from Onerahi
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
<p>The impact of a new airport in the district is huge for the direct and surrounding areas. Our recommendation is that the airport keeps operating from Onerahi. It is plausible and likely that with evolving technology such as vertical take off and landing and electric ferries, the next generation of aircraft will not require a longer runway negating a need to move from Onerahi.</p> <p>The decision of an aircraft carrier to use a regional aircraft that cannot land and take-off on the current spec airports is their own. Other aircraft carriers can still operate the service with aircrafts that do suit.</p> <p>The CAA have to date never shut down an airport in New Zealand. Invercargill Airport was built to an international specification and it has never seen an international flight land or depart.</p> <p>That Council adopt option 4 and leave the airport where it is with a \$150 Million saving to ratepayers.</p> <p>Decision should be deferred until new Council elected as not enough time or available information been provided for adequate submissions to be made despite the Council having this information since 2018. Should any of the 3 sites identified have fatal flaws, then the other sites identified in the long list will be worked through until a suitable site is found. Whangarei residents have not been notified of this.</p>

Meteorological studies are not being done until site selected so issues such as fog have not even been evaluated.

There are alternative options of road, rail and sea for travel between Whangarei and Auckland, have these other options even been researched as an alternative.

If they do decide to go ahead with investigating another site, they will need to include mitigation for those living nearby such as double glazing, water filters and rates rebates.

Air travel is not good for the environment. Our environmental credentials as a country that cares for its environment are under dispute. This is not the time to expand an airport or look to build a new one elsewhere. Shortly to be finished is the upgrade to SH1 which could be expanded to Whangarei. Existing rail link could be used the proposed \$150m for the airport give the region an excellent fast rail link to Auckland and the Auckland airport.

As the upgrade of SH1 continues, a safer and faster road link is already in its build phase.

We hear from the Council that no decision has been made and they have only done a table top exercise to find four sites. However the District Council has spent more than \$7m buying properties around Ruatangata – its preferred airport site. So have they already made up their mind?

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Lance Poutama - AIRPORT-164
Date: Friday, 29 April 2022 4:07:31 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-164.pdf

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Airport Location Study - Lance Poutama - AIRPORT-164

Receipt Number: AIRPORT-164

Your details:

Name:	Lance Poutama
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
What are your key concerns about this site?
The area doesn't need an airport. We've had to live with an eyesore for decades with the refinery. There are no benefits that can outweigh the loss of homes to current residents and Patuharakeke have had enough land stolen from us over the years, if anyone should get the land is us, not for an airport so the rich can have life a little easier
If we progressed investigations on this site, what else do we need to consider?
Consider the waste of money. There is a functioning airport in Whangarei, enough money has been wasted in the past two years without needlessly building another airport

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
It is already there and functioning perfectly fine
What are your key concerns about this site?
The concern would be who has the most to gain from this not being there?
What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?
Option 4: Continue to operate from Onerahi
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Kim Povey - AIRPORT-102
Date: Thursday, 28 April 2022 12:44:53 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-102.pdf

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Airport Location Study - Kim Povey - AIRPORT-102

Receipt Number: AIRPORT-102

Your details:

Name:	Kim Povey
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Rural
What are your key concerns about this site?
None really
If we progressed investigations on this site, what else do we need to consider?
Residential Properties which may need to be purchased

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Rural
What are your key concerns about this site?
None really
If we progressed investigations on this site, what else do we need to consider?
Any residential properties which may be affected

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
Handy to bream Bay and part way to Auckland
What are your key concerns about this site?
Roads which need to be moved?
If we progressed investigations on this site, what else do we need to consider?
Residents will likely complain

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
None
What are your key concerns about this site?
Too small and too hard to get to due to the one lane roundabout you put in to intersect Dave Culham drive with Riverside drive. Needs to be two lanes
What else do we need to consider at this site?
Moving it will open up a lot of residential property which is what is needed but that also goes hand in hand with sorting out the roundabout aforementioned

Your feedback:

What is your favoured airport location?
Option 3: One Tree Point West (Site 24a)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
Easy to get to as the roads are already there with potential to make bigger in the future

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Pranay - AIRPORT-82
Date: Thursday, 28 April 2022 11:16:26 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-82.pdf

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Airport Location Study - Pranay - AIRPORT-82

Receipt Number: AIRPORT-82

Your details:

Name:	Pranay
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	Yes
--	-----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
Better future out ruakaka, waipu and one tree point. Lots of growth
What are your key concerns about this site?
Not really central for whangarei
If we progressed investigations on this site, what else do we need to consider?
Better airport transport like a bus service, at a collection point like the whangarei bus terminal in town Basin

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Everything is already there . Just need improving on infrastructure
What are your key concerns about this site?
Outdated and old
What else do we need to consider at this site?
Better transport and transfer systems

Your feedback:

What is your favoured airport location?
Option 3: One Tree Point West (Site 24a)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Lynn Price - AIRPORT-341
Date: Sunday, 22 May 2022 10:53:31 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-341.pdf

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Airport Location Study - Lynn Price - AIRPORT-341

Receipt Number: AIRPORT-341

Your details:

Name:	Lynn Price
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	Yes
--	-----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
Poor roading in place to support the airport from Whangarei. No water reticulation in place to support an airport. No sewerage reticulation in place to support an airport. The airport project is presented as blanket spend of \$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this.

As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water. The noise pollution of the aircrafts will be a nuisance to residents but will affect horses and other stock significantly more as low flying aircrafts have already demonstrated.

If we progressed investigations on this site, what else do we need to consider?

Local Hapu attended a meeting with the Ruatangata community meeting of 19 May 2022, and identified that there are areas of cultural significance in the area. They have not been identified by council as the local Hapu have not been consulted.

The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas. Previously, the Whangarei Council published information regarding Significant Natural Areas (SNAs), which appear to clash with the areas identified as possible airport sites.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

None

What are your key concerns about this site?

Poor roading in place to support the airport from Whangarei.

No water reticulation in place to support an airport.

No sewerage reticulation in place to support an airport.

The airport project is presented as blanket spend of \$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this.

As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water.

The noise pollution of the aircrafts will be a nuisance to residents but will affect horses and other stock significantly more as low flying aircrafts have already demonstrated.

The river running through the site identified is valuable, previously identified as a SNA, and the airport would damage, and likely destroy this precious ecosystem (flora/fauna).

If we progressed investigations on this site, what else do we need to consider?

As explained by local Hapu on the Ruatangata community meeting of 19 May 2022, there are areas of cultural significance in the area. They have not been identified by council as our local Hapu have not been consulted.

The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas. The river and forest area has previously been identified as a Significant Natural Area (SNA) which the airport would negatively affect.

Consideration of the process the Council has taken so far, suggest that this site is the preferred site, hence the Council purchases of land already made in 2020 and 2021, without public input, and prior to due diligence of the sites. This behaviour looks like a 'land grab' by stealth, which is duplicitous, and provides reason for doubting the consultation process.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

Not known

What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
The impact of a new airport in the district is huge for the direct and surrounding areas. Our recommendation is that the airport keeps operating from Onerahi. It is plausible and likely that with evolving technology the next generation of aircraft will not require a longer runway negating a need to move from Onerahi. The decision of an aircraft carrier to use a regional aircraft that cannot land and take-off on the current spec airports is their own. Other aircraft carriers can still operate the service with aircrafts that do suit. CAA have never closed an airport and there is no evidence that this would occur in Onerahi.
What are your key concerns about this site?
None
What else do we need to consider at this site?
Maintaining the facilities

Your feedback:

What is your favoured airport location?
Option 4: Continue to operate from Onerahi
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
The Onerahi Airport works effectively currently. When planning for future, it is probable that technology and other infrastructure plans will contribute to functional and effective facilities. Northland has increased roading infrastructure to Auckland, cutting down travel times, plus there is coastal (waterways travel), and ideally the rail link would be enhanced to provide affordable, frequent, and mass transport option which Whangarei has limited opportunities currently.

From: [Mail Room](#)
To: [Rachel Mayall](#)
Subject: Airport Location Study - Sophie Priest - AIRPORT-49
Date: Thursday, 21 April 2022 7:11:38 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-49.pdf



Airport Location Study - Sophie Priest - AIRPORT-49

Receipt Number: AIRPORT-49

Your details:

Name:	Sophie Priest
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
open flat land
What are your key concerns about this site?
This is a a highly populated area, an airport will decrease the value of the area substantially, the fog is intense, and the land is fertile and much better used in other ways. The flight path will destroy the area as people live out there to enjoy the quiet and beautiful views. Road congestion in the area is already bad and forcing more people to travel through the area is not reasonable.
If we progressed investigations on this site, what else do we need to consider?
suitable compensation for people living in the area who will lose money and value on their properties.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
flat land
What are your key concerns about this site?
This is a highly populated area, an airport will decrease the value of the area substantially, the fog is intense, and the land is fertile and much better used in other ways. The flight path will destroy the area as people live out there to enjoy the quiet and beautiful views. There are not suitable routes to get to the area, roads are not suited to high traffic and road congestion is already bad as it is
If we progressed investigations on this site, what else do we need to consider?
suitable compensation for people in the area

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
Large flat area, the flight path is over the sea not over land, it won't be directly above as many houses which is ideal, not as much disruption. Will send less traffic through Whangarei, our roads are already congested
What are your key concerns about this site?
Will decrease the value of any seaside properties and disrupt the reasons people may have moved out there in the first place.
If we progressed investigations on this site, what else do we need to consider?
suitable compensation for the people in the area

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
The infrastructure is already there and people are already used to having the airport there. For any large flights travel to Auckland is not a difficult or drawn out option. (we do not necessarily need the large facilities in Whangarei when Auckland is so close.
What are your key concerns about this site?
none
What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?
Option 3: One Tree Point West (Site 24a)

Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?

If we must have a larger airport, this makes the most sense as it will disrupt the less people as the flight path is mainly over sea. There will be less flight delays as the other suggested sites have a lot of fog that lasts late into the morning. The traffic out this way would be less congested and more convenient then having more traffic through the Ruatangata area

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Derek Probert - AIRPORT-221
Date: Thursday, 5 May 2022 1:34:45 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-221.pdf

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Airport Location Study - Derek Probert - AIRPORT-221

Receipt Number: AIRPORT-221

Your details:

Name:	Derek Probert
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
The infrastructure is in place. Less cost. Air NZ will be operating electric Aircraft in the future.
What are your key concerns about this site?
None.
What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?
Option 4: Continue to operate from Onerahi
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
It's already in place.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - John Pryor - AIRPORT-235
Date: Friday, 6 May 2022 3:07:42 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-235.pdf

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Airport Location Study - John Pryor - AIRPORT-235

Receipt Number: AIRPORT-235

Your details:

Name:	John Pryor
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
None
If we progressed investigations on this site, what else do we need to consider?
N/A

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
None
If we progressed investigations on this site, what else do we need to consider?
N/A

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
Middle of suburban area, not suited to predominant winds, noise abatement problems, property valuations reduced, Maori burial sites, Maori occupations, protest groups occupying suburbs around One Tree Point.
If we progressed investigations on this site, what else do we need to consider?
The thousands of people who are negatively affected with an industrial style airport in their midst. One Tree Point is not suitable for an international airport because it's too close to Auckland

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Status quo
What are your key concerns about this site?
None, it will always be suitable for domestic air travel
What else do we need to consider at this site?
Nothing, Whangarei doesn't rely on a mega airport.

Your feedback:

What is your favoured airport location?
Option 4: Continue to operate from Onerahi
Tell us why you feel this site best meets the needs of a future location of

the Whangarei Airport?

If safety is a problem because the runway is shorter than operators would like then the plane companies should invest in better suited aircraft. E.g. quieter, shorter takeoff abilities, safer, smaller.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Conor Pullman - AIRPORT-106
Date: Thursday, 28 April 2022 1:33:02 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-106.pdf

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Airport Location Study - Conor Pullman - AIRPORT-106

Receipt Number: AIRPORT-106

Your details:

Name:	Conor Pullman
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Well located North of the city, good access to State Highways to go North and South
What are your key concerns about this site?
Ground Conditions, flight conditions (e.g. fog)
If we progressed investigations on this site, what else do we need to consider?
Ecology

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Good location and access
What are your key concerns about this site?
Ecology, will require alteration of stream alignment
If we progressed investigations on this site, what else do we need to consider?
Ecology

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
Good access to infrastructure, relatively easy construction
What are your key concerns about this site?
Takes the airport further away from Whangarei and does not cater towards international flights that could benefit other areas of Northland.
If we progressed investigations on this site, what else do we need to consider?
Acid Sulphate soil drainage, ecology, potential for residential development in this area. Sea level rise. Liquefaction potential of near surface soils.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
zero
What are your key concerns about this site?
no international flights
What else do we need to consider at this site?

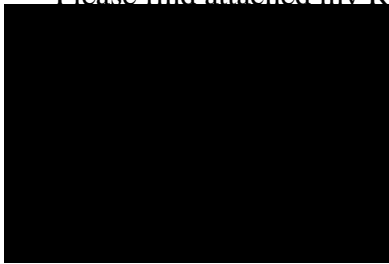
Your feedback:

What is your favoured airport location?
Option 1: Ruatangata West (Site 6)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
Can cater to international flights...is located near a state highway and benefits northern areas of WDC.



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Please find attached my REVISED submission.



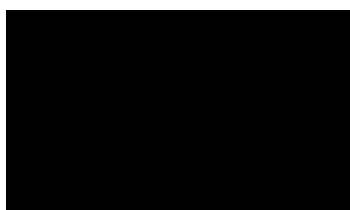
SUBMISSION

WHANGAREI AIRPORT LOCATION STUDY CONSULTATION

My Details

Name: Barry Pyle

I am making this submission as: An individual



Best Contact number:



Email:



I wish to be heard in support of my submission.

OPTION 1: *Ruatangata West (Site 6)*

Benefits:

Essentially rural with potential impact on a small number of existing residents and properties.

Key Concerns:

Fog.

Conversion of productive farmland.

OPTION 2: *Ruatangata (Site 9)*

Benefits:

Essentially rural with potential impact on a small number of existing residents and properties.

Key Concerns:

Fog.

Conversion of productive farmland.

OPTION 3: *One Tree Point West (Site 24a)*

Benefits:

None that I can identify.

Key Concerns:

Semi-rural on boundary of existing and expanding urban area at One Tree Point and Marsden Cove. Currently rural production with multiple residents and properties. Selection of this site would immediately have an adverse effect on property values and future long-term affects on the quiet enjoyment and productive utilisation of their land by residents.

Fog especially winter mornings.

Proximity of recently-developed urban areas at Marsden Cove and One Tree Point, with high-cost properties that will be built right up to north-eastern boundary between One Tree Point Road and Hyle Road East, continuing through to eastern Marsden Cove.

According to NRC Natural Hazard Maps, significant areas are included in Tsunami evacuation zones yellow and orange, and have flooding hazards. Most of this land is only a few metres above sea level, and some to the east, forming the Blacksmith Creek catchment, is barely above sea level, providing drainage for land that extends southwest into the Marsden City site.

What else do we need to consider:

This land has sandstone layered substrata with interlocated water tables that form a semi-confined aquifer that extends from One Tree Point to the Marsden City site. Some of the strata are sandstone which is fairly impermeable, with lenses of ironstone, which is much denser and impermeable. The water tables and aquifer/substrata transmit surface activity such as vehicle travel from the source to nearby locations including nearby houses. To live in any home near an airport on this site would be like a living hell because, apart from the aerially transmitted aircraft and associated vehicle noise, the sounds of take-off, landing, and tarmac traffic would be transmitted through the ground and groundwater into neighbouring buildings. Occupied buildings would require double glazing to improve sound insulation, but it would be difficult or impossible to prevent ground and subsurface noise transmission. Will existing houses be provided with double glazing and improved insulation, in addition to measures being taken to control subsurface sound transmission?

Excavation and airport construction would require removal of tonnes of existing peat, sandstone and sand, and replacement with tonnes of appropriate material.

Local roading would need to be significantly upgraded including relocation of part of One Tree Point Road and closure of Pyle Road East.

This is the least suitable of the 3 proposed airport relocation sites.

OPTION 4: *Continue to operate from Onerahi*

Benefits:

With rapid changes occurring in aeronautics technology such as short take-off and even vertical take-off aircraft, the existing runway could remain in service for decades to come. There is also the prospect of short-haul flights in New Zealand being serviced by electric powered aircraft, which would probably be no larger than current 50-seater jet-prop aircraft. This change will be of benefit to regional airports like Whangarei in that these smaller aircraft will allow for more frequent services to main airports like Auckland, rather than progressing to larger aircraft with less frequent services. While there is some interest in international services to places like Australia, Whangarei is not the best location for this. It would be better to develop an airport in the Bay of Islands where there are tourist opportunities including connections with cruise ships. This should be part of a Northland integrated transport plan.

Enhanced access to the existing Whangarei Airport by road, rail and water is possible.

This option would not require purchase of 'taking' of large areas of productive farmland.

Key Concerns:

Improved sound-proofing of existing homes around the airport should be done at Government expense now.

Improved access to Whangarei City and environs will be needed including better roading, adding water-based taxis to serve the city and harbour communities, and ferries, and light rail which could connect to commuter rail in Whangarei. A broad, integrated traffic plan for the WDC area is needed urgently.

More consideration of future short-landing aircraft and prospective new technology should be taken into account. With these developments already progressing, selection of a new airport site is premature. All possible air travel services should be considered, not just Air New Zealand, e.g. Air Chathams, Barrier Air, Air Kaikoura, Golden Bay Air, Jetstar, Origin Air, Sounds Air and Sun Air. Prospective long-haul options to operate out of Auckland include hydrogen-fueled wide-bodied aircraft. Air New Zealand is already working with Airbus on these developments. International destinations are beyond the range of current envisaged electric aircraft. Since scheduled connections between Whangarei and Auckland can be completed from terminal door to door within an hour, long-haul services would be best to be based in Auckland, as they are now. In addition, rapid rail from Auckland airport to Whangarei will allow for connections to be made conveniently as an option to flying, and in bad weather conditions, within a couple of hours.

What else do we need to consider?

An urgent review and assessment of aeronautical developments should be done by a technical working group. Consideration should also be given to other forms of transport south and north, e.g. high-speed rail from Auckland and north, regional and local light rail, in-harbour water taxis and fast ferries to Auckland and the Bay of Islands. With the hilly terrain around Whangarei, local alternative future airport sites are clearly limited. A larger regional airport further north, closer to major tourist areas such as the Bay of Islands, with improved surface transport by rail, road and water feeder services should be investigated.

What is your favoured airport location**Option 4: Continue to operate from Onerahi**

The facilities are already there. Improvements can be made. Aircraft now in use and in development for service within a decade will allow continued use of this location with smaller, quieter, shorter landing, electric powered aircraft with more frequent services well into the future. Access by road, water and rail can be improved as the population

around the harbour grows. Future aircraft will be quieter and able to use the existing runway.

Provision of rapid rail to/from Auckland/Whangarei/Bay of Islands and North will reduce the need for increased air traffic at Whangarei in the long-term.

For long-haul flights out of Auckland, alternative fuels such as hydrogen will be game-changing in terms of noise and limiting climate change within the foreseeable future.

If Whangarei is dedicated to fixed-wing passenger aircraft services, with relocation of all helicopter services to a suitable location, Onerahi residents could be provided with home improvements such as double glazing and insulation to limit annoying noise from the aircraft. Quieter electric passenger aircraft should also be quieter than existing jet/prop aircraft.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Matthew Pyle - AIRPORT-402
Date: Monday, 23 May 2022 10:14:24 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-402.pdf

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Airport Location Study - Matthew Pyle - AIRPORT-402

Receipt Number: AIRPORT-402

Your details:

Name:	Matthew Pyle
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Na
What are your key concerns about this site?
Na
If we progressed investigations on this site, what else do we need to consider?
Na

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Na
What are your key concerns about this site?
Na
If we progressed investigations on this site, what else do we need to consider?
Na

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
One tree point is a fantastic location with a growing population close connection to the refinery and other services coming into the area.
Should fit in well with the councils long term plan for the area
What are your key concerns about this site?
Na
If we progressed investigations on this site, what else do we need to consider?
Na

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Na
What are your key concerns about this site?
Na
What else do we need to consider at this site?
Na

Your feedback:

What is your favoured airport location?
Option 3: One Tree Point West (Site 24a)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
As stated



PUKA URUPARE

WHANGĀREI AIRPORT LOCATION STUDY CONSULTATION

Submissions are due on Wednesday 25 May 2022

Submitter details:

Organisation	Queen Elizabeth the Second National Trust (QEII)
Contact Person	Malcolm Lucas
Email Address for Service	
Address	
Phone	

We **do** wish to be heard in support of your submission at a hearing on 9 June 2022.

Feedback on the four locations being considered for the Whangārei airport

1. Introduction

- 1.1. Ngā Kairauhī Papa – Queen Elizabeth II National Trust (QEII) is a statutory non-government organisation, established in 1977. Our mission is to inspire private landowners to protect and enhance open spaces of ecological and cultural significance.
- 1.2. We work alongside landowners in Aotearoa New Zealand to place covenants on their land to protect areas with open space values, in perpetuity. The scope of 'open space' is wide: covenants protect areas of cultural, historical, landscape, and most often, land with high indigenous biodiversity and conservation values. Protected indigenous biodiversity areas range from primary forest systems to rare coastal habitats, and grass and tussock lands to wetlands and riparian areas. Through our work of over 40 years, more than 180,000 hectares of open space are protected with QEII covenants.

- 1.3. We welcome the opportunity to provide feedback on the three locations being considered for a replacement airport for Whangārei.
- 1.4. We have only provided feedback on one of the three preferred locations—Ruatangata West (Site 6)—as this site overlaps with some exceedingly high-value protected land and is strongly opposed by QEII. QEII has serious concerns about possible impacts that an airport would have on these vulnerable areas.
- 1.5. On top of the direct impacts from clearing and developing an airport site, the increased noise and light pollution, dust, traffic, deterring or controlling wildlife, and bird-strike risk will all have a detrimental impact on the surrounding environment.
- 1.6. In our submission, the loss of these irreplaceable forest remnants means that Ruatangata West site cannot be considered a viable location for the airport.
- 1.7. While we understand the other two preferred sites would also have impacts on open space, we are confident that these impacts will be addressed through any consents process associated with the airport's development, whereas the impacts on these covenants are, in our submission, impossible to address and must be avoided.

2. Option 1: Ruatangata West (Site 6)

- 2.1. Two QEII covenants fall within the potential footprint of the airport in this option and a third covenant is located within the general approach path. We were particularly concerned to see that the two covenants within the footprint of the airport were not mapped as “significant bush reserves” in the consultation document. We have attached an aerial image below showing the locations of the covenants surrounding the potential footprint of the airport.
- 2.2. We are concerned with the dearth of background information or evidence to support the WDC's decision to put forward this site as “preferred”. We anticipate that, when detailed analysis of these sites is carried out, the covenanted land will be detected, and so the loss of these irreplaceable values will ensure that these options are determined “fatally flawed”.
- 2.3. If this site is still being considered as the airport relocation process moves forward, please ensure more detailed information is provided about the site selection process so that we can more directly communicate regarding our concerns with this proposed site.

2.4. 5-02-980 Lytham Farm

- 2.4.1. This covenant, QEII identifier 5-02-980, is known as Lytham Farm. It was registered by the Airey Family in 2009. The covenant protects two blocks totalling 3.08 hectares on record of title NA2079/20, south of Hodge Road at 124 Pipiwai Road, Ngararatunua. The objectives of the covenant, agreed between QEII and the landowners, include perpetual protection of indigenous flora and fauna.
- 2.4.2. The Airey Family have owned the property since 1943. The protection of these areas, and the healthy state that they are in, reflects the long-term commitment they have shown to conserving biodiversity on their property. We have attached an aerial image showing the locations of the covenants below.
- 2.4.3. The larger of the two blocks on the Lytham Farm covenant is dominated by tōtara and taraire, with a sub-canopy of kohekohe, nikau, matipo, and *Coprosma arborea*. Volcanic broadleaf-podocarp forest is one of the rarest forest types in Northland, with about 1000 hectares remaining and less than 50 hectares protected (Northland Protection Strategy, 2001). This forest type is considered significant to wildlife as it provides an important food source for native species such as kūkupa/NZ Pigeon and plays an important role in providing a ‘stepping-stone’ between the other forest remnants in the highly modified farming landscape.
- 2.4.4. The *Land Environments New Zealand* classification for this block is Chronically Threatened, meaning that there is only 10-20% of indigenous cover left. The block has had stock excluded for over 46 years and contains the threatened species *Metrosideros perforata* (Threatened – Nationally Vulnerable).
- 2.4.5. The second block is a rare alluvial forest remnant is dominated by kahikatea, matai, and kōwhai that has been protected from stock for over 40 years. Alluvial/riverine forest is the rarest, most fragmented, and most under-represented forest type out of ten types in Northland. The Wairua River has significant habitat values for both instream and riparian flora and fauna. Threatened species present include the sickle fern *Pellaea falcata* (At Risk – Declining).

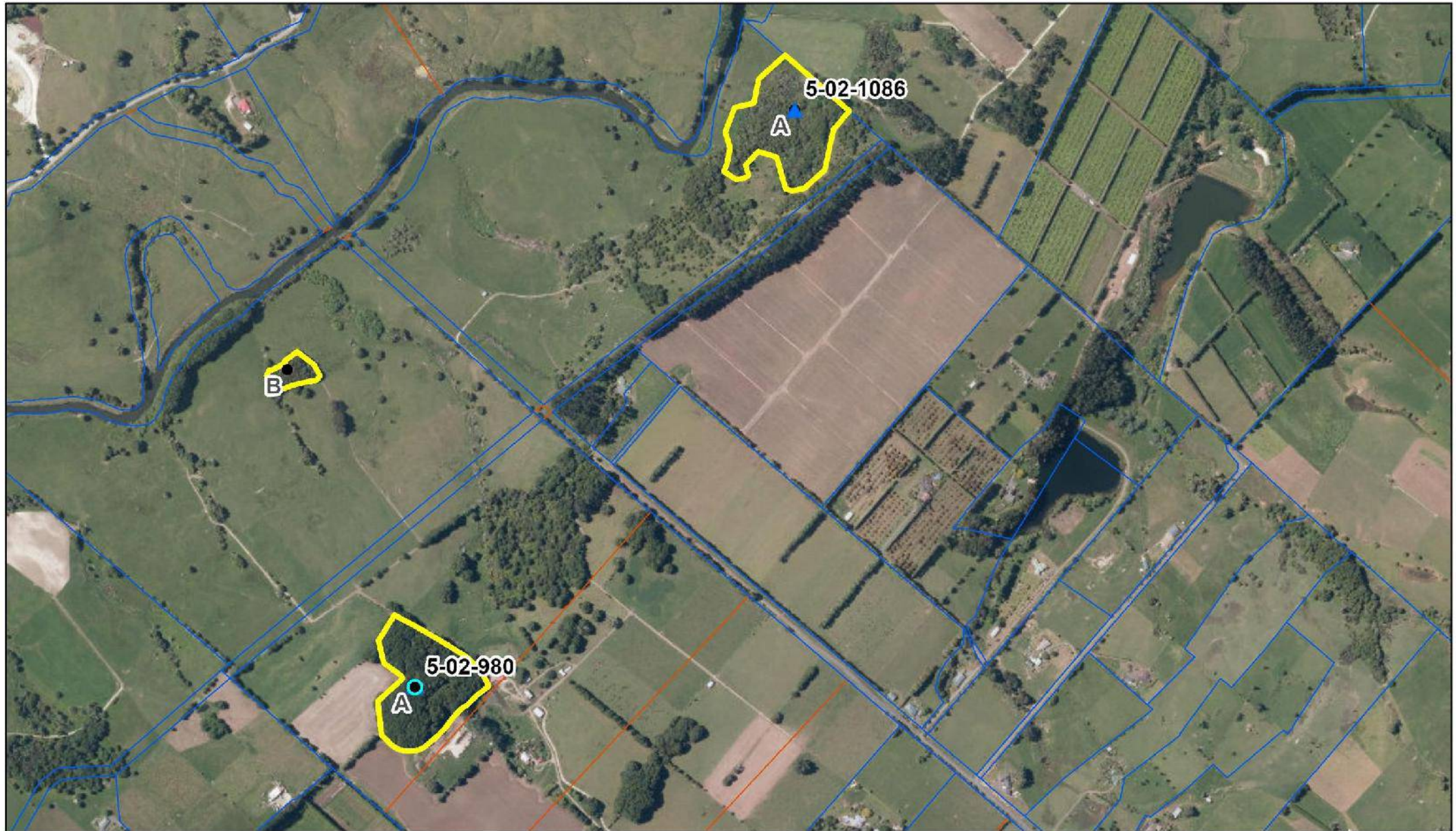
2.5. 5-02-1086

- 2.5.1. The second covenant on the Airey property, QEII identifier 5-02-1086, was also registered by the Airey family in 2011, protecting an additional 2.897 hectares on the family farm. The

covenant is located north of Hodge Road, adjacent to the Wairua River on title identifier NA1061/11. Again, this covenant included a perpetual commitment to protecting indigenous flora and fauna.

- 2.5.2. The higher slope of the covenant is dominated by tōtara and broadleaf forest on the edge of the volcanic flow and boulder field with various springs and harakeke-machaerina sedge wetland emerging on the terrace next to the river. The remnant is important for the health of the Wairua River, playing an important catchment function in terms of soaking up floodwaters and reducing sediment and nutrient flows into the river.
- 2.5.3. Like the Lytham Farm covenant above, another value of this covenant is its proximity to other covenants in the landscape that are also volcanic broadleaf remnants and a favoured feeding habitat for kūkupa/NZ pigeon (taraire, kohekohe, kahikatea, pūriri). Kūkupa will be flying between these clusters of covenants across the proposed flight path. It is important that these steppingstones of native habitat are preserved.
- 2.5.4. Wetlands in this area are rare, with less than 1% of the original extent remaining in the Whangārei Ecological District. The wetland in this covenant provides habitat for fauna such as fernbird (At Risk – Declining) and Australasian Bittern (Threatened – Nationally Critical).
- 2.5.5. Arresting the loss of natural wetlands has been repeatedly identified as an absolute priority (for example the National Policy Statement for Freshwater Management). The loss of these sites is inconceivable in the face of that clear identification of their importance.
- 2.6. Given the irreplaceable nature of the native ecosystems in these covenants, we strongly and unequivocally oppose this option for a new airport. QEII is entrusted with protecting these sites and we are committed to doing so if this preferred option goes forward.


Airey property



19/05/2022, 09:38:52

1:9,028

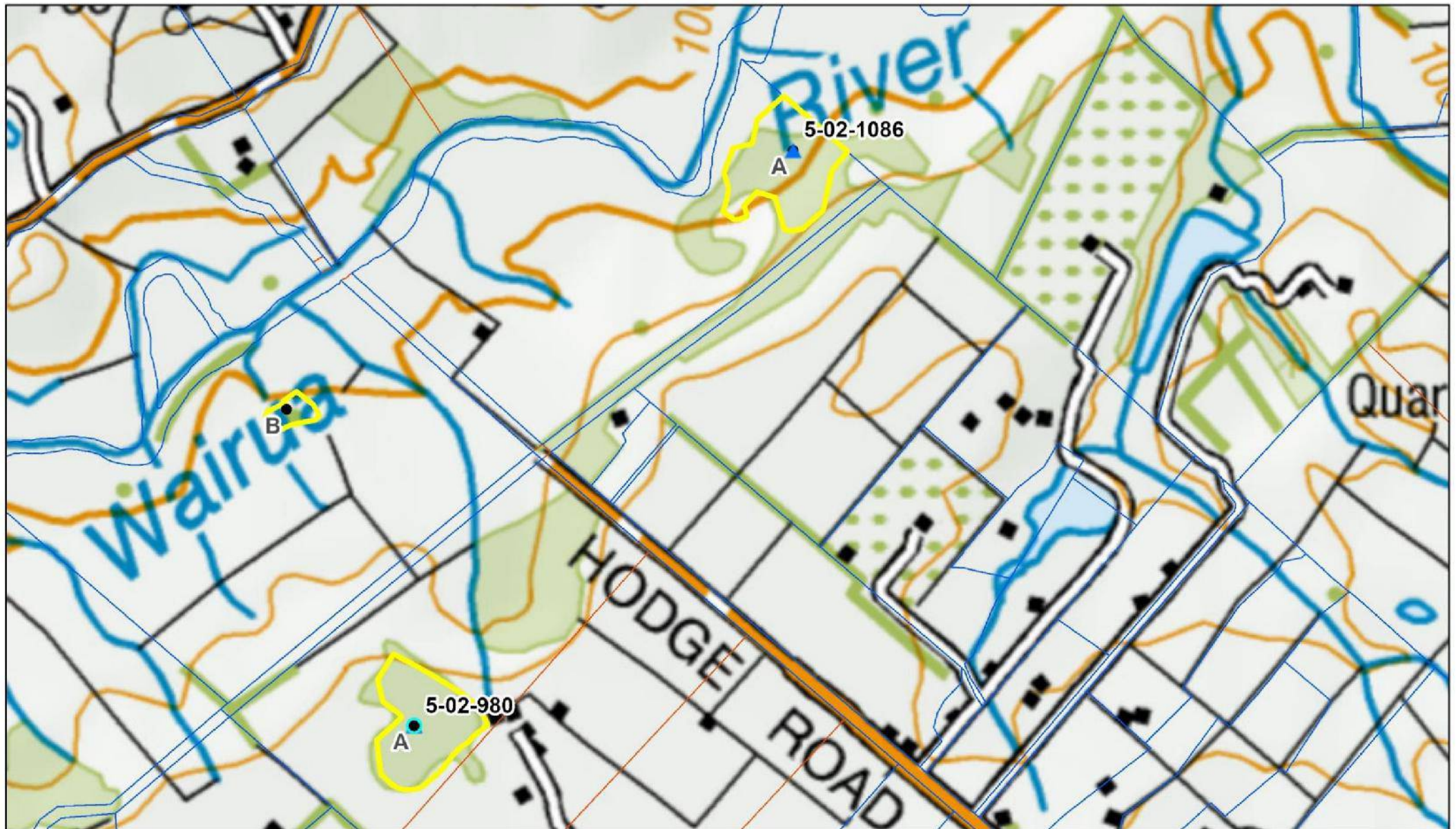
 Registered / Formalised Covenants

 LINZ Property Titles

 LINZ NZ Primary Parcels

0 0.1 0.2 0.4 km
Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors

Airey property



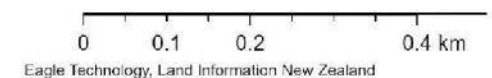
19/05/2022, 09:47:11

1:9 028

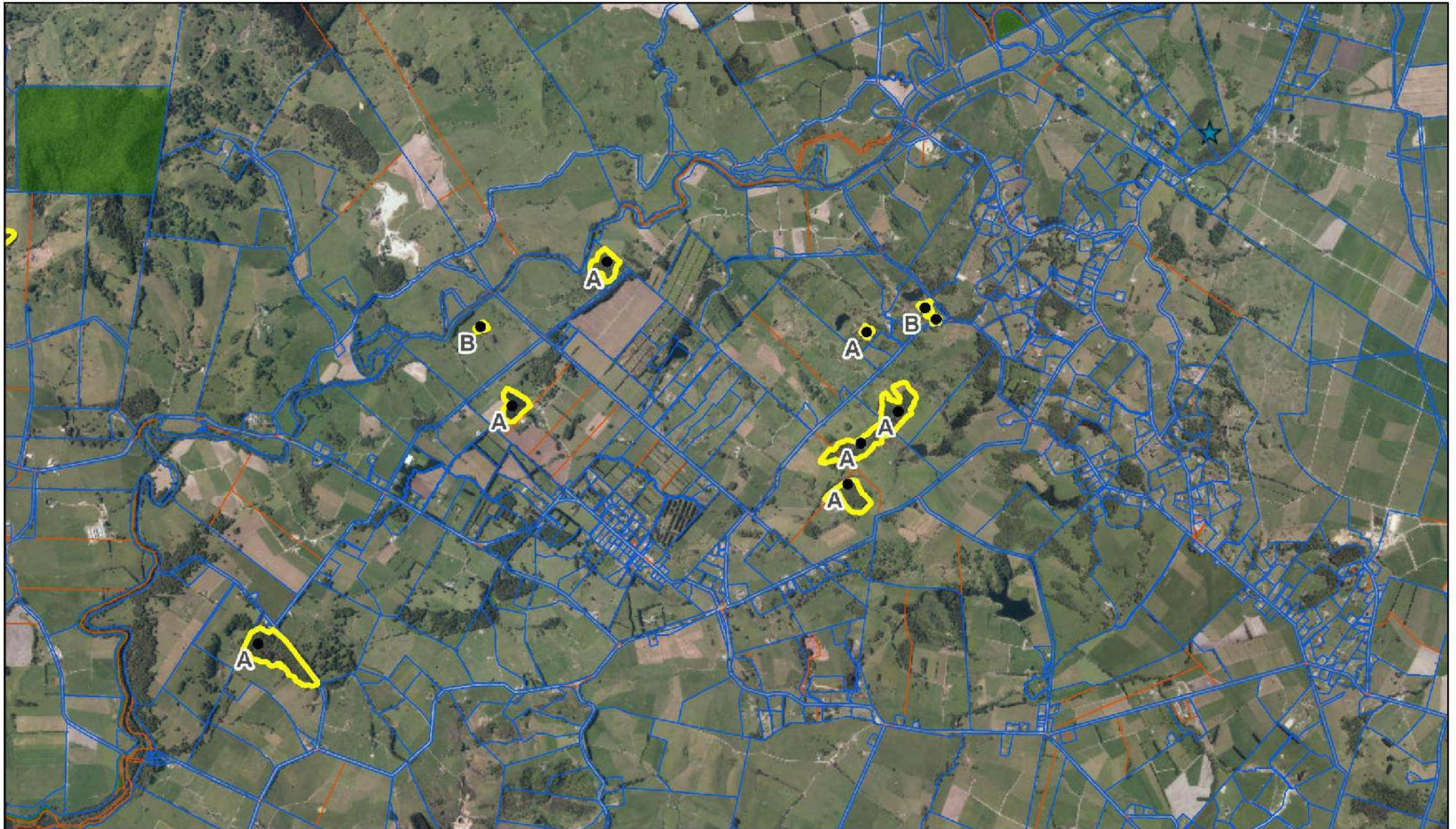
 Registered / Formalised Covenants

 LINZ Property Titles

 LINZ NZ Primary Parcels



QEII National Trust Covenants



20/05/2022, 08:23:54

1:36,112

Registered / Formalised Covenants

LINZ Property Titles

LINZ NZ Primary Parcels

DOC Public Conservation Land

0 0.5 1 2 km
Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors

I am making this submission to oppose the moving the airport from its current location. My contact address by email is [REDACTED]. I do not wish to be heard at the hearing on 9 June 2022.

The council appears to be retrospectively endeavouring to justify its decision to purchase land at Ruatangata for the construction of a new airport without, I believe, adequate investigation of the existing site. The reasons given for discounting the existing site appear somewhat superficial and questionable, particularly when examined against the way aircraft technology is changing.

The current site can and does operate safely for existing types of aircraft flying to and from Whangarei. This is despite the runway being, as stated, the shortest that Air New Zealand uses.

Does Air New Zealand even wish to move from the existing airport? Future growth should be accommodated by increasing the frequency of flights to and from Whangarei and these should not be restricted to Air New Zealand as the only commercial operator.

The changing technology with planes moving towards electric propulsion that can cope with smaller runways would suggest that any sort of extension will not be required. The change in planes would also mean that current CAA rules should change to reflect the changing technology.

The major question that has not been addressed is who is going to pay for the new airport and associated infrastructure cost? The council only owns 50% of the infrastructure at the Onerahi Airport and does not own the land. It is unlikely that much, if any, capital will come to the Council from the sale of the infrastructure. A figure of \$150 million has been put forward as an estimate of the cost for constructing a new airport. I believe this to be unrealistic when one considers that it is more than 55 years since an airport has been constructed in this country. A major obstacle is the cost associated with the construction and that is after incurring the cost of investigating sites and complying with the RMA Act. An examination of the investigatory costs incurred to date would validate this statement. An indication of the difficulty and cost associated with these investigatory and compliance issues could be assessed by examining the cost incurred to date associated with the proposal to develop a new airport at Tarras, north of Cromwell. Even if the figure of \$150m was achievable it is unable to be financed by the Whangarei district ratepayers.

The council would provide a better service to the community by ceasing expenditure investigating alternative sites that are all less suitable than the existing site and not likely to eventuate. It should be investing the money in the existing infrastructural assets particularly the roading network into and out of Whangarei.

Yours faithfully,



D B Quinn

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Rachel - AIRPORT-150
Date: Friday, 29 April 2022 7:41:55 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-150.pdf

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Airport Location Study - Rachel - AIRPORT-150

Receipt Number: AIRPORT-150

Your details:

Name:	Rachel
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
None.
What are your key concerns about this site?
This will ruin the area
If we progressed investigations on this site, what else do we need to consider?
Residents

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
This is a very upper area and will absolutely ruin it putting an airport there
If we progressed investigations on this site, what else do we need to consider?
Residents the area its self, its a peaceful area.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
None.
What are your key concerns about this site?
This is another upper area and this absolutely ruins the area this is far to close to homes that people have worked all there life to build and buy and now there peace will be taken by this. Unfair.
If we progressed investigations on this site, what else do we need to consider?
Peoples lives. The fact its to far from whnagarei centre. And its not fair on residents.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
The fact that it is already exsisting, the fact that residents already know the airport is there and can make informed decisions based on there living. It is unfair to move the airport to another residence that people have no choice on, where as in onerahi because of the long history of the airport being here residents will buy or brought based on that, that is there decision.
What are your key concerns about this site?
No key concerns i think this is the best option
What else do we need to consider at this site?
In regards to area, nothing its already exsisting. Its only fair it stays in this area.

Your feedback:

What is your favoured airport location?
Option 4: Continue to operate from Onerahi
Tell us why you feel this site best meets the needs of a future location of

the Whangarei Airport?

It already exists, people are already aware this is the site of the airport and to move to another residence is unfair on those people

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Peter Ranger - AIRPORT-329
Date: Saturday, 21 May 2022 9:58:43 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-329.pdf

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Airport Location Study - Peter Ranger - AIRPORT-329

Receipt Number: AIRPORT-329

Your details:

Name:	Peter Ranger
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Not in a built up area.
What are your key concerns about this site?
Cost of construction and flight paths and noise over my area
If we progressed investigations on this site, what else do we need to consider?
Cost to benefit ratio in comparison to remaining at current site.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Not in built up area.
What are your key concerns about this site?
Cost of construction and flight paths and noise over my area
If we progressed investigations on this site, what else do we need to consider?
Cost to benefit ratio as apposed to current site.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
None.
What are your key concerns about this site?
Why move it to another urban are and cost.
If we progressed investigations on this site, what else do we need to consider?
Doesn't stack up, the small number of flights we have and be cattered by existing airport, can the runway be extended?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Lower cost,infrastructure there already, we don't need a bigger airport the one we have seems under utilized, buy some land and extend current runway if it's really required.
What are your key concerns about this site?
None
What else do we need to consider at this site?
Extending runway

Your feedback:

What is your favoured airport location?
Option 4: Continue to operate from Onerahi
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
Why reinvent the wheel, passenger volume doesn't require large jet aircraft, spend money on the traffic gridlock in the city its absolutely ridiculous.



SUBMISSION FORM

RECEIVED - CUSTOMER SERVICES

23 MAY 2022

WHANGAREI
DISTRICT COUNCIL



Whangarei
District Council

PUKA URUPARE

WHANGĀREI AIRPORT LOCATION STUDY CONSULTATION

Now is your opportunity to help us identify a possible future location for the Whangārei Airport or tell us if you think the airport should continue to operate at Onerahi.

From a long list of options, Council has identified three locations which could replace the Whangārei Airport at Onerahi if it is no longer able to meet Civil Aviation Authority (CAA) rules and requirements at its current location in future. The three preferred locations are:

- Ruatangata West
- Ruatangata
- One Tree Point West

The community knows these sites best. We want to hear about what you think about each of the sites and what's important to you when it comes to choosing a future airport site or why you think the airport should remain at its current location.

Your details

Name

Aaron Ratcliffe

I am making this submission as:



An individual



On behalf of an organisation

Organisation name

Postal address

Best number to contact you on

Email

Do you wish to be heard in support of your submission at a hearing on 9 June 2022?



Yes



No

OPTION 1: Ruatangata West (Site 6)

KŌWHIRINGA 1: Ruatangata ki te Hauāuru (Waahi 6)

What do you think are the benefits of this site?

What are your key concerns about this site?

If we progressed investigations on this site, what else do we need to consider?

OPTION 2: Ruatangata (Site 9)
KŌWHIRINGA 2: Ruatangata (Waahi 9)

What do you think are the benefits of this site?

What are your key concerns about this site?

If we progressed investigations on this site, what else do we need to consider?

OPTION 3: One Tree Point West (Site 24a)

KŌWHIRINGA 3: Poupouwhenua ki te Hauāuru (Waahi 24a)

What do you think are the benefits of this site?

Growth

Jobs

Destination

location

What are your key concerns about this site?

There are plenty of
Better suited areas in
Bream Bay Precinct

If we progressed investigations on this site, what else do we need to consider?

The cost of moving
existing residential Homes.

OPTION 4: *Continue to operate from Onerahi*
KŌWHIRINGA 4: *Kei Onerahi Tonu*

What do you think are the benefits of this site?

What are your key concerns about this site?

What else do we need to consider at this site?

This image shows a single sheet of white paper with horizontal blue ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Amanda Rayner - AIRPORT-431
Date: Tuesday, 24 May 2022 7:37:49 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-431.pdf

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.



Airport Location Study - Amanda Rayner - AIRPORT-431

Receipt Number: AIRPORT-431

Your details:

Name:	Amanda Rayner
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
None, i think its a terrible site for an airport for Whangarei district.
What are your key concerns about this site?
Impacts on nearby Ruatangata village and residents. Poor rural roading in place to support the airport from Whangarei. No water reticulation in place to support an airport. No sewerage reticulation in place to support an airport. The airport project is presented as blanket spend of \$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites

is not included in this.

As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water. The noise pollution of the aircrafts will be a nuisance to residents but will affect horses and other stock significantly more as low flying aircrafts have already demonstrated. The new airport pitch from council is presented with the following:

- Onerahi may not be suitable on the long-term.
- A longer runway is likely needed for the future regional aircraft types.
- Possible future tightening of CAA rules.

Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money.

If we progressed investigations on this site, what else do we need to consider?

As explained by local Hapu on the Ruatangata community meeting of 19 May 2022, there are areas of cultural significance in the area. They have not been identified by council as our local Hapu have not been consulted.

The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

None, I think its a terrible site for an airport for the Whangarei district. Why would you have an airport stuck way out in rural country North West of the city well away from state highway 1, when there is suitable flat land, both north and south, much closer to the state highway network.

What are your key concerns about this site?

The high wind zone and frequent white-out fog in this particular location. Impacts on nearby residents and farm animals, Matarau School and Comrie Park, and the community in general.

Impact on the mental health of Farmers in the area. Gas Ruatangata and it's cafe is a community hub and meeting place for rural people, and farmers are already very isolated - this place is an important social institution for the rural/farming community. It suits the flavour of the area and the people to a T. You go in wearing your gumboots and milking gear and you feel like you belong. This can't be replaced by any ritzy new cafes that the airport would bring, the farmers and their working dogs wouldn't be welcome there.

Poor rural roading in place to support the airport from Whangarei.

No water reticulation in place to support an airport.

No sewerage reticulation in place to support an airport.

The airport project is presented as blanket spend of \$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this.

As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water. The noise pollution of the aircrafts will be a nuisance to residents but will affect horses and other stock significantly more as low flying aircrafts have already demonstrated. The new airport pitch from council is presented with the following:

- Onerahi may not be suitable on the long-term.
- A longer runway is likely needed for the future regional aircraft types.
- Possible future tightening of CAA rules.

Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money.

If we progressed investigations on this site, what else do we need to consider?

As explained by local Hapu on the Ruatangata community meeting of 19 May 2022, there are areas of cultural significance in the area. They have not been identified by council as our local Hapu have not been consulted.

The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas.

Site 9 already suffers flooding with heavy rainfall. The airport will add a significant impervious area to exacerbate these flooding issue especially on downstream farms.

For site 9, the unusually long-lasting morning fog blanket already poses an issue for regular road users. A safe take-off and landing procedure is questionable without visuals.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?

It is closer to the coast and Port and has good transport options which have already been tagged for more investment.

It would make a transport hub for the district.

The possibility of a ferry link to the cbd in the future is attractive.

The area already being light industrial.

The airport could revive Marsden City development and help the area boom.

What are your key concerns about this site?

None

If we progressed investigations on this site, what else do we need to consider?

NA

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

The impact of a new airport in the district is huge for the direct and surrounding areas. My recommendation is that the airport keeps operating from Onerahi. It is plausible and likely that with evolving technology the next generation of aircraft will not require a longer runway negating a need to move from Onerahi.

The decision of an aircraft carrier to use a regional aircraft that cannot land and take-off on the current spec airports is their own decision. Other aircraft carriers can still operate the service with aircrafts that do suit.

What are your key concerns about this site?

None

What else do we need to consider at this site?

NA

Your feedback:

What is your favoured airport location?

Option 4: Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of a future location of

the Whangarei Airport?

The new airport pitch from council is presented with the following:

- Onerahi may not be suitable on the long-term.
- A longer runway is likely needed for the future regional aircraft types.
- Possible future tightening of CAA rules.

Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money.

It is plausible and likely that with evolving technology the next generation of aircraft will not require a longer runway negating a need to move from Onerahi.

The decision of an aircraft carrier to use a regional aircraft that cannot land and take-off on the current spec airports is their own. Other aircraft carriers can still operate the service with aircrafts that do suit.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Bill Rayner - AIRPORT-426
Date: Tuesday, 24 May 2022 7:02:20 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-426.pdf

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.



Airport Location Study - Bill Rayner - AIRPORT-426

Receipt Number: AIRPORT-426

Your details:

Name:	Bill Rayner
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	Yes
--	-----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
Poor roading in place to support the airport from Whangarei. No water reticulation in place to support an airport. No sewerage reticulation in place to support an airport. The airport project is presented as blanket spend of \$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this.

As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water. The noise pollution of the aircrafts will be a nuisance to residents but will affect horses and other stock significantly more as low flying aircrafts have already demonstrated. The new airport pitch from council is presented with the following:

- Onerahi may not be suitable on the long-term.
- A longer runway is likely needed for the future regional aircraft types.
- Possible future tightening of CAA rules.

Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money.

If we progressed investigations on this site, what else do we need to consider?

As explained by local Hapu on the Ruatangata community meeting of 19 May 2022, there are areas of cultural significance in the area. They have not been identified by council as our local Hapu have not been consulted. The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

None

What are your key concerns about this site?

Poor roading in place to support the airport from Whangarei.
 No water reticulation in place to support an airport.
 No sewerage reticulation in place to support an airport.
 The airport project is presented as blanket spend of \$150 million of rate payers' money for options 1, 2 and 3. The infra-structure upgrade to support the airport on any of these sites is not included in this.
 As most properties in the area rely on harvested rainwater, the health impact of air pollution goes beyond the direct natural environment. It will affect our drinking water. The noise pollution of the aircrafts will be a nuisance to residents but will affect horses and other stock significantly more as low flying aircrafts have already demonstrated. The new airport pitch from council is presented with the following:

- Onerahi may not be suitable on the long-term.
- A longer runway is likely needed for the future regional aircraft types.
- Possible future tightening of CAA rules.

Together with the uncertainty of which aircraft Air NZ will use in the future, there is no justification to spend \$150 million of rate payers' money.

If we progressed investigations on this site, what else do we need to consider?

As explained by local Hapu on the Ruatangata community meeting of 19 May 2022, there are areas of cultural significance in the area. They have not been identified by council as our local Hapu have not been consulted. The fragile eco systems in the waterways will be affected by the construction and operation of an airport in the Ruatangata areas.
 If council was to progress with this site, what else would they need to consider:
 Site 9 already suffers flooding with heavy rainfall. The airport will add a significant impervious area to exacerbate these flooding issue especially on downstream farms. For site 9, the unusually long-lasting morning fog blanket already poses an issue for regular road users. A safe take-off and landing procedure is questionable without visuals.

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
Infrastructure is present. Rail, road and port are in close proximity. Industrial area and refinery fuel depot in close proximity.
What are your key concerns about this site?
Spending of \$150M is not justified.
If we progressed investigations on this site, what else do we need to consider?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Infra structure is already present and any upgrades will benefit the local community and the greater community in Parua Bay and beyond. Residents have purchased or rented a property in the airport area and are therefor fully aware of the airport operations and noise.
What are your key concerns about this site?
What else do we need to consider at this site?

Your feedback:

What is your favoured airport location?
Option 4: Continue to operate from Onerahi
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
It's very likely that future aircrafts are capable of carrying more passengers, are more efficient and require a shorter runway. Vertical Take-off and Landing should be considered. Also the aircraft evolution that resembles more of a combination of a drone and a car. Start tapping into those markets at Onerahi. Reduce emissions and boast world leading technology.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Sandra Reid - AIRPORT-265
Date: Thursday, 12 May 2022 9:17:10 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-265.pdf

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Airport Location Study - Sandra Reid - AIRPORT-265

Receipt Number: AIRPORT-265

Your details:

Name:	Sandra Reid
I am making this submission:	As an individual
Organisation name:	

Hearing:

Do you wish to be heard in support of your submission?	No
--	----

Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Not a built up urban area
What are your key concerns about this site?
A bit far from the city center with no transport to and from site
If we progressed investigations on this site, what else do we need to consider?
Transport to airport

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Away from built up area so noise will not affect so many residents
What are your key concerns about this site?
Nothing
If we progressed investigations on this site, what else do we need to consider?
Transport to airport

Option 3: One Tree Point West (Site 24a):

What do you think are the benefits of this site?
Out of the city so noise will affect less residents
What are your key concerns about this site?
No concerns
If we progressed investigations on this site, what else do we need to consider?
Transport to airport

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Cheapest option
What are your key concerns about this site?
Noise at night
What else do we need to consider at this site?
All the residents tht will b affected by the noise just like Kensington residents are

Your feedback:

What is your favoured airport location?
Option 1: Ruatangata West (Site 6)
Tell us why you feel this site best meets the needs of a future location of the Whangarei Airport?
Noise will not affect so many people



SUBMISSION FORM



PUKA URUPARE

WHANGĀREI AIRPORT LOCATION STUDY CONSULTATION

Submissions are due on Wednesday 25 May 2022

Now is your opportunity to help us identify a possible future location for the Whangārei Airport or tell us if you think the airport should continue to operate at Onerahi.

From a long list of options, Council has identified three locations which could replace the Whangārei Airport at Onerahi if it is no longer able to meet Civil Aviation Authority (CAA) rules and requirements at its current location in future. The three preferred locations are:

- Ruatangata West
- Ruatangata
- One Tree Point West

The community knows these sites best. We want to hear about what you think about each of the sites and what's important to you when it comes to choosing a future airport site or why you think the airport should remain at its current location.

Your details

Name

JOHN REIDPATH

I am making this submission as:



An individual



On behalf of an organisation

Organisation name

Postal address

Best number to contact

Email

Do you wish to be heard in support of your submission at a hearing on 9 June 2022?



Yes



No

OPTION 1: Ruatangata West (Site 6)

What do you think are the benefits of this site?

None

What are your key concerns about this site?

Too far out of Whangarei
Twin lakes and waterways disturbance

If we progressed investigations on this site, what else do we need to consider?

Where is traffic access to this site?
(Hedge Road or Pipiwai Road)

Cost of roading upgrades

OPTION 2: Ruatangata (Site 9)

What do you think are the benefits of this site?

Close to Town

What are your key concerns about this site?

Loss of Lifestyle enjoyment
Increased traffic congestion at all times
Operational noise from air movements
Pollution from engine fumes + residue
on roofs with tank water
Loss of value of property
Fog / cultural site disturbance

If we progressed investigations on this site, what else do we need to consider?

Roading - widening and realignments
Commercial sites for industry associated
with airports
Public Transport for passengers
Newer more modern aircraft requirements
Bridge upgrades + widening

OPTION 3: One Tree Point West (Site 24a)

What do you think are the benefits of this site?

Very little

What are your key concerns about this site?

By the time I drove to this site I may as well carry on driving to Auckland

45 mins to airport + 30 min prior checking = 1 1/2 hrs

40 min flight to Auckland + 30 mins for bagst + clear airport + 30 mins to downtown AKL = 1 1/2 hrs

Total 3 hrs

New roads + motorways be only 2 hrs

If we progressed investigations on this site, what else do we need to consider?

Landing in a peaty swamp, flooding, tsunami danger, noise

OPTION 4: Continue to operate from Onerahi

What do you think are the benefits of this site?

Already established
Too many unknowns to consider moving
Save Ratepayers \$150million plus

What are your key concerns about this site?

None

What else do we need to consider at this site?

What is your favoured airport location

Given the benefits and key concerns you highlighted above, do you have a favoured airport location?

- ☐ **OPTION 1:** Ruatangata West (Site 6)
- ☐ **OPTION 2:** Ruatangata (Site 9)
- ☐ **OPTION 3:** One Tree Point West (Site 24a)
- ☒ **OPTION 4:** Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of the location of the Whangārei Airport?

As explained on p23



SUBMISSION FORM



PUKA URUPARE

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- Ruatangata West
- Ruatangata
- One Tree Point West

The community knows these sites best. We want to hear about what you think about each of the sites and what's important to you when it comes to choosing a future airport site or why you think the airport should remain at its current location.

Your details

Name Ross Reidpath

I am making this submission as: ☒ An individual ☐ On behalf of an organisation

Organisation name _____

Postal address _____

Best number to contact you on _____

Email _____

Do you wish to be heard in support of your submission at a hearing on 9 June 2022?

☐ Yes ☒ No

If we progressed investigations on this site, what else do we need to consider?

trust movement noise and vibration
cost of roading upgrades.

OPTION 1: Ruatangata West (Site 6)

What do you think are the benefits of this site?

None

What are your key concerns about this site?

a long way from Whangarei
twin lakes and waterway disturbance

If we progressed investigations on this site, what else do we need to consider?

truck movement noise and congestion
cost of roading upgrades.

OPTION 2: Ruatangata (Site 9)

What do you think are the benefits of this site?

None

What are your key concerns about this site?

Life style enjoyment GONE

Air and Noise pollution chemical
drift from aircraft (we collect our own water)

Property value deminished

Unwanted health problems

Fog and cultural site disturbance

If we progressed investigations on this site, what else do we need to consider?

the Cost of roading

what services ~~need~~ need to be put in place
fire, ambulance, lighting, water collection.

Bridges that need to be added.

How we reach the airport

OPTION 3: One Tree Point West (Site 24a)

What do you think are the benefits of this site?

None

What are your key concerns about this site?

congestion, work to be done lifting up the
peat stabilising ground dis posale of peat
and presentation of the area

If we progressed investigations on this site, what else do we need to consider?

sinking of all the land and buildings that
would be there, flooding and possible tsunami
and again noise

OPTION 4: Continue to operate from Onerahi

What do you think are the benefits of this site?

its already there just keep up the
maintenance
Saving at least \$150 million plus

What are your key concerns about this site?

None

What else do we need to consider at this site?

nothing

What is your favoured airport location

Given the benefits and key concerns you highlighted above, do you have a favoured airport location?

- ☐ **OPTION 1:** Ruatangata West (Site 6)
- ☐ **OPTION 2:** Ruatangata (Site 9)
- ☐ **OPTION 3:** One Tree Point West (Site 24a)
- ☒ **OPTION 4:** Continue to operate from Onerahi

Tell us why you feel this site best meets the needs of the location of the Whangārei Airport?

nothing to do here.

22 May 2