

Whangarei Airport Location Study Submissions

Volume 10

Last names Te P – Z

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From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Chantez Connor-Kingi - AIRPORT-404
Date: Monday, 23 May 2022 11:45:04 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-404.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 - Chantez Connor-Kingi - AIRPORT-404

Receipt Number: AIRPORT-404

Your details:

Name:	Chantez Connor-Kingi
I am making this submission:	On behalf of an organisation
Organisation name:	Te Paea Marae

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?
Nil as we oppose
What are your key concerns about this site?
Extending the submission period time to be next term - Allow us the time, and better consultation to happen and be presented.
Councils lack of meaningful engagement with Maori over the upcoming submissions. Esp. since it sounds like the original mana whenua panel were bound by confidentiality agreements that prevented the designated hapu reps on this panel from discussing

locations with their wider hapu members at the time. I would say that goes against key aspects of Maori oral tradition, discursive spaces and customs. Not only as in we expect to be allowed in Te Tiriti o Waitangi but also what is outlined in The United Nations Declaration on the Rights of Indigenous Peoples (adopted by the General Assembly on 13 September 2007)

61/295. United Nations Declaration on the Rights of Indigenous Peoples

I've cut and pasted the passages from that declaration that seemed most relevant below re: timeframe and locations .

https://www.un.org/development/desa/indigenouspeoples/wp-content/uploads/sites/19/2018/11/UNDRIP_E_web.pdf

Article 18

Indigenous peoples have the right to participate in decision-making in matters which would affect their rights, through representatives chosen by themselves in accordance with their own procedures, as well as to maintain and develop their own indigenous decision-making institutions.

Article 19

States shall consult and cooperate in good faith with the indigenous peoples concerned through their own representative institutions in order to obtain their free, prior and informed consent before adopting and implementing legislative or administrative measures that may affect them.

Article 25

Indigenous peoples have the right to maintain and strengthen their distinctive spiritual relationship with their traditionally owned or otherwise occupied and used lands, territories, waters and coastal seas and other resources and to uphold their responsibilities to future generations in this regard.

Article 26

1. Indigenous peoples have the right to the lands, territories and resources which they have traditionally owned, occupied or otherwise used or acquired.

2. Indigenous peoples have the right to own, use, develop and control the lands, territories and resources that they possess by reason of traditional ownership or other traditional occupation or use, as well as those which they have otherwise acquired.

3. States shall give legal recognition and protection to these lands, territories and resources. Such recognition shall be conducted with due respect to the customs, traditions and land tenure systems of the indigenous peoples concerned.

Article 27

States shall establish and implement, in conjunction with indigenous peoples concerned, a fair, independent, impartial, open and transparent process, giving due recognition to indigenous peoples' laws, traditions, customs and land tenure systems, to recognize and adjudicate the rights of indigenous peoples pertaining to their lands, territories and resources, including those which were traditionally owned or otherwise occupied or used. Indigenous peoples shall have the right to participate in this process.

Article 29

1. Indigenous peoples have the right to the conservation and protection of the environment and the productive capacity of their lands or territories and resources. States shall establish and implement assistance programmes for indigenous peoples for such conservation and protection, without discrimination.

2. States shall take effective measures to ensure that no storage or disposal of hazardous materials shall take place in the lands or territories of indigenous peoples without their free, prior and informed consent.

Article 31

1. Indigenous peoples have the right to maintain, control, protect and develop their cultural heritage, traditional knowledge and traditional cultural expressions, as well as the manifestations of their sciences, technologies and cultures, including human and genetic resources, seeds, medicines, knowledge of the properties of fauna and flora, oral traditions, literatures, designs, sports and traditional games and visual and performing arts. They also have the right to maintain, control, protect and develop their intellectual property over such cultural heritage, traditional knowledge, and traditional cultural expressions.

2. In conjunction with indigenous peoples, States shall take effective measures to recognize and protect the exercise of these rights.

Article 32

1. Indigenous peoples have the right to determine and develop priorities and strategies for the development or use of their lands or territories and other resources.

2. States shall consult and cooperate in good faith with the indigenous peoples concerned through their own representative institutions in order to obtain their free and informed consent prior to the approval of any project affecting their lands or territories and other resources, particularly in connection with the development, utilization or exploitation of mineral, water or other resources.

3. States shall provide effective mechanisms for just and fair redress for any such activities, and appropriate measures shall be taken to mitigate adverse environmental, economic, social, cultural or spiritual impact.

Article 34

Indigenous peoples have the right to promote, develop and maintain their institutional structures and their distinctive customs, spirituality, traditions, procedures, practices and, in the cases where they exist, juridical systems or customs, in accordance with international human rights standards.

Article 38

States in consultation and cooperation with indigenous peoples, shall take the appropriate measures, including legislative measures, to achieve the ends of this Declaration.

Article 39

Indigenous peoples have the right to have access to financial and technical assistance from States and through international cooperation, for the enjoyment of the rights contained in this Declaration.

Article 40

Indigenous peoples have the right to access to and prompt decision through just and fair procedures for the resolution of conflicts and disputes with States or other parties, as well as to effective remedies for all infringements of their individual and collective rights. Such a decision shall give due consideration to the customs, traditions, rules and legal systems of the indigenous peoples concerned and international human rights.

I am of Ngati Kahu o Torongare o Te Parawhau descent, feel really disadvantage by this process for me as individual and for my tamariki and mokopuna to come, its not about us in this life time its about future proofing our next generation also, making a massive impacting decision for them to be left with to cleaning up, is so unfair.

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

Meaningful engagement with Maori and considering our C.I.A for Ngati Kahu o Torongare o Te Parawhau.

And also considering extending the submission time to be next term? We feel that this is unfair regardless that its ticking your boxes.

Although NZ initially voted against the UNDRIP in 2007
(see this great article)
<https://nzetc.victoria.ac.nz/tm/scholarly/tei-Bid001Kahu-t1-g1-t4.html>

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And that change of positions can be read here-
https://www.parliament.nz/en/pb/hansard-debates/rhr/document/49HansD_20100420_00000071/ministerial-statements-un-declaration-on-the-rights-of

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“International bodies were vocal in their criticism of the human rights situation of Maori in 2018. The United Nations (UN) Committee on Economic, Social and Cultural Rights (CESCR) identified far-reaching concerns. In its concluding observations on New Zealand’s fourth periodic report under the International Covenant on Economic, Social and Cultural Rights, the CESCR noted, for example, the legal and constitutional insecurity of the Treaty of Waitangi; the non-binding nature of recommendations of the Waitangi Tribunal; “the limited efforts that have been made to ensure meaningful participation of Maori in decision-making concerning laws that impact their rights, including land and water rights”; the lack of systematic implementation of the principle of free, prior and informed consent “in particular in the context of development and extractive activities carried out on territories owned or traditionally used by Maori”; the “entrenched unconscious bias towards Maori in education, health, justice and social services”; “the prevalence of domestic and gender-based violence” that particularly impacts Maori women and girls; the disproportionate rates of Maori in unemployment, living in poverty and experiencing severe housing deprivation; and disparities for Maori in health and education, including the limited availability of Maori-speaking teachers.¹⁷

The CESCR’s strong recommendations included that New Zealand, in partnership with Maori, “implement the recommendations of the Constitutional Advisory Panel regarding the role of the Treaty of Waitangi within its constitutional arrangements, together with the proposals put forward in the 2016 Matike Mai Aotearoa report”; fully implement the Tribunal’s recommendations, including those in Ko Aotearoa Tenei; “[d]evelop a national strategy to bring legislation and public policy into line” with the UNDRIP and resource the independent mechanism monitoring it; implement “mechanisms to ensure meaningful participation of Maori in all decision-making processes affecting their rights”; “[t]ake effective measures to ensure compliance with the requirement of obtaining the free, prior and informed consent of indigenous peoples”; “introduce a government-wide strategy” to combat unconscious bias against Maori; pay particular attention to Maori in its measures to protect victims of domestic and gender-based violence and when addressing child abuse, poverty and housing issues; and partner with Maori to take targeted measures to address underemployment, health outcomes and to “develop culturally appropriate education programmes”.¹⁸ Maori contributed to the CESCR’s review process, informing the recommendations made.”

We have many environmental issues that effect many impacts on many levels,

- * Noise
- * Air
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- * Taonga species - Tuna, Maui, Native Ngahere,
- * Smell
- * Our human life style if we wanted to live by airport local people would have brought by Onerahi???or Auckland
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- * Traffic movements

- * You are inviting other bad influences that we don't need in our rohe,
 - * Impact on our next generation
 - * Maps for 1\100 - flood protection
 - * Climate Change
 - * PCE engagement, is this been advised to them to make submission also?
 - * New legislation e.g RMA reform, Te Mana o Te Wai, NPS, Climate Change, 3waters, many more that are coming and expected to be in place by 2025
- Many more, that you should be giving to us as public\hapu\whanau

Option 2: Ruatangata (Site 9):

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NIL we oppose

What are your key concerns about this site?

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- * Traffic movements
- * You are inviting other bad influences that we don't need in our rohe,
- * Impact on our next generation
- * Maps for 1\100 - flood protection
- * Climate Change
- * PCE engagement, is this been advised to them to make submission also?
- * New legislation e.g RMA reform, Te Mana o Te Wai, NPS, Climate Change, 3waters, many more that are coming and expected to be in place by 2025
- Many more, that you should be giving to us as public\hapu\whanau

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?

We support for it to stay there

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 future is evolving, new planes will be able to land in Onerahi, as they will be, fully electric. Would that be amazing O emission, now that is game changer and thinking about our next generation future.



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 TE WHATA PAUL

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?

Impact on fauna & flora,
Air & Noise pollution, river and streams pollution,
impact on wahi tapu i.e. conservation areas,
impact on native species, impact on rural
community, increased traffic on Pipiwai Rd especially
during peak times, probable delays (traffic) during
build (infrastructure), loss of agricultural land for future,

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

- ① full investigation of native species eg: kiwi etc. - no "maybe"
- ② investigate the viability of a By-Pass or road widening
- ③ School bus routes - pick ups on corners and gates
- ④ Viability of future expansion of the site
- ⑤ Te Mana o te Wai requirements under the National Policy Statement for Freshwater Management 2020

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?

Same as Site 6 (Option 1)

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

- ① Patuwairua stream is not a "maybe" - it is home to several species
 - ② By-pass or road widening
 - ③ Full investigation of native flora, fauna species - no "maybe"
 - ④ School bus routes
 - ⑤ Te Mana o te Wai requirements under the National Policy Statement for Freshwater Management 2020
-

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?

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
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?

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?

Existing

From: [Mail Room](#)
To: [Rachel Mayall](#)
Subject: Airport Location Study - Tessa - AIRPORT-52
Date: Thursday, 21 April 2022 7:52:25 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-52.pdf



Airport Location Study - Tessa - AIRPORT-52

Receipt Number: AIRPORT-52

Your details:

Name:	Tessa
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 land
What are your key concerns about this site?
Too far out of whangarei and for people south of whangarei. I hear ruatangata is always foggy. I would drive to auckland, wouldn't use it.
If we progressed investigations on this site, what else do we need to consider?
Fog, distance to travel, traffic, road upgrades

Option 2: Ruatangata (Site 9):

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

What are your key concerns about this site?
Too far out of whangarei and for people south of whangarei. I hear ruatangata is always foggy. I would drive to auckland, wouldn't use it.
If we progressed investigations on this site, what else do we need to consider?
Fog, traffic, distance for commuters, road upgrades

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

What do you think are the benefits of this site?
More Central for the district, better roading connections can take heavier traffic, could connect with train eventually
What are your key concerns about this site?
Noise
If we progressed investigations on this site, what else do we need to consider?
A link with whangarei, bus or train

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Its existing
What are your key concerns about this site?
Too small, outgrown
What else do we need to consider at this site?
Potential runway length upgrade

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?
Otp is 25 minutes from whangarei, it will eventually have a train connection, growing population, job opportunities since the refinery closed. More likely whangarei south residents would use it. Whangarei north residents may aswell go to kerikeri

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - John Thode - AIRPORT-209
Date: Tuesday, 3 May 2022 10:05:07 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-209.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 - John Thode - AIRPORT-209

Receipt Number: AIRPORT-209

Your details:

Name:	John Thode
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?
This looks like the best 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?
This site seems fine
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?
Nil, it will be detrimental to the area.
What are your key concerns about this site?
This site is way to close to residential properties in a rapidly expanding area. I am quite stunned that you would even consider this area. It will compete with space for port development. It will affect the millions of dollars already invested by Hermpac. It will end up surrounded by housing with the same problems that other airports that are too close to cities have. See Dunedin, their airport is nicely placed 30km from the city and it works well and will continue to work well into the future. This space in Ruakaka has a limited area that will create problems in future
If we progressed investigations on this site, what else do we need to consider?
just don't do it

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
if its working ok leave it
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?
Its away from residential and has space to grow and expand

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Kieran Thomas - AIRPORT-185
Date: Saturday, 30 April 2022 11:54:21 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-185.pdf

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Airport Location Study - Kieran Thomas - AIRPORT-185

Receipt Number: AIRPORT-185

Your details:

Name:	Kieran Thomas
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?
Close to town, plenty of area to build with minimal number of people disrupted. Close to existing public transport links.
What are your key concerns about this site?
The noise impact on nearby lifestyle farms.
If we progressed investigations on this site, what else do we need to consider?

Flooding on roads to/from the airport cutting access.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

Close to town, plenty of area to build with minimal number of people disrupted. Close to existing public transport links. Little difference to the other ruataungata site.

What are your key concerns about this site?

Impacts on nearby lifestyle properties.

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

Flooding cutting access to/from.

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

What do you think are the benefits of this site?

Flat and open so potentially lower construction costs.

What are your key concerns about this site?

It is being planned in an area with significant residential growth and the placement of the airport will limit the spread of the township and also bring significant noise issues to a large number of people.

Being at sea level there are times the site could be impacted by fog for long periods.

Being 30 minutes closer to Auckland why would you fly? Once you have driven to one tree point you might as well just drive to Auckland to catch your flight.

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

The roads to One Tree Point are already heavily congested with Port traffic so the road between the proposed site and Whangarei will need upgraded.

What will happen in a tsunami event? If whangarei or surrounding areas are hit how will relief fly in as this is inside the tsunami zone.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Lowest cost option.

What are your key concerns about this site?

Long term use is limited

What else do we need to consider at this site?

NI

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?
Closest to the largest population base and the lowest number of nearby residents impacted.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Thomas - AIRPORT-211
Date: Tuesday, 3 May 2022 8:45:39 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-211.pdf

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Airport Location Study - Thomas - AIRPORT-211

Receipt Number: AIRPORT-211

Your details:

Name:	Thomas
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?
It may be a little far away. If the airport were to move here, I would consider driving a little further to Auckland instead
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?
.its close by, and OTP/Ruakaka already has great amenities and will support the community now that the refinery has reduced/changed operations
What are your key concerns about this site?
I may be too close to the marine reserves and houses
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?

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Rachel and Ian Thomassen - AIRPORT-430
Date: Tuesday, 24 May 2022 7:09:46 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-430.pdf

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Airport Location Study - Rachel and Ian Thomassen - AIRPORT-430

Receipt Number: AIRPORT-430

Your details:

Name:	Rachel and Ian Thomassen
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 to this site. Very foggy in this area, causing too many flights to be delayed or cancelled. It is a rural area, not zoned for an airport. It is a very quiet lifestyle area and the roading is not fit for the traffic going to and from airport. No city water or sewerage. Too much infrastructure needed for the airport. If the airport is in this area, people are already past the city so they will keep heading north therefore a loss in the Whangarei economy. There are also kiwi that live in the area.
What are your key concerns about this site?

As above.

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

Roading infrastructure
Water and Sewerage infrastructure
Kiwi
Losing economy due to visitors heading north from airport rather than heading 20km back to town.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

No benefits to this site. Very foggy in this area, causing too many flights to be delayed or cancelled. It is a rural area, not zoned for an airport. It is a very quiet lifestyle area and the roading is not fit for the traffic going to and from airport. No city water or sewerage. Too much infrastructure needed for the airport.
If the airport is in this area, people are already past the city so they will keep heading north therefore a loss in the Whangarei economy.
There are also kiwi that live in the area.

What are your key concerns about this site?

We moved to a rural lifestyle 16 years ago to get away from the city and noise as my work environment is very noisy so I find my mental wellbeing would be compromised.
The flight path goes right over the Matarau Primary/Intermediate school.
At the north end of the proposed runway is a really big hill.

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

Roading Infrastructure
Water and Sewer infrastructure
Kiwi
Loss of economy when travellers head north instead of travelling 20km back into town.

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

What do you think are the benefits of this site?

Close to the state highway.
Already zoned light industrial.
Now that the refinery is not taking water, there will be an abundance of water to be used and there is already sewer there. The fuel storage facility will be retained at Marsden Point, so no fuel needing to be trucked.
Plenty of safety areas for emergency landings.
Sea air to clear the fog.
Mangawhai is close and that is the largest growing small town in the last three years. A lot of Whangarei are already moving out to Ruakaka/One Tree Point.
Travellers will need to drive through Whangarei so will stop and visit places, (Hundertwasser) spend money etc.

What are your key concerns about this site?

zero concerns, makes total sense to put an airport there.

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

consider?

Biggest thing to consider is to get travellers / visitors into Whangarei. Maybe in future, would have light rail.
--

Option 4: Continue to operate from Onerahi:

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

It is currently an airport. The planes that we use have no issues landing and taking off. We don't need bigger planes landing at Onerahi, we have sufficient amount of aircraft to accommodate Whangarei.

What are your key concerns about this site?

no concerns

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

It is already an established airport, protocols etc already in place. No large amount of money being spent building another 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?
--

It is already an established airport, works as it is, can't see the need for change. One Tree Point will be close second.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Taylor Thomassen - AIRPORT-492
Date: Wednesday, 25 May 2022 1:41:55 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-492.pdf

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Airport Location Study - Taylor Thomassen - AIRPORT-492

Receipt Number: AIRPORT-492

Your details:

Name:	Taylor Thomassen
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?
Location is too rural. Disruption to the environment and the native species. Too far north so tourism will decrease as they will head straight up north Only on tank water, no council connections. How will water be supplied to the whole airport, especially in droughts. Fog is low lying and thick. Doesn't clear until late morning/midday most times.

All roads out there are in terrible condition and will need a lot of work done.
Area is surround by hills
Farming and those who use small planes for fertilising

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

Locals in the area
Native species
Water supply
Roads

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?

Location is too rural.
Disruption to the environment and the native species.
Too far north so tourism will decrease as they will head straight up north
Only on tank water, no council connections. How will water be supplied to the whole airport, especially in droughts. Not suitable for a large airport.
Fog is low lying and thick. Doesn't clear until late morning/midday most times.
All roads out there are in terrible condition and will need a lot of work done.
Hills surrounding the area
Farming and those who use small planes for fertilising

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

Locals in the area
Native species
Water supply
Roads
Noise
Farming

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

What do you think are the benefits of this site?

Near the harbour to reduce the fog
South of Whangarei so tourists are travelling through Whangarei rather than bypassing it
Flat land
Water connections are there already. Not on tank water

What are your key concerns about this site?

Still being built up with new developments

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

Locals
Developments

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
On top of a hill Near the harbour to reduce the fog Currently operating there Water connections are there
What are your key concerns about this site?
None
What else do we need to consider at this site?
Don't need larger airplanes

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?
Already current and operating. We dont need another airport. Kerikeri airport already has larger planes and can cater for them. Use the money allocated to the airport to fix up Onerahi airport and other projects that need doing

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Dave Thompson - AIRPORT-562
Date: Thursday, 30 June 2022 11:15:45 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-562.pdf

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Airport Location Study - Dave Thompson - AIRPORT-562

Receipt Number: AIRPORT-562

Your details:

Name:	Dave Thompson
I am making this submission:	
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?
Quite rural area. Animal Habitats. Environmental impact.
If we progressed investigations on this site, what else do we need to consider?

The impact on local farming.

Option 2: Ruatangata (Site 9):

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

None

What are your key concerns about this site?

Impact on local farming On animal habits and environmental impact
--

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

As above

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

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

Already an industrial area. Better access Already has an airport near by. So less disruption to existing surroundings. Close to fuel.
--

What are your key concerns about this site?

None

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?
--

Already an air port. Residents already acclimatized to airport.
--

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?

Location, access

Terrain

Zoning

Least disruption to land, land usage and residents.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Kevin Thompson - AIRPORT-407
Date: Wednesday, 25 May 2022 5:59:45 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-407.pdf

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Airport Location Study - Kevin Thompson - AIRPORT-407

Receipt Number: AIRPORT-407

Your details:

Name:	Kevin Thompson
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 to the community or the surrounding environment. Taking away good productive farmland being taken away for an airport is non sensical.
What are your key concerns about this site?
Cost and affordability of the ratepayers. Environmental impact that is unsustainable both relating to the airport and roading. No consultation that is meaningful. No consultation with Tangata Whenua to determine sites of cultural significance.
If we progressed investigations on this site, what else do we need to

consider?

My view is that this site should not be progressed.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

No benefit to the community or the surrounding environment.

What are your key concerns about this site?

Cost and affordability of the ratepayers. Environmental impact that is unsustainable both relating to the airport and roading. No consultation that is meaningful. No consultation with Tangata Whenua to determine sites of cultural significance. Taking good farmland that is productive is non sensical

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

My view is that this site should not be progressed.

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

What do you think are the benefits of this site?

Do not support this site either, but feel it is overall less impact on environment and at least the roading network is better.

What are your key concerns about this site?

unnecessary as Onerahi site is adequate for now and technology will improve airplanes to the extent that in the future the runway length will not be a problem.

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

Should not be progressed

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Adequate for the region. When the roading network improves to Auckland it will be quicker to drive than fly from Auckland to Whangarei and vice versa. The planes of the future will be able to land easily on the current site. Less cost to ratepayers and environmental impact is less

What are your key concerns about this site?

None

What else do we need to consider at this site?

Its adequacy for the future taking into consideration technology advances and the community affordability

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 is adequate for the region. It is affordable and the community cannot afford any change in site. The roading network to Auckland will decrease those choosing to fly this short distance. No other site has been adequately researched nor consulted on or technically investigated to initiate any proposal

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Peter Thorne - AIRPORT-568
Date: Friday, 1 July 2022 12:14:12 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-568.pdf

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Airport Location Study - Peter Thorne - AIRPORT-568

Receipt Number: AIRPORT-568

Your details:

Name:	Peter Thorne
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?
Preference 1 after continuing with existing
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?
Preference 2 after continue with existing
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?
Not preferred
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?
My preference is to continue with 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?
Current aircraft suited. No guarantee future planes not able to use. There is talk of new planes taking off and landing on water? Is there any substance to this? Whangarei use of airport is low and new airstrip expensive. New airport would have to have funding from sale of old site to justify expense.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Jane Thorp - AIRPORT-256
Date: Tuesday, 10 May 2022 8:22:24 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-256.pdf

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Airport Location Study - Jane Thorp - AIRPORT-256

Receipt Number: AIRPORT-256

Your details:

Name:	Jane Thorp
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?
A waste of farmland, often flood site, disruptive to surrounding farming areas and lifestyle blocks
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?
More residential - less farming, more accessible to those travelling from Wellsford or south Whangarei.
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?
Less disruptive to the existing populations and occupations that carry on there, more accessible to individuals travelling from Wellsford or Kaipara districts.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Anthea Tibbits - AIRPORT-364
Date: Wednesday, 29 June 2022 4:20:12 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-364.pdf

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Airport Location Study - Anthea Tibbits - AIRPORT-364

Receipt Number: AIRPORT-364

Your details:

Name:	Anthea Tibbits
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?
The land is flat .
What are your key concerns about this site?
This is a quiet rural community which, in the short term will be hugely disrupted by having an airport on its doorstep. The noise, both in construction and operational phases, will have a significant negative effect on the health, wellbeing and quality of life of the residents of Ruatangata West and those living in the wider community. The surrounding farmland is largely volcanic soil and highly productive both for dairying (as currently) and growing food crops. Food production globally is under threat, both directly and indirectly,

and we need to protect our valuable resources for our own and future generations. Once and airport is established here, other support services, industry and urbanisation will follow. In Auckland, from where we have recently relocated, urban intensification is currently underway, and this must be embraced by regional cities as part of the solution to the social issues consistently dominating news headlines.

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

The costs of upgrading of the road need to be fully investigated as well as issues such as septic waste, water supply, public transport, and communication (internet etc). The cost to the ratepayers for the project is a major concern for superannuitants such as ourselves and the many others in the community on low and fixed incomes. Whilst modest annual rates adjustments are expected in line with cost of living increases, disproportionate increases and extra levies will create hardship for many of us.

Also requiring further investigation, in this rapidly evolving global warming crisis is future trends in air travel and the types of vehicles that will meet the need to both reduce emissions and convey people to their required destinations. Will an airport on the scale of this proposal be necessary?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

This site appears to have broadly the same benefits and attributes as the Ruatangata West site.

What are your key concerns about this site?

As for Ruatangata West

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

As for Ruatangata West

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

What do you think are the benefits of this site?

The site is adjacent to SH1, the port and the railway. Some of the required infrastructure would seem to be in place .

What are your key concerns about this site?

The risk of flooding in the area due to sea level rises as a result of global warming may be possible or likely. Residents in the area will require some protection which could benefit both them and a new airport.

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

As with all other options the council should consider whether the proposed airport is necessary and justifiable within the proposed timeframe and who is going to bear the cost.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
The airport is already present and well established within the community central to the CBD and services.
What are your key concerns about this site?
The limitations of the site are the main concern and whether the future of air travel will allow this site to meet the needs of the people.
What else do we need to consider at this site?
The needs of the wider Northland community and the future of air travel itself need more investigation.

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 location is central to the area and adjacent to other transport facilities.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Anthea Tibbits - AIRPORT-366
Date: Tuesday, 24 May 2022 9:02:07 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-366.pdf

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Airport Location Study - Anthea Tibbits - AIRPORT-366

Receipt Number: AIRPORT-366

Your details:

Name:	Anthea Tibbits
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?
The land is flat.
What are your key concerns about this site?
Ruatangata West is a small, quiet, well established rural community. The proposed airport will have a detrimental effect on the quality of life, health and wellbeing of the residents both in the construction and operational phases. The extensive roading work that will be required will be lengthy and disruptive to residents The surrounding land is largely highly fertile volcanic soil which whilst currently mostly in dairy, has potential for large scale food production in the future. With global uncertainty around food supply and increasing

transport costs we should aiming to preserve our natural resources for use by our own and future generations. Once an airport is underway support industries and urbanisation will follow. This is not desirable. In Auckland one of the most expensive cities to live in the world, legislation enabling housing intensification is being utilised to provide more affordable accommodation and reduce urban sprawl. Whangarei Council should take note.

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

Costs, both direct and indirect. The road will need significant upgrade to support the users of the airport and the associated activities. Funding through rates is unfair. Many ratepayers including superannuitants and others on fixed incomes are unable to absorb excessive rates increases and other levies.

There is no municipal water supply in the area, nor septic services. There is no established public transport and no fibre broadband.

Will we even need a bigger airport? In the broader context of global warming caused by emissions, we should be reducing our reliance on traditional aircraft and be looking at alternatives that would remove the need for this facility

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

It is flat. As this location is very close to the Ruatangata West site my comments are the same.

What are your key concerns about this site?

As for Ruatangata West.

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

As for Ruatangata West.

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

What do you think are the benefits of this site?

Close to the main state highway and the port.

What are your key concerns about this site?

It floods but will do so regardless of whether there is a an airport or not.

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

The options and costs for the of flood protection for the area which will be required to protect existing homes and businesses operating in the area whether there is an airport located there or not. The benefits of the links with existing rail and port facilities and synergies in infrastructure requirements and developments, for example access roads, water, sewerage and communications.

Option 4: Continue to operate from Onerahi:

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

An established facility, the surrounding community are familiar with airport operations. The necessary infrastructure is in place. The locality of the airport is very close to the Whangarei CBD.
--

What are your key concerns about this site?

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

Whether aircraft of the future will be able to operate at the facility within its current limitations. Will the current high dependence on air travel be a continuing trend or will less environmentally destructive forms of travel become more prevalent.

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?
--

Because of its proximity to the main highway, rail links and the port.
--

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Patrick Tibbits - AIRPORT-414
Date: Wednesday, 25 May 2022 9:17:47 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-414.pdf

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Airport Location Study - Patrick Tibbits - AIRPORT-414

Receipt Number: AIRPORT-414

Your details:

Name:	Patrick Tibbits
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?
My concerns are the environmental damage the proposed development will inflict on the air, the ground water and the earth in the area and the flow on effect to the local ecology, both flora and fauna. The loss of valuable farming and horticultural land.
If we progressed investigations on this site, what else do we need to consider?

Is an extended runway even necessary, would the facility be redundant even before completion? Could VTO aircraft replace conventional types?
Cost of this development particularly upgrading of 15kms of roading. Who's going to pay for it, ratepayers? and will we burdening future generations with paying for a white elephant?

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

Comments as for Ruatangata West 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?

The location of this site is central to existing industry with port and railhead close by. Existing supporting industries and facilities are present and road links established.

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 site is located close to the CBD and well established within the local community. The expansion of the airport footprint for the region will be minimised and the distance for travellers to the airport, shorter. Better options for public transport to and from the airport due to its central location.

What are your key concerns about this site?

What else do we need to consider at this site?

Research into likely users of air services in the future, will the numbers increase or decline. The wider population is becoming more aware of the detrimental effects of traditional aircraft on the environment.
Investigation of the future likelihood of VTO aircraft as an option for air travel.

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?

Proximity to services and Whangarei city.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Ruby Tibbits - AIRPORT-416
Date: Tuesday, 24 May 2022 2:20:36 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-416.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 - Ruby Tibbits - AIRPORT-416

Receipt Number: AIRPORT-416

Your details:

Name:	Ruby Tibbits
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?
The site is practically on our doorstep. As a mother of 4 primary school aged children, we have recently moved from Auckland to Ruatangata West to allow the children to grow up in a quiet, rural village where they can explore the natural world, their relationship to it and their responsibility for it. I have found that we are surrounded by many families and like-minded individuals. The proposed development will create another 15kms of city fringe to our doorstep and totally change the character of the community, this is not a change that will be welcomed by residents.

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

The impact on the lives and rights of the local community, the waste of good, productive land to forever be covered in tarseal and tarmac, the destruction of people's livelihoods.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

My thoughts on this site are identical to those expressed for the Ruatangata West 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?

This site is already zoned for industry and much of the infrastructure is already in place.

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 site is already an airport and the locals are used to living with it

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 is already there. Enormous amounts of money will be required to create new facilities from scratch in Ruatangata or Ruatangata West which will become a burden to ratepayers who are also looking at increased costs to fund 3 waters, and other

infrastructure projects. We would likely be leave the region if the cost to our family became too onerous and / or living in other regions was cheaper.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Susan Tisdall - AIRPORT-463
Date: Wednesday, 25 May 2022 3:10:59 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-463.pdf

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Airport Location Study - Susan Tisdall - AIRPORT-463

Receipt Number: AIRPORT-463

Your details:

Name:	Susan Tisdall
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 am not able to see any benefits for this site.
What are your key concerns about this site?
Boarders on flood plane ie: Hikarangi swamp, Wairua and Mangere rivers. Distance from southern area and central Whangarei. 21ks drive from city center. Over 50ks drive from southern area. Concern around kiwi .
If we progressed investigations on this site, what else do we need to

consider?

Infrastructure to service an airport. There appears to be a lot of protected areas plus a dam, Wairua river and wetland plus floodplains.
Taking ever thing into account this area dos not appear suitable.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

It is the closest to Whangarei Central, has much more potential for growth. An airport needs to be able to expand.
Taking into account it would take approximately 30yrs to complete. Do's not appear to have any significance sites etc.

What are your key concerns about this site?

Impact on school and Matarau lifestyles. Wetlands, streams and wild life.

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

Looking at the future fur an airport, this option seam's to be the most likely place as a possible site. Although this is very productive farm land..

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

What do you think are the benefits of this site?

Even given that this is the most distance from central Whangarei. It is a developing area and has main roads , a port , a future railhead and very flat land.
With out large pylons , zoned for light industrial. To service a good airport it will need to have supporting services,
It would bring more tourist and work to Northland.

What are your key concerns about this site?

Most of the area consist of peat and sand

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

The cultural significance, possibility of flooding, Would need more services to the area to serve an airport.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

This is the closest site to Whangarei central and has a bus service from the city, but not from the south.

What are your key concerns about this site?

Unable to expand due to the topographical location, unable to expand. Will in the next ten years not be useable for commercial flights

ie; no longer meets Civil Aviation requirements.

What else do we need to consider at this site?

This site is unable to function as a commercial airport. It makes it a very expensive travel option, A great deal cheaper to travel to Auckland airport for flights around New Zealand or international .

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 has less topographical elevation. There is a port which will continue to grow allowing more freight and cruise ships and the railhead should be in by the time this all goes ahead. We should have a four lane highway to meet up with the Warkworth to Wellsford motorway by then. Most likely have electric planes by the time this comes to fruition.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Carley Tobin - AIRPORT-467
Date: Wednesday, 25 May 2022 7:25:07 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-467.pdf

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Airport Location Study - Carley Tobin - AIRPORT-467

Receipt Number: AIRPORT-467

Your details:

Name:	Carley Tobin
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
What are your key concerns about this site?
Roading infrastructure and surrounding residential properties
If we progressed investigations on this site, what else do we need to consider?
Another site

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Nil
What are your key concerns about this site?
Roading infrastructure and surrounding residential properties
If we progressed investigations on this site, what else do we need to consider?
Another site

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

What do you think are the benefits of this site?
Better location for more people in a growing area
What are your key concerns about this site?
Nil
If we progressed investigations on this site, what else do we need to consider?
Where people would travel

Option 4: Continue to operate from Onerahi:

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

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?
Population growth

From: [Mail Room](#)
To: [Rachel Mayall](#)
Subject: Airport Location Study - Donna Todd - AIRPORT-8
Date: Wednesday, 20 April 2022 10:49:52 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-8.pdf

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Airport Location Study - Donna Todd - AIRPORT-8

Receipt Number: AIRPORT-8

Your details:

Name:	Donna Todd
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?
Peace and tranquility of living rurally will be destroyed with not only the noise of the airport, but also the increased traffic. The amount of infrastructure required to support an airport out here ie: better roading, water supply, sewerage etc will be huge and very disruptive to the community. There is also the lion park to consider. They have spent millions over the past 8 years to upgrade the park. The noise of planes could be very traumatic to the big cats.
If we progressed investigations on this site, what else do we need to consider?
The fog.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
What are your key concerns about this site?
Peace and tranquility of living rurally will be destroyed with not only the noise of the airport, but also the increased traffic. The amount of infrastructure required to support an airport out here ie: better roading, water supply, sewerage etc will be huge and very disruptive to the community. There is also the lion park to consider. They have spent millions over the past 8 years to upgrade the park. The noise of planes could be very traumatic to the big cats.
If we progressed investigations on this site, what else do we need to consider?
The fog. OMG the fog..... Pulling out onto Pipiwai Rd from Three Mile Bush is like playing Russian Roulette on many mornings...

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

What do you think are the benefits of this site?
Closer to the main highway. Likely infrastructure already in place with roading, sewerage, water
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?
Only one road in and out of Onerahi
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?
Close to main highway, railroads, infrastructure etc. If something goes wrong the ocean is close for emergency fuel dumping, crash landing etc.

Dear Council,

I am Trinity I am 10 years old

I don't want an airport at purua

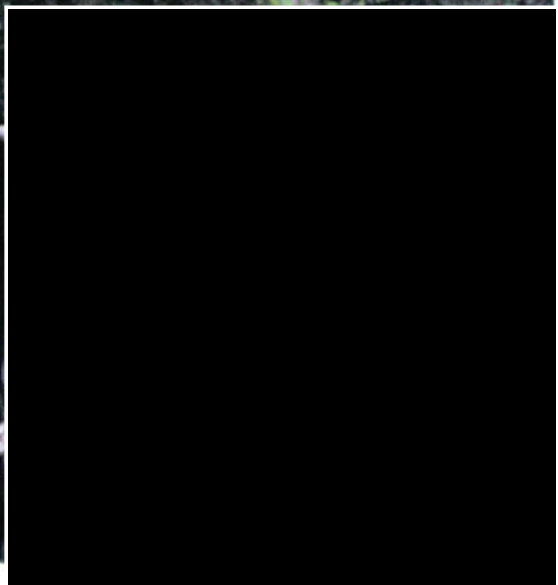
Site 6. We have a kiwi here whose name is:

moondust. you should move it to Rua kaka

because it's closer to Auckland and flat.

from Trinity





thes are our kiwis

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Finnisha Tuhiwai-Birchall - AIRPORT-462
Date: Wednesday, 25 May 2022 12:36:04 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-462.pdf

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Airport Location Study - Finnisha Tuhiwai-Birchall - AIRPORT-462

Receipt Number: AIRPORT-462

Your details:

Name:	Finnisha Tuhiwai-Birchall
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?
I see no benefit in this proposed site being utilised as an airport.
What are your key concerns about this site?
<ul style="list-style-type: none">- Proximity of the proposed Airport is too close to Schools, Marae, Residential and rural agricultural businesses.- There are beautiful native bush reserves which are home to many native birds, insects and freshwater fish which will be negatively impacted as they are extremely close to both proposed Ruatangata sites.- I have huge concerns for our rivers and streams and the native freshwater taonga

species within. I manage the Elver Transfer Project at the Wairua Powerstaion and both proposed Ruatangta sites are in middle of the transfer sites. I am concerned where the airport will draw its water from, how it will transport fuel for the aircrafts and how it plans to power the airport.

There is a Tuna Reserve nearby as well as a Kiwi reserve in the direct flight path zone. The proposed Ruatangata sites are in dense fog zones.

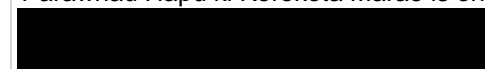
I am concerned about the increased traffic flow the proposed Airport will generate, the roads are already perilous.

Why was the proposed sites chosen?

I would like the opportunity to discuss this in person.

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

You need to ensure Mana whenua are an active part of this stage of the investigation. Te Parawhau Hapu ki Korokota Marae is one such entity to engage with. Contact: Finnisha



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?

Please refer to details of concern in Proposed Option 1

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

Please refer to statement given in Proposed Option 1

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

What do you think are the benefits of this site?

Close proximity to Main highway, offer ample room for airport both Domestically & Internationally

What are your key concerns about this site?

Posdibility of Sea level rising

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

Same statement as Proposed site 2 & 3. Engage with Mana whenua asap in a very meaningful way

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Cost less than if you moved it, you won't have to engage in a battle to return the whenua to my hapu/idiot.
Put costs towards linking Whangarei South to airport by Ocean ferry which will double as affordable passenger ferry.
You won't interfere with the native bird flight paths and waterways in Ruatangata.
You won't negatively impact on the Elver Transfer Project, Tuna or Kiwi Reserves

What are your key concerns about this site?

If you move the airport from this site, be ready to return the land to my hapu/iwi

What else do we need to consider at this site?

Don't try fix what ain't broke

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 have already answered this in the previous question.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Catherine Turner - AIRPORT-90
Date: Thursday, 28 April 2022 11:37:23 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-90.pdf

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Airport Location Study - Catherine Turner - AIRPORT-90

Receipt Number: AIRPORT-90

Your details:

Name:	Catherine Turner
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?
This site is not overly populated and there is a lot of open space, so area to expand
What are your key concerns about this site?
It is quite rural and the roads out there from town are not great
If we progressed investigations on this site, what else do we need to consider?
The local farmers may not want an airport there, roads need to be good, public transport

eg buses and taxis need to be able to go there regularly

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

Again there is quite a lot of open space

What are your key concerns about this site?

There is a stream running through this site, best not to disturb that. There is also more surrounding roads so less room to expand.

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

The same as the previous Ruatangata site. Roads and infrastructure out that way are not great. Not very desirable for public transport to go there.

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

What do you think are the benefits of this site?

It is closest to town, it has the best roads out of the options. Much more likely for public transport to go out there, particularly with the new road upgrades once completed. It is a growing suburb, a lot of people living there already commute to Auckland regularly so flying may be an alternative transport method for them.

What are your key concerns about this site?

If you live on the other side of the harbour it would be an hour long drive to the airport. Perhaps making a water taxi/ferry available from the Heads to Marsden Point could be a good option. It is also a long drive for people living north of town.

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

Public transport and other transport methods to the airport from other suburbs.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

It is central and a handy location. You can get there with public transport if you live on the current bus route.

What are your key concerns about this site?

It is not very big and there is no room to expand. If Whangarei ever hopes to get flights from other areas of NZ, not just from Auckland, it will need to expand.

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?

As mentioned previously, the roads out to this site have the most capacity, public transport is most likely to go out to this site. It is a growing suburb.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Melanie Turner - AIRPORT-67
Date: Friday, 22 April 2022 6:16:34 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-67.pdf

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Airport Location Study - Melanie Turner - AIRPORT-67

Receipt Number: AIRPORT-67

Your details:

Name:	Melanie Turner
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?
Roads are windy and narrow in parts and not designed for heavy traffic flow. There are quite a few accidents on this road already.
This area gets heavy blankets of fog make roads harder and planes wouldn't be able to see

Not a central location or near anything.
If we progressed investigations on this site, what else do we need to consider?
Re do the entire road

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
Roads are windy and narrow in parts and not designed for heavy traffic flow. There are quite a few accidents on this road already.
This area gets heavy blankets of fog make roads harder and planes wouldn't be able to see
Would create heavier traffic flow through Manu and Maungatapere
Not a central location or near anything.
If we progressed investigations on this site, what else do we need to consider?
Redo roading

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

What do you think are the benefits of this site?
More central location
Easier to get to from town
Roads are easy to drive having state highway
Roads are straight.
This area will become more structures in time
What are your key concerns about this site?
None
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?
Closest to town

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?
Ease of access Great roading designed for heavier traffic Room to increase airport size No fog issues

From: [Mail Room](#)
To: [Rachel Mayall](#)
Subject: Airport Location Study - Jonathan Twyman - AIRPORT-16
Date: Wednesday, 20 April 2022 12:15:18 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-16.pdf

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Airport Location Study - Jonathan Twyman - AIRPORT-16

Receipt Number: AIRPORT-16

Your details:

Name:	Jonathan Twyman
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?
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?
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 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
<p>This site meets our current needs. I think that before we look at relocation, we should consult with the airlines as to whether any change is needed.</p> <p>The current services from Onerahi are very limited, but I do not think a bigger airport would improve things. While there are limitations around the size of aircraft that can be used, there is capacity to increase the number of flights. More flights would be beneficial to users as it would allow for a greater range of departure times. In contrast, bigger aircraft would need to do less flights in order to be viable so we may be left with reduced services.</p>
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?
<p>Meets current needs.</p> <p>Has capacity for more flights if needed</p> <p>Whangarei is unlikely to be used as much more than a domestic airport, so does not require a bigger runway.</p>

From: [Mail Room](#)
To: [Rachel Mayall](#)
Subject: Airport Location Study - Helen Ujdur - AIRPORT-42
Date: Wednesday, 20 April 2022 8:28:38 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-42.pdf

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Airport Location Study - Helen Ujdur - AIRPORT-42

Receipt Number: AIRPORT-42

Your details:

Name:	Helen Ujdur
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?
Handy. Large open unobstructed space.
What are your key concerns about this site?
None
If we progressed investigations on this site, what else do we need to consider?
All weather conditions? Making sure roads to and from aren't flooded. Roads are suitable for more congestion.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Large open space and handy to Whangarei and surrounding
What are your key concerns about this site?
The stream running through?
If we progressed investigations on this site, what else do we need to consider?
Roads are suitable for more congestion and low lying flood risks for travel to and from

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

What do you think are the benefits of this site?
None. Too many homes and the water channel running through
What are your key concerns about this site?
Not everyone is going to like the noise. Large bodies of water. Too congested
If we progressed investigations on this site, what else do we need to consider?
Don't consider

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Already established which will save money. Very handy to Whangarei township.
What are your key concerns about this site?
Growth and the fact it can't be used in some very bad weather conditions due to the small size I believe.
What else do we need to consider at this site?
The wasted space. Although I gather maybe smaller planes and possibly the rescue helicopters could make good use of.

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?
Large open unobstructed space. Not many residence to complain, unless you count the cows. It works nicely up in Kerikeri

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Paul van den Berg - AIRPORT-406
Date: Tuesday, 24 May 2022 7:44:14 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-406.pdf

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Airport Location Study - Paul van den Berg - AIRPORT-406

Receipt Number: AIRPORT-406

Your details:

Name:	Paul van den Berg
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. 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?
Infra structure for road and rail are already in place. The already industrially zoned area. The proximity of fuel depots (from the refinery change-over to holding tanks) will be beneficial. The proximity to the port is beneficial.
What are your key concerns about this site?
Again, the unjustified spending.
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>The choice of residents living in the Onerahi Airport area is a choice made while fully aware of living close to an airport.</p> <p>The infrastructure is already in place and if upgraded, will benefit a larger community than when putting the airport on another site.</p> <p>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.</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>
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>Everyone in the Onerahi area is aware of the airport and bought or rented while fully aware of the implications.</p> <p>Should there be infrastructure upgrades, it will benefit the larger Onerahi community including Parua Bay and beyond.</p> <p>It will force technology to evolve and be inventive as it always is, to find a better, more efficient aircraft to operate with when dealing with a relatively smaller airstrip.</p>

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Rick van Doorne - AIRPORT-394
Date: Monday, 23 May 2022 7:02:29 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-394.pdf

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Airport Location Study - Rick van Doorne - AIRPORT-394

Receipt Number: AIRPORT-394

Your details:

Name:	Rick van Doorne
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?
Distance from town Amount of road improvements required ie widening, straightening of the road Natural features present Many houses very near by
If we progressed investigations on this site, what else do we need to

consider?

Allof the above The PEOPLE

Option 2: Ruatangata (Site 9):

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

A wee bit better than Ruatangata West Lots of road improvements
--

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?
--

Flat site Scenic Has a good existing road

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 exists Electric planes are on the horizon so will require a less long runway
--

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 exists

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Monique van Stokkum - AIRPORT-534
Date: Saturday, 28 May 2022 8:46:53 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-534.pdf

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Airport Location Study - Monique van Stokkum - AIRPORT-534

Receipt Number: AIRPORT-534

Your details:

Name:	Monique van Stokkum
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?
Too expensive
If we progressed investigations on this site, what else do we need to consider?
Rising costs of construction & the flow-on effect to ratepayers

Option 2: Ruatangata (Site 9):

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

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?
Same as previous areas that currently have no airport facility
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 close to town It's already in place & therefore costs far, far less People who live here know what to expect in terms of noise and flight traffic It reduces the burden on ratepayers It's best not to spend hundreds of millions of dollars (\$150m will definitely not be enough to create a new airport - look at Wanaka's upgrade) What will transport of the future be like? Will people be able to afford to travel? Will aviation gas always be available? Will we switch to other fuel types and reduce plane size?? Unless these can be answered, how can the council go ahead with this costly move?
What are your key concerns about this site?
None
What else do we need to consider at this site?
If this is no longer the airport, what will it become? The 'Onerahi chaos' soil structure won't allow for high rise apartments and the roads won't cope with a lot of extra traffic.

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 previous comments](#)

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Shayne & Janice Vercoe - AIRPORT-324
Date: Friday, 20 May 2022 9:44:17 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-324.pdf

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Airport Location Study - Shayne & Janice Vercoe - AIRPORT-324

Receipt Number: AIRPORT-324

Your details:

Name:	Shayne & Janice Vercoe
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?
Having lived in the area for 19 years, I can not see any benefits bringing an Airport to a rural area, with no Infrastructure to support one.
What are your key concerns about this site?
Pollution: Water we drink from our water tanks, & animals, the ground that feeds us, meat, veg & fruit. Aquatic life of the Wairua River, Twin lakes & fresh water stream from the mountain, which has silver belly eels, fresh water crayfish (koura) golden frogs, watercress. Bird life Morepork. Harrow Hawks, Pigeons, Tui, Blue Heron, Wax eye, Fantail, small green finch.

Noise Pollution: Considering the close proximity to the village & surrounding life style blocks, Disrupts every day living, disrupts sleep especially children.
Lighting will also have major effects on surrounding rural area.
Health Hazard : Aviation is the main source of ozone, a Respiratory Health Hazard, air crafts emit ultra fine particulates, in & near airports, as does ground support equipment

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

Traffic Hazard, Sewage, Water, Net Work, Flooding, Impact on environment , Property devalue , Structural impact to a rural area.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

As the same as Site 6

What are your key concerns about this site?

Impact on Matarau School & Comrie Park Kindergarden. Noise to the wider community. Wetlands, Streams & River all have environmental needs to be considered.
Traffic Hazards: Unsuitable Roading for increase traffic, Road Safety for Pedestrians & Children as there is no footpaths, rural school buses, The many cyclists that use our rural roads, Flooding, Sharp bends that have already claimed the lives of the unexpected driver. Sun Strike is an issue , there has already been a fatality to this issue,

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

The impact on Rural Farming & Life-Style.
To a city person travelling in a rural area they need to be aware of the many hazards that come with a farming district.
Wandering Stock that quite often escape from their paddocks on our roads. Large tractors on the road making passing dangerous or impossible. Stock trucks that can be slow, Farmers going about their day on motorbikes. Many trucks with haymaking & silage seasonal. Spraying & Fertilizer trucks, tractors
Rural Districts are not the place for an Airport.
Lighting that will have impact on the farmer & their stock.

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

What do you think are the benefits of this site?

This Site already has infrastructure in place, with a State High Way , A port & easy travel.

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?

Close to all amenities
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?
Easy travel for future tourist to Whangarei

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Vinnie Tuhega - AIRPORT-233
Date: Friday, 6 May 2022 12:53:22 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-233.pdf

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Airport Location Study - Vinnie Tuhega - AIRPORT-233

Receipt Number: AIRPORT-233

Your details:

Name:	Vinnie Tuhega
I am making this submission:	On behalf of an organisation
Organisation name:	VT Airport Support Services (VTASS)

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?
Central to the majority of the Whangarei population.
What are your key concerns about this site?
Is it suitable for development and expansion or not? The study indicates suitability for development but also points out limitations in the same area due to surrounding flood plains and rivers. If the purpose is to move from the current airport location to this one due to growth, how much growth is actually possible.
If we progressed investigations on this site, what else do we need to

consider?

1. Wildlife hazard management and risk to aircraft movements. 2. Confirm the area can not only be developed to meet the CAA requirements and potential future aircraft types that will utilise the airport but also the potential revenue opportunities available to both the Council and local stakeholders. For example, hangar space. 3. Runway headings risk assessment.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

Central location.
Engineering less intensive is a plus, especially for costs.
No major impact to existing infrastructure is a plus.

What are your key concerns about this site?

Environmental impacts.
Wildlife and habitat impacts.

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

Wildlife hazard management and risk to aircraft movements.
Runway headings risk assessment.

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

What do you think are the benefits of this site?

Central location.
Revenue opportunities and growth.

What are your key concerns about this site?

Flooding.
Engineering challenges and costs.
Wildlife.

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

Wildlife hazard management and risk to flight movements.
Impact of flooding versus potential revenue opportunities.
Runway headings risk assessment.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Already established.
Less invasive environmental impacts like wetlands.
Space on the airfield for further development i.e. hangars, apron extensions.

What are your key concerns about this site?

None if it is possible to change the operational portfolio of the airport.

What else do we need to consider at this site?

Is Air NZ the only airline available as a carrier? Do passenger numbers indicate Q300 aircrafts and larger are necessary to meet sustainable demand? A Cessna 208 caravan carries 13 passengers and needs only 600m to land and take off, is it possible to offer several services of this aircraft type? The benefits would include more frequent service options, a suitable runway length after displacing the threshold which would also accommodate the strip size issue. Would the apron accommodate several of these aircraft? Would it accommodate an extension?

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?

Only if it is possible to adapt to utilise what you already have. Growth is desirable but sustainability of consistent air services is challenging, and airport owner / operator fixed costs are continuous regardless of activity. With smaller aircraft suitable to the existing infrastructure, an investment to increase parking for aircraft including amenities of the terminal and carparks to match may be a far more sustainable option - Compliance needs are met, several services could be offered on multiple days, cheaper airline operator costs from landing and seating capacity etcetera could be passed down to passengers for cheaper seats. An increase in activity would filter down to the economic profile of the township, and if there are down turns in passenger traffic, it would be far less crippling as an impact. However, if it is projected that CAA rules and requirements, population growth and demand for air services increase, then yes, pick any of the others that best fit the region and its associated analysis factors.

From: [Mail Room](#)
To: [Rachel Mayall](#)
Subject: Airport Location Study - Crispin Waddell - AIRPORT-38
Date: Wednesday, 20 April 2022 5:18:47 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-38.pdf

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Airport Location Study - Crispin Waddell - AIRPORT-38

Receipt Number: AIRPORT-38

Your details:

Name:	Crispin Waddell
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?
Higher terrain on approach areas. More likely to experience low cloud during East and Westerly conditions.
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?
Higher terrain on approach areas. More likely to experience low cloud during East and Westerly conditions.
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?
Approach paths over harbour/ Bream Bay. Less noise disturbance. Less turbulence during South Easterly's. Safer terrain clearance. Good road access.
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?
Public transport to and from Airport.

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?

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Charlotte Waetford - AIRPORT-252
Date: Monday, 9 May 2022 4:20:10 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-252.pdf

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Airport Location Study - Charlotte Waetford - AIRPORT-252

Receipt Number: AIRPORT-252

Your details:

Name:	Charlotte Waetford
I am making this submission:	On behalf of an organisation
Organisation name:	P J & Mange Whanau Trust

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?
We do not see any benefits moving to this site.
What are your key concerns about this site?
There will be more travel involved because of the non-central location. We should be mindful of extra costs that burden people who have already paid heavy prices on flight tickets. It is not economical for those who do not have transport means to take a taxi to this destination. Booking a shuttle service is not always conducive to all the needs of a person travelling, plus it further adds to the cost of air travel.

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

A non-central airport location discourages use of air travel. If Auckland is the final destination for air travellers, they will more likely drive to Auckland.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

Our comments for Ruatangata West apply to Ruatangata.

What are your key concerns about this site?

The same comments as Ruatangata West.

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

The same comments as Ruatangata West.

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

What do you think are the benefits of this site?

The same comments as Ruatangata West.

What are your key concerns about this site?

The same comments as Ruatangata West.

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

The same comments as Ruatangata West.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Most beneficial to Whangarei District. It is centrally located, easy to access by private vehicles, taxis and shuttles.

What are your key concerns about this site?

No concerns.

What else do we need to consider at this site?

Keep the Airport operational from Onerahi. If it is not broken, no need to fix.

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?

As the location is central, it serves the purpose of accessibility, functionality and maintains the appeal of a Kiwi experience. The airport building and design concept works well.

06 May 2022

Simon Weston
Whangarei District Council
Forum North
Whangarei

Ref: Whangārei Airport Location Study Consultation

Tēnā koe Simon,

Thank you for the opportunity to provide a submission on the Whangārei Airport Location Study. Waka Kotahi acknowledge the ongoing work by Whangārei District Council on this project as well as our involvement through the Project Advisory Group.

The Whangārei Airport Location Study consultation presents four options for consideration. At this stage Waka Kotahi does not have a position on a preferred option. Instead, our submission is framed to provide strategic transport guidance to support and inform Whangārei District Councils decision-making.

Waka Kotahi is supportive of the Whangārei Airport Relocation Study, acknowledging that an airport plays a crucial role in the transport system and is vital to support economic prosperity of Whangārei and Tai Tokerau by connecting the district to the rest of New Zealand and beyond.

Waka Kotahi must give effect to the strategic outcomes set by the Government through the Government Policy Statement on Land Transport (GPS). An airport and associated commercial activity can have a significant impact on the land transport system and therefore the GPS and its strategic priorities should be considered through the decision-making process on the future of the airport. The four strategic priorities for the GPS are noted below:

- **Safety:** Developing a transport system where no one is killed or seriously injured.
- **Better Travel Options:** Providing people with better transport options to access social and economic opportunities.
- **Climate Change:** Developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access.
- **Improving freight connections:** Improving freight connections for economic development.

The GPS priorities are reinforced by a broader government policy and legislative framework, that should also be considered as part of this study:

- This include the Emissions Reduction Plan (ERP), which will be finalised and released in May 2022. The ERP will have wide ranging implications on planning and investment including a focus on the transport sector through reduction in vehicle kilometers travelled and an increase in public transport and active modes. Consideration of the ERP should be integrated into the assessment of options, particularly if significant investment is need for infrastructure that is likely to contribute to increased emissions and vehicle movements.
- Any decision on the future location of an airport and associated commercial activity should integrate land-use and transport. The National Policy Statement on Urban Development provides a framework to consider this decision within the broader context of future growth in Whangārei and Tai Tokerau.

In the context of these strategic transport outcomes and policy direction, Waka Kotahi would like to make the following points:

- Waka Kotahi acknowledge that current Whangārei Airport location in Onerahi may have operational challenges if either the airplane fleet or Civil Aviation Authority requirements change. The establishment of a new airport is a significant project in terms of planning, infrastructure and cost. Furthermore, the current location offers a number of benefits including its proximity to the Whangārei urban area which is

the main centre of population and economic activity in the district. The site is well served by an existing public transport service and local road network. Therefore, Waka Kotahi support's the inclusion of the existing airport site as a valid option for further consideration.

- The connectivity and accessibility by a variety of transport modes to key destinations should be incorporated into the design and implementation of a new airport if a new site is the preferred option. This should include the provision of a good quality public transport service that will connect the airport to main centres of population in order to provide transport choice and support modal shift. Consideration should also be given to active mode connectivity, particularly if there are opportunities to connect to already established or planned networks, such as the Kamo Shared Path.
- Any local road improvements or new or upgraded connections with the State Highway will need to adequately accommodate transport movements associated with proposed airport and any associated commercial activity. In order to do this, Waka Kotahi assumes Council will have an understanding of vehicle trip generation and the impact on transport network.
- Any intersection upgrades or new State Highway connections would need to demonstrate optimal efficiency and safety for the transport system and consider the wider transport network.
- Any commercial activity associated with a new airport would need to be enabled through a plan change process. Waka Kotahi would expect this process to address issues such as establishing a commercial and employment hub outside Whangārei current urban area and the potential trip generation that such activity could generate, which could be greater than the airport itself. Any decision to establish a new employment hub would need to be aligned with the policy framework of the National Policy Statement on Urban Development as well as Council strategies including the Whangārei District Growth Strategy and the Future Development Strategy. Consideration should be given to how an employment hub relates to future residential development and associated trip generation.
- Any decision on the future of the airport needs to acknowledge that moving to a new site is a long-term decision and could take decades to implement. Over the long term the aviation industry is likely to be subject to significant technological changes. Future technological advancements may change the type and frequency of aircraft that will utilise the airport. Therefore, any decision on the location should incorporate flexibility to accommodate future aviation technology.
- Currently, Waka Kotahi does not have any funding available to support transport upgrades for a new airport site. This would need to be put forward for consideration through a future RLTP process. No guarantee can be given at this stage that the necessary funding would be available.

If Whangārei District Council decides to pursue a new airport site, Waka Kotahi will likely participate in the Notice of Requirement and Plan Change process to ensure transport outcomes are appropriate and considered along with any impacts on the operation of the State Highway network. This submission does not prejudice any input we may have in any subsequent resource management/legislative processes.

Please note that this letter expresses Waka Kotahi's current view based on the information publicly available through the consultation document. If the proposal is put on hold for any length of time or new information is made available, then Waka Kotahi may need to review its comments in light of any change to traffic, safety, planning or policy considerations.

Yours sincerely,



Randhir Karma

Regional Manager System Design (Tamaki Makaurau and Te Tai Tokerau)

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Chantelle Walker - AIRPORT-110
Date: Thursday, 28 April 2022 3:06:42 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-110.pdf

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Airport Location Study - Chantelle Walker - AIRPORT-110

Receipt Number: AIRPORT-110

Your details:

Name:	Chantelle Walker
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?
Out of town
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?
Out of town
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?
More space
What are your key concerns about this site?
Very far out of town
If we progressed investigations on this site, what else do we need to consider?
People living in the area

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Close to town
What are your key concerns about this site?
None
What else do we need to consider at this site?
The benefits of keeping it where it is, close to town.

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 closer to town than all the other 3 airport propositions.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Craig Walker - AIRPORT-317
Date: Friday, 20 May 2022 11:04:14 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-317.pdf

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Airport Location Study - Craig Walker - AIRPORT-317

Receipt Number: AIRPORT-317

Your details:

Name:	Craig Walker
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?
Hi live in Ruatangata west Village .Im totally against a Airport in our beautiful place.Where wild kiwi.s are sereval Bus areas near by. Please listern yo Locals in our area
What are your key concerns about this site?
Birds that are native to Nz that are protected will be harmed by a Airport.2Population in our waterways .Ligthings in Our Aresa from Airport .Village.Tracfic in our that know the roads and Crash etc.

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

Floods .Strong Winds .Frog for most days from 5am till 11am like P.sour ...Local schools.Farms.Locals famds drop in revrenue due to toxics Airways and crops.Dairy farm.Kiwi fruit tree Popertry's.Aovcardo Oarcards.

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

None.

What are your key concerns about this site?

Impact to local Farms .Schools .Oracards.

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

Wild life .Birds.Native birds that are protected will be harm by a Airport .Floods.Very Froggy Day's.
Sttongs winds most day's ..

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

What do you think are the benefits of this site?

Alot new business in the Area.better posting srVICES being right next our ports where Ships come in to load .new Attactions in the area.

What are your key concerns about this site?

For it to be of beautiful Place to travel from to and overseas.
Countrys.

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

Local wild life.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Less costs to locals rates .better place To have airport seeing its already there.

What are your key concerns about this site?

None

What else do we need to consider at this site?

Better services.accomdation services.Roading.

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?

Already built is suitable for large planes. less costs to dollars spent for another site funds can be sent on a new hospital revamp

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Laurel Watson - AIRPORT-555
Date: Thursday, 23 June 2022 3:34:14 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-555.pdf

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Airport Location Study - Laurel Watson - AIRPORT-555

Receipt Number: AIRPORT-555

Your details:

Name:	Laurel Watson
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?
Location and no additional costs
What are your key concerns about this site?
What else do we need to consider at this site?
It has been mooted that we need a longer runway, but do we really? The existing planes service the local population and tourists well. The number of flights could be increased should there be a public demand.

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 previous answer

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Zoltan Waxman - AIRPORT-202
Date: Monday, 2 May 2022 8:32:06 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-202.pdf

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Airport Location Study - Zoltan Waxman - AIRPORT-202

Receipt Number: AIRPORT-202

Your details:

Name:	Zoltan Waxman
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?
No supporting infrastructure, no roading. Guaranteed delays and cancellations of flights due to fog!!!
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?

No supporting infrastructure, guaranteed delays and flight cancellations due to fog!

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

FOG FOG FOG!

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

What do you think are the benefits of this site?

Easy access from SH1,
In a future growth area, with vision of future port, rail etc. No brainer!

What are your key concerns about this site?

Nothing

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

Think of the big picture.
Port and rail!!!

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Nothing, besides all the time, money and breath have been wasted, not to mention the \$ spent on land already

What are your key concerns about this site?

Doesn't provide any future growth. Only short term vision.

What else do we need to consider at this site?

The big picture of growth.
Will this be sufficient in 10-15 years time?

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 best site for future urban planning.
Transport hub, (SH1, port and rail all close by)

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Mike Waymouth - AIRPORT-230
Date: Friday, 6 May 2022 9:45:58 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-230.pdf

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Airport Location Study - Mike Waymouth - AIRPORT-230

Receipt Number: AIRPORT-230

Your details:

Name:	Mike Waymouth
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?
the one tree point option is fare better suited
If we progressed investigations on this site, what else do we need to consider?
dont progress investigation

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
None
What are your key concerns about this site?
One Tree Point is a better option Fog is frequent in winter Vehicle access to the site will be on local secondary roads
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?
Topography is more suited for flight paths. Most flights do not need to fly over the Whangarei city whereas at Ruatangata all flights will have to Access to and from the airport via existing and proposed roading is better. One Tree Point is largely served by National roads not local Potential Rail access Potential for associated long term infrastructure development such as rental vehicle and logistics operations is better. The area can develop as a unified transport hub with the port already there. It will add to the development of the Ruakaka area which already has developed infrastructure such as shops, power water and sewerage none if which exist at Ruatangata.
What are your key concerns about this site?
Need to mitigate impact on existing residents
If we progressed investigations on this site, what else do we need to consider?
Road and rail access.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Its already there. Whangarei is going to face huge costs with sea level rise so we need to spend money very carefully What are the reasons for building a new airport?
What are your key concerns about this site?
Do we know enough about development of plane design to decide we need a new airport
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?

Stay at Onerahi unless we are sure it will not cope in medium term
if we are totally sure we need a new airport then option 3

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Len Webb - AIRPORT-234
Date: Friday, 6 May 2022 1:42:17 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-234.pdf

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Airport Location Study - Len Webb - AIRPORT-234

Receipt Number: AIRPORT-234

Your details:

Name:	Len Webb
I am making this submission:	
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?
Closer to Whangarei CBD. Population base is less a lo less than One Tree Point.
What are your key concerns about this site?
Nil
If we progressed investigations on this site, what else do we need to consider?
Nil

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Same as Ruatangata West.
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?
Absolutely no benefits to this area at all
What are your key concerns about this site?
1. Noise. 2. Very close to residential housing which is increasing in size and population. 3. Tsunami Alert Warning area. 4. Road access for Emergency services will be limited. 5. Natural Disaster Evacuation limitations. 6. Situated on swamp land prone to flooding. Other than commercial flights, flight activities i.e Clubs and Helicopter flights causing noise. 7. Property Values will be impacted which is unacceptable. 8. Access to and from OTP residential area will be limited.
If we progressed investigations on this site, what else do we need to consider?
The Community !!!

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
It is already an established airfield and cost rate payers
What are your key concerns about this site?
nil
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?
Closer to CBD And easier access from all of the district

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Susan Webb - AIRPORT-228
Date: Saturday, 7 May 2022 12:34:59 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-228.pdf

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Airport Location Study - Susan Webb - AIRPORT-228

Receipt Number: AIRPORT-228

Your details:

Name:	Susan Webb
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?
1. It is an ideal distance from Whangarei. 2. Most arrivals would have to pass through Whangarei to get to their destination, so would be good for local businesses.
What are your key concerns about this site?
1. Medium environmental impacts, due to proximity of waterways, wetlands. 2. Challenges of typography, eg hills - increased safety risk for flights 3. Other challenges of typography, eg likelihood of fog. 4. Alteration of the character of a rural area and imposition of negative externalities, eg

increased road traffic and air pollution; likely development of ancillary businesses over time.

5. Negative impact on local residents' enjoyment of a peaceful rural area.

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

1. The cost - building an airport from scratch would be very expensive. And, often, costs for large infrastructure projects increase significantly once physical works have begun.
2. Benefit-Cost ratio - The costs of this option would greatly outweigh the benefits, obviously taking into account non-monetary costs.
3. The long-term prediction is now for less air travel (globally), so this will need to be factored in. (The UK, for example, is planning to close most airports in the UK over the next 10-20 years, due to plans for carbon emission reduction).

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

1. It is an ideal distance from Whangarei.
2. Most arrivals would have to pass through Whangarei to get to their destination, so would be good for local businesses.

What are your key concerns about this site?

1. High environmental impact, due to immediate proximity of a river and very close to significant area of native bush.
2. Challenges of topography, eg hills - increased safety risk for flights
3. Other challenges of topography, eg likelihood of fog.
4. Alteration of the character of a rural area and imposition of negative externalities, eg increased road traffic and air pollution; likely development of ancillary businesses over time.
5. Negative impact on local residents' enjoyment of a peaceful rural area.

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

1. The cost - building an airport from scratch would be very expensive. And, often, costs for large infrastructure projects increase significantly once physical works have begun.
2. Benefit-Cost ratio - The costs of this option would greatly outweigh the benefits, obviously taking into account non-monetary costs.
3. The long-term prediction is now for less air travel (globally), so this will need to be factored in. (The UK, for example, is planning to close most airports in the UK over the next 10-20 years, due to plans for carbon emission reduction).

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

What do you think are the benefits of this site?

1. Acceptable enough distance from Whangarei.

What are your key concerns about this site?

1. Most arrivals will turn south and head for Auckland, so Whangarei will miss out, financially (currently all arrivals have to pass through Whangarei from Onerahi airport).
2. This site would be very close to a reasonably substantial residential area, a high school and a primary school. The Council has actively encouraged residential development here over the last 20 years, including new retirement homes.
3. Alteration of the character of the area and imposition of negative externalities, eg

increased road traffic; air pollution; noise; visual intrusion; likely development of ancillary businesses over time. This would cause a range of serious negative impacts on residents' enjoyment of their properties, along with a reduction in property values.

4. Serious and known risk of sea level rise - this area sits close to sea level, so a long-term risk assessment will come out very negatively (one day it will be under water).

5. Medium environmental impact - proximity of significant area native bush and other protected areas.

6. Very close proximity to areas of cultural importance to local Maori.

7. The geology of this area is not particularly suitable, so would mean significant extra money needed.

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

1. The cost - building an airport from scratch would be very expensive. Additionally, it is normal these days for costs for large infrastructure projects to increase significantly once physical works have begun.

2. Benefit-Cost ratio - The costs of this option would greatly outweigh the benefits, obviously taking into account non-monetary costs.

3. The long-term prediction is now for less air travel (globally), so this will need to be factored in. (The UK, for example, is planning to close most airports in the UK over the next 10-20 years, due to plans for carbon emission reduction).

4. It is my personal opinion that this land will one day in the not too distant future be needed for other (arguably more worthy) purposes, such as local food growing and local energy production, as the world begins to move towards more localism (for sustainability, more local autonomy, environmental reasons and community resilience). There is a strong grassroots movement in this direction).

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

1. Much lower cost - this would be by far the cheapest option of all (I have some relevant professional experience I am drawing on).

2. The existing runway can be easily extended by reclaiming land to the east of the current runway. This would not affect any mangroves, as they are further to the north; and would not impede boat traffic, as that passes through on the other side of the airport peninsula.

3. All arrivals to the airport have to pass through Whangarei to get to their destination, so is good for local businesses.

4. There is already enough land available at the airport for any future buildings, car parks or ancillary industries, which is a big advantage.

5. There would be minimal impact on the local community (unlike all the other options).

6. Although there would be some environmental impact to the immediate marine area, it would be much less risky or harmful environmentally than all the other location options.

What are your key concerns about this site?

1. Reclaiming land to the east would have an environmental impact (marine).

What else do we need to consider at this site?

1. The long-term prediction is now for less air travel (globally), so this will need to be factored in. (The UK, for example, is planning to close most airports in the UK over the next 10-20 years, due to plans for carbon emission reduction).

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?

Several reasons: (1) Cost is much lower; (2) Benefits are higher; (3) Risk is much lower; (4) Less environmental impact, even with land reclamation; (5) No (or minimal) impact on local residents; (6) Minimal negative externalities; (7) Whangarei businesses will have arrivals passing through town (not darting south on SH1 as they would with the One Tree Point option), so there are economic benefits; (8) Local people can be employed in the project (and continuing at the airport itself); (9) It is close to supporting / ancillary industries - a practical advantage.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Ross Welsh - AIRPORT-361
Date: Sunday, 22 May 2022 8:48:06 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-361.pdf

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Airport Location Study - Ross Welsh - AIRPORT-361

Receipt Number: AIRPORT-361

Your details:

Name:	Ross Welsh
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
What are your key concerns about this site?
Noise pollution Air pollution Environmental effects to the current landscape & associated animal/bird life
If we progressed investigations on this site, what else do we need to consider?

Impact on residents Lack of necessary infrastructure Cost of necessary infrastructure

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?

Noise pollution Air pollution Environmental effects to the current landscape & associated animal/bird life
--

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

Impact on residents Lack of necessary infrastructure Cost of necessary infrastructure

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

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

There are no benefits

What are your key concerns about this site?

Noise pollution Air pollution Environmental effects to the current landscape & associated animal/bird life
--

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

Impact on residents Upgrade/increase of relevant infrastructure Cost of required upgrades to infrastructure

Option 4: Continue to operate from Onerahi:

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

There are no current concerns that are threatening the continued use of this airport Air New Zealand have stated themselves they have no concerns with continuing to use this airport The ratepayers of Whangarei district will not be encumbered with a minimum \$150M debt WDC have no indication of the capabilities of the next generation of planes, therefore they have no indication of runway lengths required

What are your key concerns about this site?

None

What else do we need to consider at this site?

None , it functions quite satisfactorily.

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 obviously meets the current criteria

At an average of 5 flights per day I do not believe the costs to establish a new airport are justified

Most tourists/traveller's & holiday makers come north to visit the BOI,



Strategic Intentions

August 2020 - Revision 1.3

Stage1:

Exploring Regional Airport Development

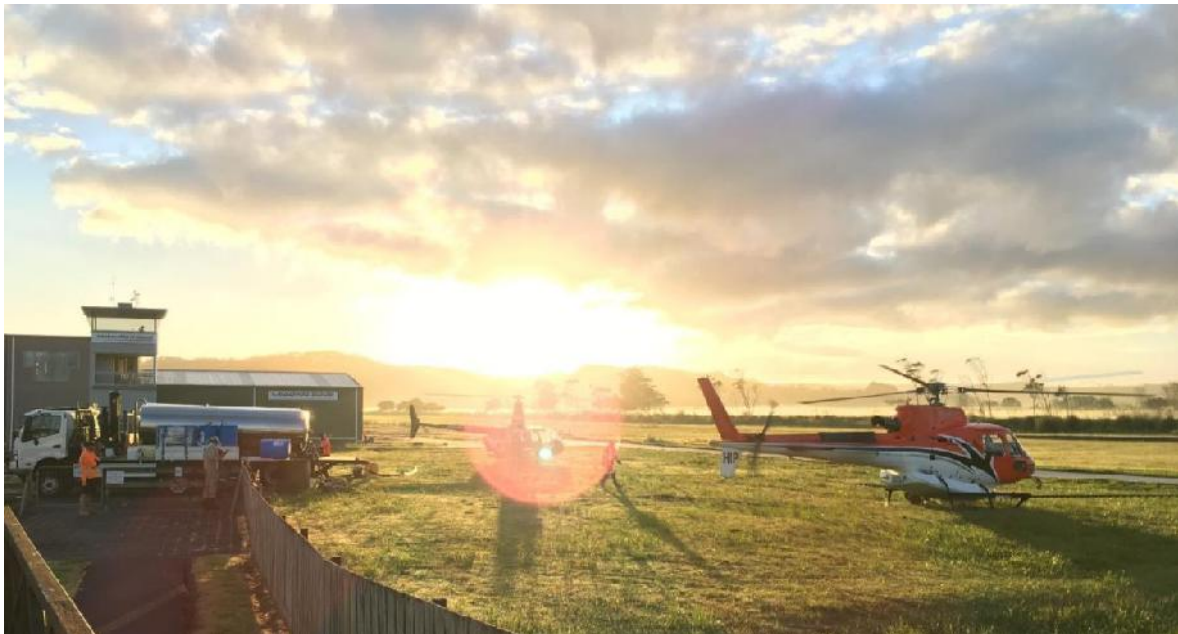


Photo: One of the successful MPI mosquito spraying programmes conducted from the Airport.

Executive Summary

West Auckland Airport Company Limited (WAACL) proposes expansion to become a Regional Airport. Moving forward now would enable the airport to grow in step with the long-term recovery of the aviation sector over the next three to five years.

West Auckland Airport, Parakai is the nearest airport for over 450,000 residents of North and West Auckland, who currently must journey through the city congestion to Auckland International Airport for domestic flights. West Auckland Airport, Parakai's catchment is comparable to those of the successful Wellington and Christchurch airports.

WAACL is an 'Airport Authority' with established consent for commercial aviation and has operated on its current site since the early '80s. It seeks an equity partner to help purchase additional land required and carry out the detailed investigations and consultations necessary to realise this development potential. Preliminary analysis indicates the passenger numbers will be strong and all critical elements for a successful expansion can be met.

This strategic intentions paper outlines the long-term vision and lays the framework for the evolution of the airport. Development would bring significant economic and environmental benefits to the area and bring forward improvements to the Railway and State Highway 16 roading infrastructure, both of which pass close to the airport.

1. Scope and Purpose

WAACL offers this strategic intentions paper as a preliminary guide that should inform the development of a full master plan. It is an insight into identified future potential for West Auckland Airport, Parakai as a Secondary Regional Airport and the many societal and economic benefits this would bring.

Airport development will be a catalyst for further transport enhancements, an economic driver for the region and will provide new employment opportunities closer to home for the residents of North and West Auckland.

The strategic intentions should outline at a high level the steps along the way, when more detailed plans can be expected, and the benefits we expect this project to bring the region and the community. When the master plan is completed and released, expectations will be more clearly defined and timelines for the environmental impact study and public consultation process will be outlined.

This includes the management and mitigation of traditional negative aspects of airport growth. Aside from the expected improvements in regional connectivity and economic growth, the expansion project intends to improve overall environmental conditions and recreational amenity of the surrounding areas.

It is a core value of WAACL that the airport must sit well within the community and acknowledge the significance of the South Kaipara region to the mana whenua of Ngāti Whātua o Kaipara. Development must bring with it measurably positive outcomes. Some examples of the practical implementation of these values are:

a) Offsetting the effects of increased visitor numbers on transport by lobbying to bring forward Helensville rail services and increased frequency of bus services. Providing a free shuttle service between Helensville and the Airport will assist the case for improved public transport access to Helensville, while also supporting and enhancing Helensville businesses with greater customer numbers.

b) Recognising the significant challenges the site presents for water management, WAACL will turn this challenge into an opportunity to create managed wetland areas that enhance the natural beauty of the area, replacing once lost habitats for local wild life such as the ecologically important Inanga (Whitebait), and also providing recreational opportunities through public walking and cycling tracks and park lands.

Achieving this balance of positives and negatives is critical for the airport to earn and retain the support of the community.

This paper is a living document we hope will form the basis for our master plan, that will continue to be refined and updated in line with our projections and aspirations at any given time. Therefore, the newest published version of this paper, or the master plan will supersede all previous versions entirely.

2. Effects of the 'Covid 19' Pandemic on Airports and Regional Air Transport

The aviation and tourism industries in New Zealand are facing tough times that are likely to continue for several years. WAACL's proposed expansion and its timing will compliment and assist with recovery of the sector by providing work for planners, designers, construction crews, etc. during the downturn and opening up new and different routes and opportunities for carriers as the sector recovers.

3. West Auckland Airport Authority and West Auckland Airport Company Limited

On April 1st, 2020 West Auckland Airport Company Ltd (WAACL) became an Airport Authority in accordance with the Airport Authorities Act 1966.

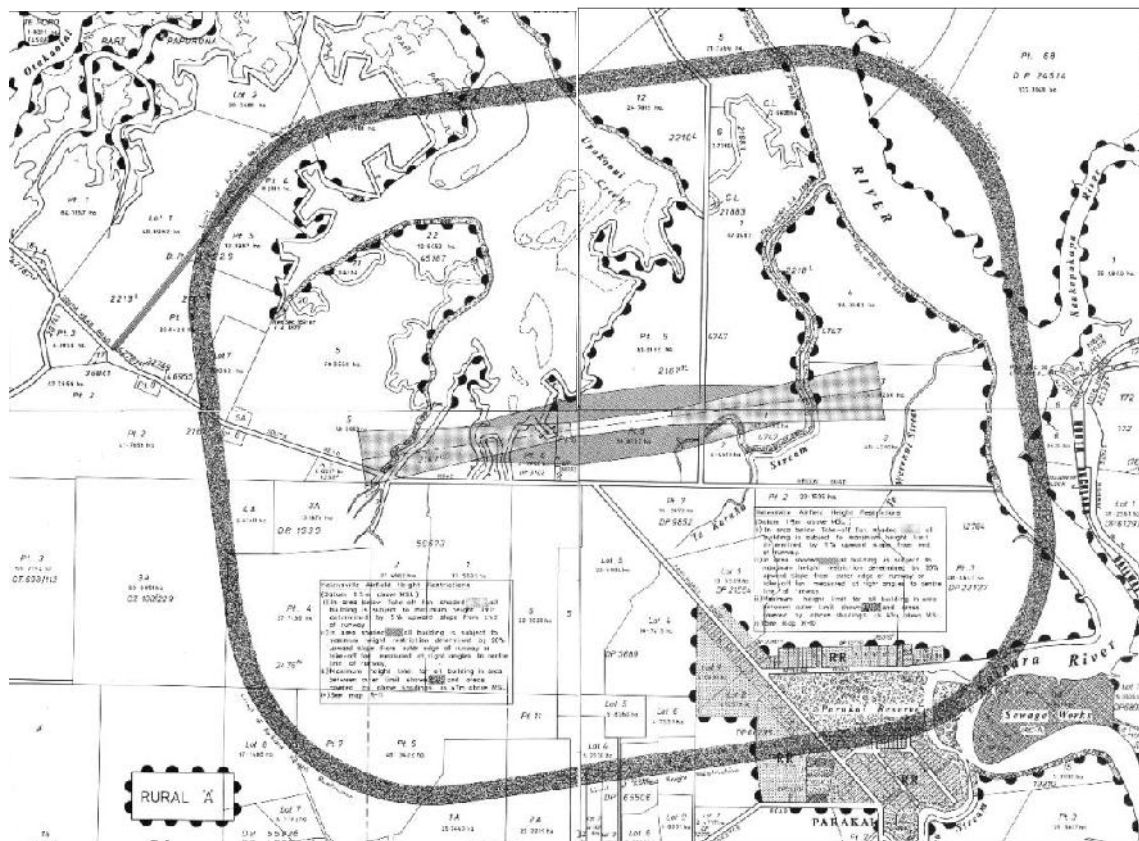
The provision of this status gives clear direction and impetus to move forward with the master planning process to outline potential for the future direction of airport growth and development and to seek the investment required for research and consultation into future options.

WAACL has been the freehold owner of the airport since October 2005. The airport was identified as being in possession of some unique and desirable attributes. WAACL purchased the airport with the intent to carry on its established operations, while improving and enhancing the facility to meet the region's needs for the future.

4. A Brief History of the Airport

The airport, known until 2011 as Parakai Airfield, was rebranded as 'West Auckland Airport, Parakai' to recognise its relationship with the greater region it serves, while continuing to recognise its origin and physical location in Parakai. It has been operational in its current location since being consented in the early 1980s. Prior to this the airport had been consented and operated to the North of Green Road approximately 500m North West of the current location.

Image shows the previous aerodrome location, approximately 500m North West of the current location.



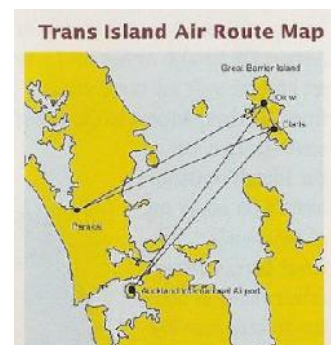
Recognising the future importance of developing the airport facility for the local area (specifically noting the benefits of recreational, tourism, search and rescue and civil defence potential), Rodney County agreed to ‘allowing the subdivision of farmland’ and ‘the establishment of an airport’.

These changes provided the certainty required to raise investment capital to purchase the land and begin development which served to ensure the long-term viability of the airport. The airport is now a thriving and still growing airport community with regular use representing nearly all types of conventional aviation: General Aviation (GA), flight training, skydiving, air transport and charters, agriculture, aerobatics, twins and turbo props, turbines, gyrocopters and microlights through to military operations. The airport enjoys regular use by Coast Guard, Police, Search and Rescue, Air Ambulance, Navy and the Air Force.

5. Regular Passenger Transport Services

Over the years the airport has been home to several small airlines providing Regional RPT services. Due to the public demand and limitations of the aircraft available at the time, these services were predominantly to Great Barrier Island, Waiheke Island, Whangarei and Kerikeri.

New Zealand’s first Cessna Grand Caravan was operated by Trans Island Air running routes from Parakai (West Auckland Airport, Parakai) to Great Barrier and Auckland Airport.



Photos below are some of the RPT aircraft historically based at West Auckland Airport, Parakai.

Parakai Aviation – Partenavia P68



Northern Air – GAF Nomad



Trans Island Air – Cessna Caravan



6. Constraints on Operations

Historical choices now leave some key constraints on operations at the airport.

The lack of a space for an instrument approach and departure in both directions and the physical constraints of our present landholding. Until we can accommodate a larger and better aligned runway, which will require additional land acquisitions, these factors create a practical limitation on expansion of our Regular Passenger Transport (RPT) functionality.

The original consent allows for air transport, at the time of establishment and for many years after, the above factors did not pose a significant operational limitation. At that time 'Single Pilot IFR' was not common and <20 passenger aircraft were the norm for regional and short haul RPT. The RPT aircraft above, as operated by Mt Cook Airlines and Air Nelson (both now subsidiaries of Air NZ) at the time have all been used extensively at West Auckland Airport, Parakai. This lack of concern over the physical constraints was echoed globally as there are many examples of airports of that era selling down land holdings to release capital, only to be limited by the decision a decade or so later, Queenstown Airport is a notable local example. By the late '90s to early 2000's a shift in methodology by the airlines saw a preference for slightly larger, quieter, more efficient aircraft carrying more passengers and making less frequent flights. This change has seen many airports find they are short on space, often by the time they realised this they were surrounded by residential or commercial development with little opportunity to buy back. These sentiments are echoed and discussed in much greater detail in the 2016 report commissioned by the Ministry of Transport "Future Domestic Air Network Analysis: Stage 1".

With our present location and alignment, we could accommodate a runway up to 1000m long and as wide as required for that length. While this would be a significant enhancement, it would always be limited by the rising terrain of Mt Rex to the East. Due to the terrain to the East, Parkhurst Road to the West and the required height clearances for air transport, extending the runway beyond 1000m would not be a worthwhile exercise. To mitigate potential noise nuisance, it would be preferable to move the main runway further from the residential area of Parakai, while retaining the established flight paths as much as possible.

Subject to land acquisitions, geotechnical studies, aeronautical studies, public consultation and resource consents, a new runway vector closer to the original 1970's alignment, adjacent to the present location, would alleviate these constraints and allow for the airport to accommodate aircraft to match the location's potential.

7. Current Use of the Airport

Currently air traffic at the airport is steady at around 85% 'light commercial' in nature being made up of Skydiving and Flight Training, the remaining 15% is mostly private aviation mixed between recreational and business travel. Traditionally the ratio has been much more slanted towards Commercial activity, however in the last 15 years WAACL has made a concerted effort to enhance facilities for recreational pilots and to promote the aerodrome as a welcoming recreational flying facility. This has been well received and currently over 30 private aircraft call this airport home, more than at any time in the past.

8. The Recognised Value of Regional Airports in New Zealand

Regional Airports are widely recognised as playing a pivotal role in the sustainability and development of regional economies. So much so that even though many of them are not economically sustainable on their own revenue, their value to the regions is such that they are often subsidised by government and/or local authorities.

These subsidies are often necessary to fund land acquisitions, runway expansions, terminal upgrades, runway lighting, or even basics such as runway maintenance. Their worth is measured against the expected benefits to the community of having a functional regional airport. Similarly, the airlines that use some Regional Airports are also subsidised to enable them to provide the service.

Given that most Regional Airports in New Zealand are to some degree or another reliant on subsidies, it leaves West Auckland Airport, Parakai in the relatively unusual position of having potential to bring the recognised societal benefits of a Regional Airport without the need for government subsidies.

9. What is a Secondary Regional Airport?

A secondary regional airport compliments a primary airport providing new routes to augment those already available. Eg: In the case of Auckland City, the key advantage for travellers to the North & West of the city is the reduction in cross-town journey time. A secondary regional airport is not a duplicate of what is already available, rather a more focussed facility at a smaller scale able to offer a point of difference and new services specifically designed around the needs of the local region's travellers.

Globally, secondary regional airports have been shown to offer a haven for the establishment and growth of 2nd and 3rd Tier Airlines and Low-Cost Carriers (LCCs). Often these airlines have difficulty competing economically with the larger players while paying the higher rates required by a primary regional airport. Smaller airlines and LCCs are attracted to secondary airports by the promise of faster turnaround times, more convenient time slots and lower costs. All these factors naturally find favour with travellers who prefer the lower parking costs, less busy terminals and shorter walks from parking to terminal.

10. Why Auckland needs a Secondary Regional Airport

Simple geography is the number one reason. Auckland Airport is located in the Manukau region of South Auckland. Auckland City itself is spread around an Isthmus, 3 large harbours, some substantial forests and 48 volcanoes. This topography lends itself to traffic bottlenecks that are difficult to address. These bottlenecks mean that for around a third of Auckland's residents, the existing airport is often not convenient or predictable to get to, with this compounding dramatically at peak road traffic times. A secondary airport on the opposite side of the city will help to ease peak traffic and better utilise transport networks during peak times by sending the secondary regional airport

travellers in the opposite direction to regular commuters. There are also numerous employment and tourism opportunities, which are addressed later in the plan as 'Economic and Development' benefits. Secondary airports relieve primary airports by diverting road traffic which in turn provides additional capacity to the overall roading network.

West Auckland Airport, Parakai will primarily serve the needs of domestic travel originating or ending in the North and West of Auckland, substantial population centres in their own right. Not only will it improve airport journey times for those who use it, but similarly the reduction in traffic to Auckland Airport will also enhance the experience for travellers using that airport.

11. West Auckland Airport, Parakai 'Catchment Area'

An airport's 'catchment area' can be thought of as the geographic area within which that airport is the fastest and/or easiest for travellers to get to.

Although it takes years to develop an airport, associated infrastructure and finally the routes themselves, the potential customer base will not be a limitation. If West Auckland Airport, Parakai's catchment area was a city it would be comparable to Wellington, New Zealand's second largest, containing 450,000 residents, and already served by 2 regional airports*. The region also has its share of commercial and industrial areas spanning multiple economic sectors. This makes the catchment for private and business travellers larger than most Regional Airports in New Zealand. Another 160,000 people are expected to move into the region by the 2030s and the airport will help support this growth. This is a basic overview based on residents, without factoring in the increased tourist numbers that would also start to find their way out West.

* It's worth noting that although it has roughly one third the population of the Auckland region, the Wellington region is served by both Wellington Airport and a secondary regional airport, Kapiti Coast Airport. With yet a third option under development with the proposed upgrade of Hood Aerodrome in Masterton to regional transport capability.

To put these numbers in perspective: Over the next 20 years our catchment's growth alone will be equal to the combined populations of Gisborne, Rotorua and Invercargill – Each of which has a Regional Airport.

12. North and West Auckland Commuter Advantages

All indications are that Auckland commuter road journey times will continue to increase and long-term solutions such as the rail, light rail and improved bus services will only offset the increase. For people in the North and West of the City there is no obvious way to shorten cross-city journey times to Auckland Airport.

The trip by road from West Auckland Airport, Parakai to Auckland Airport can be as short as 1 hour, but often takes 2 hours and sometimes longer – leaving no choice but to factor in 2.5-hour road journey time. We know this journey time will not decrease with the influx of new residents and no clear plan to address peak traffic flows on the horizon.

Domestic passengers based in the North and West of Auckland city need to allow more time for getting to Auckland Airport than the duration of any domestic flight they'll be taking.

With West Auckland Airport, Parakai's proximity to existing Highway and Rail infrastructure, we project journey times for much of our catchment will be under 35 minutes. Additional benefit will

come from utilising the existing road networks in the direction opposite to the majority of peak traffic flow. This will result from airport passengers and various other new employment and business opportunities made possible by a regional airport facility. The airport will provide a reason for residents of the new housing areas to not only work locally, but to better utilise existing and planned transport infrastructure.

A strong case can be made for roading improvements such as an eventual second crossing of the Kaipara River between State Highway 16 at Mt Rex and Green Road. Along with improving access to the airport, this will take 10 minutes off the journey time to or from State Highway 1 at Silverdale, while also providing a heavy traffic bypass of Parakai and Helensville for the logging and farming traffic from South Head.

Public transport enhancements for West Auckland are a stated priority of Auckland Council and most Political Parties. Predictably this prioritisation and timeframe for implementation declines substantially as services reach further out from the city. The addition of a Regional Airport near Helensville at the end of the North West Corridor is a game changer substantially improving feasibility for these services to reach further and sooner, to the great benefit of all users in the corridor travelling in either direction. Public Transport routes that are presently not viable or would take many years to develop will become viable much sooner and the airport and associated businesses will be lobbying strongly for such services. The first logical stage will be an improved railway service to Helensville with an airport shuttle service, eventually followed by a railway station. at the airport.



We propose investigation into a more central Helensville train station. For example, there may be potential for reinstatement of Helensville South train station, which is on land owned by Iwi. It is well situated near the centre of Helensville Township within walking distance of most residents. This will be a topic of future discussions with Iwi.

13. Economic and Development Benefits

A secondary regional airport capability in the North West of Auckland has numerous social, environmental and economic benefits as we have discussed in our application for Airport Authority with the Ministry of Transport and in briefings with the Minister of Transport, local councillors and local MPs.

While the overall vision will take some years to realise, we hope this paper and the subsequent master plan will provide enough information to encourage and motivate local residents and businesses to get behind it, and provide clear long-term rationale for transport agencies to improve their infrastructure in the North West region, a region which has been neglected in infrastructure development for quite some time now. While we are enjoying an influx of new residents thanks to SHA's and new urban developments, it's notable we are not the recipients of a great deal of new transport infrastructure or improved commercial and employment opportunities.

The vision described in this paper represents just one of the first of many steps to unlock the potential of the site and the region. From here it will take some time to see many of the above benefits, like job creation and transport benefits of creating employment opportunities that lie in the opposite direction to general peak time traffic for residents of the new housing areas between Whangaparoa and Whenuapai.

From a regional economy development perspective, in addition to relieving the traffic congestion for both the Auckland city's transport network and the infrastructure feeding Auckland Airport (the time saving alone from this can be significant when counted in regained hours of productivity), West Auckland Airport, Parakai's new activity provides direct employment and revenue for Auckland City by way of increased development and therefore new rating opportunities, etc. At the local level for Parakai and Helensville the economic and development benefits would be pronounced. Planning, development and long-term staffing directly attributed to the airport will generate a significant number of new jobs locally, directly benefiting the region. We are passionate about enabling tangible and credible improvements for the people of our region.

14. West Auckland Airport, Parakai will be a Gateway to Regional New Zealand

As West Auckland Airport, Parakai becomes a transport hub, it becomes North and West Auckland's gateway to regional New Zealand. Direct flights will provide the business community with an enhanced connection to regional economies. Tourism will grow in our region as the airport attracts visitors who previously passed us by. It will provide our community accessibility to and from destinations across New Zealand.

"A mile of road will take you just one mile, but a mile of runway will take you anywhere."

15. Environmental Sustainability and Incorporation of Recreational Facilities

We intend to engage with Ngāti Whātua o Kaipara to create a sustainable partnership for restoration of local ecological and traditional values. We envisage a modern and well-planned airport facility that is not only sympathetic to the surrounding areas but enhances local amenities by providing new and additional recreational spaces such as parklands, coastal cycle and walking paths, jetties and regenerated wetland areas integrated with water management around the periphery of the airport operational areas. As we grow, strengthening relationships with local environmental groups, and assisting Ngāti Whātua o Kaipara with their objectives where possible. We hope to incorporate their ideals, vision and wisdom within the lands managed by the airport.

The land has been largely utilised for either low grade hay production or run-off for resting dairy cattle for many years now, a far cry from the original wetland eco-system. With thought and consideration for the environment and the enjoyment of future generations, we believe much can be done to integrate the requirements of the airport alongside significant regeneration of wetlands, preservation of nature and creating inclusive community spaces.

In order to fulfil this vision and have the space and resource to assist Ngāti Whātua o Kaipara in a meaningful way with kaitiakitanga, or guardianship, the airport company hopes to secure parcels of land well in excess of the operational needs of the airport. Doing so will provide space to better manage potential negative effects such as noise and light, while also allowing for significant improvements in water management and ecological enhancements such as wetlands and rehabilitated habitats for local wildlife. A comprehensive integrated approach to water management will result in a substantial investment in sea walls, flood gates and water management that will be of

major benefit to river valley residents in years to come as ‘sea level change’ becomes daily reality for us all. With a substantial infrastructure investment sitting between the Parakai Township and the Kaipara Harbour, the residents will be reassured to know that water management to ensure protection of the river valley will be a high priority.

Who else is planning an integrated approach to water management and coastal inundation protecting the Kaipara River Valley?

The aviation industry as a whole is working hard to improve environmental sustainability, and this presents many challenges. The opportunity presented by this project on this site, essentially a ‘greenfield’ development, is unique as we are not constrained by historical choices like most airports are. We are free to pursue the highest standards of environmental sustainability in our constructions, and strategic use of surrounding land areas. Currently the land around us is mainly neglected and low-grade farmland that was reclaimed from wetlands last century.

As has already been mentioned, the long term plan to set aside areas for rejuvenated wetlands and parkland areas, will not only assist in the very practical sense with our water management, but will also provide well curated recreational and nature areas that can be enjoyed by our whole community. We envisage a facility that currently has no equal in New Zealand in terms of sympathetic integration into its surroundings and measures to mitigate the environmental impact of activities.

16. Tourist Attractions in the North West

On the merits of the resident population catchment alone, the airport’s potential is clear, though the untapped potential for tourism is perhaps more exciting.

The region is home to amazing outdoor recreational attractions and beautiful scenery which already accommodate and provide opportunities to many local businesses engaged in services associated with helping others to enjoy what the region has to offer. As a weekend destination for Aucklanders, it is already hugely popular, but it has consistently proven difficult to attract greater tourist numbers, despite the many attractions.

The region has enviable adventure tourism features, with 2 large forests providing facilities for: mountain biking, horse riding, motocross, four-wheel driving, paintball, confidence courses, shooting and hunting. Stunning beaches and harbours for surfing, swimming, kit surfing, kayaking and fishing. West Auckland Airport, Parakai is the country’s longest running skydiving facility and home to Skydive Auckland who have built one of the best skydiving facilities in NZ.



For those wishing to do things at a slower pace, we have vineyards, breweries, golf courses, walking tracks, harbour cruises and the famous Parakai Springs geothermal hot pools.

Even with all it has to offer, many people would say the region underperforms in attracting tourists. While the North West is not hard to get to, it is not on the usual tourist path and is difficult for those without their own transport to access. This lack of tourists over the years has led to a secondary issue with a lack of accommodation options, which in turn presents a further barrier to tourist growth, a proverbial “chicken & egg” problem. A regional airport here will change that dramatically.

17. Location

The South Kaipara Region, and particularly the immediate vicinity of the airport, has favourable attributes when compared to other Auckland airport and rural areas. Specifically, it's very flat, combined with being low lying this contributes to its other desirable airport attributes of being very sparsely populated and largely undivided with large land parcels. It is far enough from the city, without being too far. Not surprisingly, these attributes are very similar to those of Mangere Aerodrome in the 1950's when it was chosen by the Ministry of Transport in favour of the more established Ardmore Airport that it already owned, to be developed into New Zealand's major international airport.

*Photo: The future Auckland Airport
Mangere Aerodrome - circa 1950*

Just as Auckland Airport was developed using best practice of the day, development at West Auckland Airport, Parakai will enjoy a 'best practice' approach with a clean slate to design for modern industry expectations, passenger experience, sustainability, eco-design, social and environmental responsibility. This land is not suitable for dense residential use and it makes low grade farmland. Some of the existing farming activity will not be displaced, as low intensity farming is compatible with airport activity long term, it will enjoy improved access and amenities.

West Auckland Airport, Parakai is very close to both the North Auckland Rail Line and State Highway 16 with both passing just 400m away. Many of Auckland's planned future housing areas are in the North and North West, effectively building a new city in our catchment area. For the future, the main power lines North and the Marsden fuel pipeline both pass nearby.



*The North Auckland Rail Line and State Highway 16 are
just 400m from West Auckland Airport, Parakai*

18. Development Advantages of this Site

Our airport's unique ability to carry on uninterrupted use of the existing facility while considering and planning any new facilities allows the luxury of a staged and sympathetic development where the decisions of the past will not constrain our solutions for the future. This is because the majority of development will take place adjacent to the existing facility.

The site borders the Kaipara River and there is a long-established quarry port at Mt Rex on the Kaipara Riverbank opposite where there is potential to bring in materials by barge. If it proves viable, this would reduce trucking traffic.

Proximity to State Highway and Rail networks provides sensible options for future direct connections to these networks with only modest engineering requirements.

By Comparison: Cost projection for rail connection to Auckland Airport - \$2 Billion

Cost projection for rail connection to West Auckland Airport, Parakai - < \$10 Million

19. Investment Partners

In line with the airport company's core values: Our preferred long-term investment partners would be locally owned investment funds and groups who are eager to back solid NZ based infrastructure investments, of which there are few to choose from. Initial feedback indicates our promise of best practice, sustainability and environmental responsibility, along with the scope of the proposal, creates a great fit and a compelling argument. Long term stable investment returns will feed back to New Zealanders through partnered investors. In the future, a public share listing is a possible option to raise the next stage of capital required.

20. What level of activity and type of aircraft do we expect?

Auckland already has an international airport across town, and there are several others nationwide. The population catchment and general economics of airports suggest West Auckland Airport, Parakai would not need such a capacity in the foreseeable future.

The useful niche is as a Secondary Regional Airport providing for small to mid-sized passenger aircraft – the majority of the NZ fleet are presently turbo prop ATR 72s. These carry up to 68 passengers, weigh approximately 20 tonnes and have a noise profile very comparable to the PAC 750 aircraft currently operating here for skydiving.

Route development takes time and given the complexity of the project it, so does planning, consulting and construction. It will be a number of years before there is any noticeable change in frequency or type of aircraft movements as a result of these developments. As route demand grows and additional flights are introduced, based on our current modelling it will take 5 – 7 years for passenger aircraft movements to equal our current movement level, and another 5 – 7 years to stabilise out. We see potential for a comparable level of activity to Nelson Airport – Around 1.2 million passenger per year and approximately 20,000 RPT aircraft movements per year.

By comparison, we expect even at this level our “non transport” aircraft movements would still be greater.

It worth noting that due to scheduling and the ability to fly in a wider range of weather conditions – the ‘noise impact’ of RPT aircraft will be lower for a comparable number of movements to a “non transport” aircraft. For example: Skydiving aircraft will make the most flights on a nice weekend day, whereas on a rainy weekday they'll often make none. This means when they're active, they're often quite noticeable. Whereas the RPT aircraft will make the same number of flights each day, often regardless of weather, this evenly distributes the movements over the year without the activity peaks associated with our current light aviation focus.

Photo: Nelson Airport's new wooden terminal completed in 2019 sets the benchmark for modern sustainable terminal design. Image showing an Air New Zealand ATR on the terminal apron from the airport website www.NelsonAirport.co.nz



21. What would this new airport look like?

Currently we have a general conceptual overview of how it might look, combined with some deeply entrenched ideals about the role the airport should play as an enabling piece of infrastructure in the region. To help describe our vision and ideals, we have developed this paper as an indication of how it could proceed and based our current best forecasts.

Bringing onboard an investment partner is a critical part of the future of any proposal for the Airport and with that investment will come the ability to carry out an in-depth analysis and proposal based on the various potential growth opportunities. With this increased resource, we will be better able to prepare the expected visual guides depicting the proposal.

Preliminary investigations show a suitable amount of land is available that has not been earmarked for any other greater purpose. The same cannot be said of other 'potential' airport sites in North Auckland. Initial aeronautical analysis indicates suitable approach and departure surfaces can be accommodated by the topography. Given the low-lying nature of the land, we are well aware there will be geotechnical and stormwater related hurdles along the way, again, more in-depth analysis is required to assess the significance of these factors.

Note: The following images are not suggested designs or layouts.

They show by comparison how readily the facilities of a comparable NZ Regional Airport – Nelson Airport, or even a larger airport such as Queenstown (in the third and fourth images) - could be accommodated in the area, compared to how they fit in their own locations.

Notably, it is obvious in both comparisons that the proximity of residential areas is much closer at both Nelson and Queenstown Airports.

Both have residential homes just 200m or less from the runway, both have residential areas nearby and under flight paths, as do many New Zealand Airports, such as: Whangarei, Auckland, Tauranga, Rotorua, Palmerston North, Kapiti Coast, Wellington, Christchurch, Invercargill, etc.

Photo: Nelson Airport and surrounds



Photo: West Auckland Airport, Parakai – with Nelson Airport superimposed to scale.



Photo: Queenstown Airport and surrounds



Photo: West Auckland Airport, Parakai – with Queenstown Airport superimposed to scale



It is worth noting that a facility of this size and capability could be built in this general location without displacing ANY existing houses, or even land with good potential for residential development.

Flight paths should not differ greatly from the existing patterns and activities at the present facility could carry on largely uninterrupted by construction works. The likely runway realignment required would take the runway and final approaches much further away from most houses.

22. Where to now?

This paper lays out at a high level a solid case for in depth further analysis and preliminary investment. With this analysis in hand and understood, we can move onto the next phases of surveying, planning and proposing various layouts and alignments.

This allows us to create a detailed proposal for wider community consideration in the public consultation phase. Closely related and vitally important is research and development of our Environmental Impact Study, an identification of significant risks, considerations and mitigations. This will be available as a key part of the public consultation process.

23. Iwi Engagement

We will maintain an open line of communication with Ngāti Whātua o Kaipara, who represent the five Marae of the South Kaipara - Reweti, Haranui, Kākānui, Araparera and Puatahi.

Ngāti Whātua o Kaipara were made aware of our application for Airport Authority before it was published, and likewise with our strategic intentions.

We look forward to strengthening this relationship and becoming suitably resourced to assist Ngāti Whātua o Kaipara and their representatives from Ngā Maunga Whakahii o Kaipara, where we can with their objectives for kaitiakitanga in the South Kaipara region.

We expect to work closely with Ngāti Whātua o Kaipara throughout the development, and into the future. We will endeavour to ensure their values and views are incorporated in Master Planning from an early stage and carried out with their guidance and with respect for their mana whenua.

24. Public Consultation

Public Consultation is an important part of the development and planning process and will be addressed at the appropriate time. There must be a clear, comprehensive plan available before consultation can begin and we do not yet have all the information required to satisfy that purpose.

When the master plan is completed and released, expectations will be clearly defined and timelines for the environmental impact study and the full public consultation process will be outlined.

Development at West Auckland Airport, Parakai enhances local amenities, economy and employment prospects. The airport has been a significant local employer for over 35 years. While most plans any airport has will have detractors, this airport is widely seen as an asset to the community, both economically and recreationally. That said, no one hoping to develop an airport in Auckland could expect anything less than intense and ongoing scrutiny from many directions.

We expect and welcome robust debate on any questions that may arise. The airport board and management have worked hard to be valued and respected in the community and it important to us to remain so. We try to be approachable and respectful of all enquiries. We believe this, coupled with a best practice approach to design, sustainability, environmental impact and empathy for the surrounding area along with partnership with other reputable organisations and agencies, will stand us in good stead for the development and operational considerations of this venture.

We have no desire build the biggest airport, but we sincerely intend to build the best.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Grant Whalen - AIRPORT-365
Date: Monday, 23 May 2022 10:25:41 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-365.pdf

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Airport Location Study - Grant Whalen - AIRPORT-365

Receipt Number: AIRPORT-365

Your details:

Name:	Grant Whalen
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?

Considering wdc has already pre purchased land in the Ruatangata area without carrying out any requirement checks or feasibility study of hosting a domestic/international airport, demonstrates the arrogance of this council. I believe there is absolutely no benefit of an airport being built in anywhere in the Kamo west ie Ruatangata locations.

I don't see why the wdc would even be considering relocating from the current location of Onerahi, without having completed an independent in-depth feasibility study on the future of the Aviation industry, Water taxi airplanes that lift off from the sea, (harbours) airplanes that lift off vertically there is a large amount of noisy in the media of these types of technology just being around the corner for the new generation aircraft's.

The question being asked “what do I believe are the benefits of this site” Absolutely no benefit what so ever other than the lazy ness of the wdc, in carrying out a computer based suitable areas location investigation. There’s has been insufficient information, time, made available to the Whangarei community on the true costings and the huge rates increases that’s going to brought on the community if this is to proceed. Specially with country being in what’s being referred to a inflationary crisis.

What are your key concerns about this site?

Climate Change, Toxins, poisons, Entering household water tanks via the air/rain fall produced from aircrafts, fuel, exhaust systems, we don't have council supplied drinking water in the country. WDC to supply all residents with suitable inline filtration systems? Noise, I'm a shift worker, I moved the the Ruatangata region for the quietness and personal wellbeing that required in getting a good day\nights sleep. Education the schools in the Ruatangata, Matarau area's will be impacted by noisy aircraft's.

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

Iwi consultation, Cultural significance, Wild life impacts, waterways pollution, Roothing, the area's roadways are in very poor state, sewage treatment, in the county there is no treatment plants, ie additional rate payer's costs for infrastructure upgrades

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

As per site 6 comments. Considering wdc has already pre purchased land in the Ruatangata area without carrying out any requirement checks or feasibility study of hosting a domestic/international airport, demonstrates the arrogance of this council. I believe there is absolutely no benefit of an airport being built in anywhere in the Kamo west ie Ruatangata locations.

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

Iwi consultation, Cultural significance, Wild life impacts, waterways pollution, Roothing, the area's roadways are in very poor state, sewage treatment, in the county there is no treatment plants, ie additional rate payer's costs for infrastructure upgrades.

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

What do you think are the benefits of this site?
Basically as per options 1&2 until WDC does their diligence work option 3 is the most likely location, as with Onerahi this location is closest to the coast causing lesser environmental impacts than relocating to inland.
What are your key concerns about this site?
Please consider keeping Onerahi in current state, if air New Zealand doesn't like landing here look into other aviation providers, considering that the current options for flying south of Kerikeri and Whangarei is directly into Auckland, I and most other Northlander's would prefer for any planned overseas travel, to travel via vehicle to Auckland international terminal, think about it??? PLEASE.
If we progressed investigations on this site, what else do we need to consider?
N/a

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
LIKE THIS SITE PLEASE STAY HERE, AS PER COMS OPTIONS 1,2,3
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?
Please consider keeping Onerahi in current state, if air New Zealand doesn't like landing here look into other aviation providers, considering that the current options for flying south of Kerikeri and Whangarei is directly into Auckland, I and most other Northlander's would prefer for any planned overseas travel, to travel via vehicle to Auckland international terminal, think about it??? PLEASE.

From:
To:
Cc:
Subject:
Date:
Attachments:

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.

This is to confirm that we wish the original submission (attached) from the Whangarei Flying Club dated 25 May 2022 on the Whangarei Airport Location Study Consultation to stand.

I have reviewed the additional information made public by the Council. While this release is welcomed and I would be delighted to discuss the details, some of the information is somewhat out of date and none of this leads me to conclude that any revisions to the Club's original submission are necessary.

Kind regards

John Macilree MRAeS

On Wed, 25 May 2022 at 16:10, John Macilree wrote:

Please find attached the submission made on behalf of the Whangarei Flying Club Inc.

Kind regards

John Macilree

--

25/05/2022

Whangarei Airport Location Study Submission

John Macilree MRAeS, Secretary, Whangarei Flying Club

I am making this submission: On behalf of an organisation

Organisation name: Whangarei Flying Club Inc.

Postal Address:



Cont



wish to be heard on 9 June 2022: yes

Note: I am a recently retired principal policy adviser and manager with over two decades experience in aviation and related transport technology issues with the New Zealand Ministry of Transport. I am also a past President of the Royal Aeronautical Society in New Zealand and am currently a member of its Council.

OPTION 1: Ruatangata West

Benefits:

We see no benefits that are not secured by the use of the Onerahi or Ruatangata sites (see below).

Key concerns:

This site is too remote from the Whangarei Urban Area.

What else to consider?

Weather conditions, including fog given its location next to the Wairua River, although this site should be better than the One Tree Point West Site.

Circuit considerations.

Bird hazards to aircraft.

Availability of land for a grass cross-wind runway.

Land transport links, including for public and active transport.

OPTION 2: Ruatangata

Benefits:

We see few benefits that are not secured by the continued use of the Onerahi site.

Land has already been purchased.

There would be room for the provision of recommended RESAs.

In the unlikely event that Air New Zealand wishes to operate A320 (or similar) jets to Whangarei, this is potentially the best solution.

It has the potential to be an alternative RNZAF base to Whenuapai, thereby generating economic benefits to the district and providing an alternative source of funding.

Key concerns:

This site is remote from the Whangarei Urban Area. Most New Zealand airports are located either within or on the immediate outskirts of urban areas. Even a location such as Hamilton Airport is 15km from its CBD. Upgrading the existing rural roads to the site would add considerably to the cost.

The funding of the new development is uncertain. Have Air New Zealand and Central Government made firm commitments to support this? Whangarei airport remains a joint venture because it is not a commercial proposition.

The risks of construction cost escalation.

The site is remote from the Whangarei Flying Club's designated low-flying zone over the south side of Whangarei Harbour (the Club is the "using agency"). This is used to train pilots to operate in weather emergencies.

What else to consider?

Whether financial and other assistance will be provided to existing hangar owners at Onerahi to move.

Whether landing charges for general aviation operations will be significantly increased.

Suitability of the site for aircraft to conduct circuits on both sides of the runway(s). In particular, the failure to note this in the consultation document gives a potentially misleading indication of noise impact.

Weather conditions, including prevailing winds and fog, although this site might be better than the One Tree Point West Site. If this site is to be used for 24/7 NEST operations, a potentially higher standard of availability than 95% may need to be considered.

Bird hazards to aircraft.

Availability of land for a grass cross-wind runway. The demonstrated crosswind component for the Tecnam aeroplanes the Whangarei Flying Club currently operates is around 15 knots.

Potential for an associated residential development that allows hangars to be constructed next to aircraft owners' houses.

Land transport links, including for public and active transport. Note that some private aircraft owners even arrive at Onerahi with folding bicycles that they use to get into the city centre.

OPTION 3: One Tree Point West

Benefits:

Location close to a developing residential and industrial area.

Key concerns:

It is surprising of the many options considered that this one made the cut. This may reflect a lack of focus on the aviation considerations of airport design.

The main runway would not be orientated into the prevailing winds. The area is also well known for turbulence off the surrounding hills. Wind data is already available for Marsden Point.

The location of the airport close to a major and vital fuel farm at Marsden Point with restricted airspace to 3,500ft altitude would seem incompatible and potentially dangerous. What circuit pattern is envisaged.

The site and runway orientation directly conflicts with the Whangarei Flying Club's designated low-flying zone over the south side of Whangarei Harbour from just East of Limestone Island to One Tree

Point (the Club is the “using agency”). We found the lack of knowledge of this by Council officials and its aviation consultant disturbing.

This site is too remote from the Whangarei Urban Area.

This site is significantly closer to Auckland by road. This makes the alternative option of driving to Auckland more attractive. Note that this road option is progressively improving, the latest development being the extension of the expressway to Warkworth.

The presence of peat in the area raises the prospect of unanticipated construction cost escalation.

What else to consider?

Weather conditions, including prevailing winds and fog.

Bird hazards to aircraft. We note, in particular, the growing royal spoonbill population in the harbour.

Impact on coastal endangered birds. Note that the Flying Club has already helped facilitate some airspace restrictions along the coast with the endangered birds in mind.

Availability of land for a grass cross-wind runway. This would be particularly important for this site.

Land/sea transport links, including for public and active transport.

Tsunami risk and the long-term impact of sea level rise on the area.

OPTION 4: Onerahi

Benefits:

The location is closest to the Whangarei CBD.

There would be no disruption to existing airport tenants who could plan for the future without the uncertainty created by the alternative sites.

Good land transport links, including for public and active transport, already exist.

The location is close to the Base Hospital and it has a fire station next door.

Weather conditions are already known. See, for example:

<https://niwa.co.nz/static/Northland%20ClimateWEB.pdf>

There is a grass cross-wind strip for general aviation use.

The site is close to the Whangarei Flying Club’s designated low-flying zone over the south side of Whangarei Harbour (the Club is the “using agency”).

Almost all residents would have moved to beside the airport knowing of its presence. Noise concerns are mitigated by existing circuit procedures. Night-time noise concerns can be mitigated by double glazing of directly affected housing (note that the Whangarei Flying Club does not operate at night).

Key concerns:

Air New Zealand cannot operate fully laden ATR72 airliners from the existing runway. Note though that partial loading is not an uncommon airline practice, for example, by trans-Tasman flights from Wellington in calm, warm weather conditions.

Closing the airport at Onerahi would lead to Treaty of Waitangi claims that could impact on revenue for land sales to fund a new airport.

What else to consider?

New aircraft avionics and satellite-based navigation (GNSS, with SBAS (SouthPAN) coverage of Australasia from 2025 - see <https://www.linz.govt.nz/data/geodetic-services/satellite-based-augmentation-system> and <https://www.ga.gov.au/scientific-topics/positioning-navigation/positioning-australia/about-the-program/satellite-based-augmentation-system>) will allow for curving IFR approaches, thereby continuing to avoid the high ground that would affect long straight-in approaches. The New Zealand aviation sector is fully committed to taking advantage of such developments that have been developed under the “New Southern Sky” programme (see: <https://www.nss.govt.nz/>). An example that Air New Zealand has already been closely involved in are at Queenstown airport where mountains preclude straight in instrument approaches. Detailed new procedures have been developed (see <https://www.aip.net.nz/>). Note that existing approved procedures Air New Zealand airliners use to Onerahi involve curving onto the final approach.

In the timeframe, new aircraft options are likely to become available that will use shorter runways than the ATR72. To give one example of an electric regional airliner under development that has attracted New Zealand interest, see: <https://heartaerospace.com/> Note, in particular, the estimated landing and take-off distances. See also: <https://www.stuff.co.nz/business/industries/125663239/electric-passenger-aircraft-on-the-horizon-for-regional-routes-aviation-industry-says> and <https://www.stuff.co.nz/business/125631649/no-easy-road-to-recovery-for-air-new-zealand>

The availability of alternative airlines to Air New Zealand, such as Sounds Air, Air Chathams and Barrier Air.

Provision of 90m RESAs could be made by bridging the roads at either end of the runway. Based on our measurements, we don't think any land reclamation should be required. Arrestor systems (EMAS see for example <https://runwaysafe.com/>) should also be looked at urgently if this has not already been done. We are aware that there is a relevant NZ Supreme Court case on this subject.

Favoured airport location

Option 4: Continue to operate from Onerahi.

Why?

As outlined above, building a new airport (something that has been rarely done in New Zealand since the early 1960s) is not needed. New technology will allow Whangarei to avoid the massive expense and considerable risks involved. Such new technology is also likely to be consistent with sustainability objectives.

Existing neighbouring residents have made their house purchase decisions knowing the location is close to the airport.

It is important that Whangarei's airport meets the needs not only of Air New Zealand but also the wider aviation community and be near the city's urban area.

Comment

We are concerned that this Consultation has been potentially quite misleading to the public in terms of the potential impact of alternative sites, particularly with respect to noise.

Site cost estimates have not been presented.

The failure to draw on the Flying Club's local knowledge and members' aviation expertise prior to the release of the Consultation document is particularly disappointing.

The short period of this Consultation has precluded the Club Committee discussing this submission at one of its regular meetings.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - John Wynniatt White - AIRPORT-521
Date: Wednesday, 25 May 2022 5:47:50 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-521.pdf

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Airport Location Study - John Wynniatt White - AIRPORT-521

Receipt Number: AIRPORT-521

Your details:

Name:	John Wynniatt White
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?
It has NO benefits, - only drawbacks and excessive costs!
What are your key concerns about this site?
It is totally unsuitable, due to its distance from the city center, difficult road access and lack of any bus service, being liable to flooding, being liable to fog in winter, and being surrounded by mountains! To develop it would also involve obliteration of local streams which have frare fish species, and some areas of native forest.
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?
--

None - only excessive costs and drawbacks!
--

What are your key concerns about this site?

It is totally unsuitable, due to its distance from the city center, difficult road access and lack of any bus service, being liable to flooding, being liable to fog in winter, and being surrounded by mountains! To develop it would also involve obliteration of local streams which have rare fish species, and some areas of native forest.
--

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

see above

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

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

It should only be considered as a subsidiary airport for light aircraft for local use, with population growth in the Ruakaka - One Tree Point - Marsden Pt area, because of its being 27 miles or 40 km from the city center. It is noted that there is already an airstrip for private light aircraft there.

What are your key concerns about this site?

It is totally unsuitable as a main airport for Boeing-737-sized planes, due to its distance from the city center of 27 miles or 40 km (which would result in tourists traveling to Whangarei choosing to use private cars instead), lack of any bus service, being liable to flooding and at risk of permanent inundation due to being low-lying sandy country, and being too close to the Whangarei Heads mountains! To develop it would also involve obliteration of local streams which have rare fish species, and some areas of native forest.

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?
--

Onerahi Airport has ALL the advantages that the other proposed sites lack. It has a runway which could be extended to take Boeing-737 or Airbus-320-sized aircraft at a MUCH lesser financial AND environmental cost than developing the the Maungatapere and One Tree Point proposals from scratch, it has developed terminal and parking areas and buildings which would cost many millions of dollars to duplicate at the alternative sites, the surrounding mountains are at a greater distance and lower than those surrounding the other sites, and it has easy road access (only about 7 km) to the city

center and an existing bus service. It is only rarely affected by fog, and it is not liable to flooding. Being over 40 m above sea level, it is not at risk from sea-level rise.

I propose that the runway should be extended by the means that was used to extend that of Funchal Airport on Madeira, Portugal, to take Boeing 737 and Airbus 320 planes: extend it mostly northeastwards over parts of Church St and Beach Rd and part of the offshore mudflats, by means of huge reinforced concrete slabs supported by massive reinforced concrete columns. Large cranes could be used to deliver liquid concrete mix to molds made for the columns, and then to lift the precast concrete slabs onto the tops of the columns.

There is also limited scope for extension of the runway at the southwestern end, by means of building and backfilling with spoil a reinforced concrete retaining wall on the airport land boundary on Weir Cres, and then using reinforced concrete slabs to extend the runway over Weir Cres to a row of columns on the boundary of the private property on the other side of the road. (But to extend the runway further than that southwestwards would mean that it would project above private property, for which easements would need to be obtained under the Public Works Act and fair compensation paid.). See https://en.wikipedia.org/wiki/Madeira_Airport for information about and photographs of this means of runway extension as used at Funchal.

I will later submit a more detailed proposal for this construction at Onerahi as a PDF file, illustrated with photos of the Funchal Airport runway construction, and setting out the length of runway extension needed.

What are your key concerns about this site?

There is very little to be concerned about the site, due to its having been an airport since 1938 (and having proved important in WW2). Virtually all the present residents living within earshot of the airport have moved to near it since 1938 and since its extension in 1964, so they cannot complain about the noise.

What else do we need to consider at this site?

See above.

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?

Onerahi Airport has ALL the advantages that the other proposed sites lack. It has a runway which could be extended to take Boeing-737 or Airbus-320-sized aircraft at a MUCH lesser financial AND environmental cost than developing the Maungatapere and One Tree Point proposals from scratch, it has developed terminal and parking areas and buildings which would cost many millions of dollars to duplicate at the alternative sites, the surrounding mountains are at a greater distance and lower than those surrounding the other sites, and it has easy road access (only about 7 km) to the city center and an existing bus service. It is only rarely affected by fog, and it is not liable to flooding. Being over 40 m above sea level, it is not at risk from sea-level rise.

I propose that the runway should be extended by the means that was used to extend that of Funchal Airport on Madeira, Portugal, to take Boeing 737 and Airbus 320 planes: extend it mostly northeastwards over parts of Church St and Beach Rd and part of the offshore mudflats, by means of huge reinforced concrete slabs supported by massive reinforced concrete columns. Large cranes could be used to deliver liquid concrete mix to molds made for the columns, and then to lift the precast concrete slabs onto the tops of

the columns. There is also limited scope for extension of the runway at the southwestern end, by means of building and backfilling with spoil a reinforced concrete retaining wall on the airport land boundary on Weir Cres, and then using reinforced concrete slabs to extend the runway over Weir Cres to a row of columns on the boundary of the private property on the other side of the road. (But to extend the runway further than that southwestwards would mean that it would project above private property, for which easements would need to be obtained under the Public Works Act and fair compensation paid.). See https://en.wikipedia.org/wiki/Madeira_Airport for information about and photographs of this means of runway extension as used at Funchal.

I will later submit a more detailed proposal for this construction at Onerahi as a PDF file, illustrated with photos of the Funchal Airport runway construction, and setting out the length of runway extension needed.

[REDACTED]

From: Kevin White [REDACTED]
Sent: Wednesday, 20 April 2022 11:03 am
To: Mail Room
Subject: Submission

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The only option for the new airport is one tree point as the other sites would require huge amounts of money to be spent on roading and the traffic would overload the already overloaded roading into town

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Lara Whitehead - AIRPORT-392
Date: Wednesday, 25 May 2022 8:06:33 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-392.pdf

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Airport Location Study - Lara Whitehead - AIRPORT-392

Receipt Number: AIRPORT-392

Your details:

Name:	Lara Whitehead
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?
On the outskirts of Whangarei, the entry so good to bring people, jobs, business etc into the area
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?
Too small, not enough land for a decent runway or growth
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?
Location, it will bring people to the outskirts of Whangarei into a vibrant growing area

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Shirley Whyte - AIRPORT-186
Date: Saturday, 30 April 2022 2:34:14 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-186.pdf

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Airport Location Study - Shirley Whyte - AIRPORT-186

Receipt Number: AIRPORT-186

Your details:

Name:	Shirley Whyte
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?
Farm land, low population, easy access by road.
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?
Farm land, low population, easy access by road.
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?
I think Council already owns land in this 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?
Very large growing population. Proximity to residential housing, schools and shops. Flight path over existing housing and schools. No public transport. Even more congestion on roads that already compete with logging trucks, container trucks and soon car transporter's.
If we progressed investigations on this site, what else do we need to consider?
All the new housing developments. Majority of residents did not purchase in this area expecting an Airport to be built right amongst housing and shops. Separates majority of housing and local shopping precinct.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Facilities already there. Proximity to CBD.
What are your key concerns about this site?
What else do we need to consider at this site?
Extending runway.

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?
Low population. Plenty of room for future expansions.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Jenny Wiegersma - AIRPORT-554
Date: Wednesday, 22 June 2022 7:26:47 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-554.pdf

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Airport Location Study - Jenny Wiegersma - AIRPORT-554

Receipt Number: AIRPORT-554

Your details:

Name:	Jenny Wiegersma
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 no benefits of relocating the airport to this proposed site.
What are your key concerns about this site?
1- the lack of infrastructure 2- current roading is unsuitable, - the location of a one lane bridge and the poor visibility surrounding this bridge. This will lead to potential increased serious accidents. - there are very few safe places to pass which could lead to driver frustration and impulsive decisions

- the road will become too busy and dangerous for the local residents to use for exercise.

3- since there will be serious intensification of the land it will increase the runoff. This will have a flow on effect to increased flooding to the land below the proposed airport. Kokopu currently experiences flooding of roads and farmland; this intensification will only increase flooding.

- Farmers rely on the land to make a living, and have serious concerns as to the impact it (increased flooding) will have on their businesses.

4 - the Mangere River runs near by. What will be done so NO POLLUTION enters the river to kill off the native fish that live in the river and the long fin eel to mention a couple.

5 - have any members of the council been out to the proposed site on a foggy morning and seen the fog on some days doesn't lift until late morning? Not very good for passengers

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

Just do your due diligence and do some proper and genuine consultation with the effected locals and listen to their concerns.

You also need to think about the future... these hydrogen planes that are being recommended for use take off and land like a Helicopter. So the current airport will not be facing the issue of having a run way which is too short.

Be humans, not jumped up political attendees without genuine purpose.

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?

- As I mentioned previously, if the proposed \$150 million was used for the new Hydrogen Planes Onerahi would not have a short run way issue.
- far closer to the CBD and FAR better roading to people to travel to and from.
- why fix it if it's not broken?

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?
I've already explained this in previous questions.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - John Wiessing - AIRPORT-71
Date: Sunday, 24 April 2022 10:48:59 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-71.pdf

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Airport Location Study - John Wiessing - AIRPORT-71

Receipt Number: AIRPORT-71

Your details:

Name:	John Wiessing
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?
Too far from Whangarei
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 road access
What are your key concerns about this site?
Drainage cost in the construction
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?
Good approach paths
What are your key concerns about this site?
Too far from Whangarei
If we progressed investigations on this site, what else do we need to consider?
Noise issues

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Lowest cost as infrastructure is in place make this the best option. Greater frequency of smaller aircraft would benefit travellers and satisfy CAS safety concerns.
What are your key concerns about this site?
None
What else do we need to consider at this site?
As mentioned above smaller passenger aircraft and more frequent flights. If Air NZ can't agree then other carriers will fill the gap.

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?
Closest to Whangarei Lowest cost to taxpayers

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Geoffrey Wigglesworth - AIRPORT-269
Date: Thursday, 12 May 2022 3:04:45 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-269.pdf

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Airport Location Study - Geoffrey Wigglesworth - AIRPORT-269

Receipt Number: AIRPORT-269

Your details:

Name:	Geoffrey Wigglesworth
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 for the residents of this area.
What are your key concerns about this site?
My concerns about this site are about the noise and air pollution that aircraft approaching the runway will create. My house is near the flightpath, and we collect rainwater from our roof, both to drink and to water our crops. The pollution from aircraft may mean we could not collect rainwater to use this way. The detrimental effect on land values is another concern.

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 there are any benefits for the residents of this area.

What are your key concerns about this site?

Similar to Ruatangata West, the flight paths would be detrimental to air quality, noise, and land value.

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 option has many possibilities, in that this area could be developed into a transport hub, where goods could arrive by air, sea (Northport) and rail (presuming the rail link could still be built). It would also need some form of fast transit into Whangarei. Gondola across the water to the other side perhaps?

What are your key concerns about this site?

Just the distance to Whangarei.

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

Rapid rail or bus to and from the site.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

The cheapest option would be to keep using the airport as is.

What are your key concerns about this site?

Obviously the length of the runway is an issue.

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?

I think this site has the potential to be part of a major transport hub for Northland. Rooding and rail would need to be improved, and possibly ferries and helicopters could also run services to and from the new hub.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Marie Wiliams - AIRPORT-268
Date: Thursday, 12 May 2022 2:26:52 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-268.pdf

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Airport Location Study - Marie Wiliams - AIRPORT-268

Receipt Number: AIRPORT-268

Your details:

Name:	Marie Wiliams
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?
Noise pollution and physical pollution
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?
Noise pollution and physical pollution
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?
Already zoned as light industrial. Flightpath mostly over sea. Existing rail that could be utilised.
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?
Unkown
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?
Already light industrial, has rail links, also closer to places like Mangawhai, kaiwaka etc

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Francis Williams - AIRPORT-399
Date: Monday, 23 May 2022 7:59:20 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-399.pdf

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Airport Location Study - Francis Williams - AIRPORT-399

Receipt Number: AIRPORT-399

Your details:

Name:	Francis Williams
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?
Access to airport, road network around that area are average at best
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?
Road access is not sufficient
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?
Far to close to multiple residential settlements, very close to iwi land
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?
Access is pretty good. No disruption needed at other sites
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?
Ease of access and sufficient for Whangareis small population

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Gary Williams - AIRPORT-198
Date: Monday, 2 May 2022 5:16:25 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-198.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 - Gary Williams - AIRPORT-198

Receipt Number: AIRPORT-198

Your details:

Name:	Gary Williams
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?
no benefit to far away from the City and no Public transport, no benefit to businesses, it will be similar to Dunedin Airport,
What are your key concerns about this site?
no public transport
If we progressed investigations on this site, what else do we need to consider?

where it is, theres nothing there

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

no benefits here at all

What are your key concerns about this site?

no public transport, nothing for local business to gain from having the site here

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

who would travel to Whangarei if the airport is located in the middle of nowhere?

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

What do you think are the benefits of this site?

The most ideal spot, Local Businesses would be boosted with travellers coming into the area, especially with Ruakaka Beach, Ruakaka Campground, Motels are already there in Ruakaka and One Tree Point, also Marsden Cove and Ruakaka offers hospitality options for travellers,

With the closure of Marsden Point Refinery it will help boost with jobs and greatly boost the local economy,

It is the most ideal spot, the Ruakaka/One Tree Point area will benefit from this greatly, I grew up in One Tree Point and have lived here all my life and the building of the Port, the LVL have helped the area so much after years after the Refinery Expansion we have needed another form of Industry here in Ruakaka and this would be the perfect fit

What are your key concerns about this site?

Employing Locals, making sure One Tree Point/Ruakaka benefit from this, this is a great move for the area if this is to ever happen, this has been talked about for over 30 years along with the rail link, even if they decided to put in a bigger airport to facilitate the bigger aircraft that can help with freight coming via NorthPort, it could take alot of strain off Auckland Airport as a secondary Freight Airport,

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

Making sure that One Tree Point/Ruakaka is still a great travel destination with its Beaches and Fishing, and that putting an airport here doesn't ruin that, after the building of the Refinery and Port it goes to show that the area can cope with major industry not interrupting the environment

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

No benefit, this site is outdated and needs to be replaced

What are your key concerns about this site?

keeping the Airport here wont bring people or decent aircraft or travellers to Whangarei, it is outdated and in the wrong place

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

nothing One Tree Point is the best option

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?
--

Because it has proven that it can handle major industry without harming the environment and it is an appealing destination with its beaches and local businesses which have already been developed there, you would be ripping off the Whangarei People if you didnt put the new airport at One Tree Point, also there is also room for expansion to bring in Jetstar and other Bigger aircraft potentially creating an International terminal if needed the room is there, its a massive area my family used to own the farm that you are looking at

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Kirsten Williams - AIRPORT-137
Date: Thursday, 28 April 2022 10:31:12 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-137.pdf

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Airport Location Study - Kirsten Williams - AIRPORT-137

Receipt Number: AIRPORT-137

Your details:

Name:	Kirsten Williams
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?
Away from dense population, less high wind prone area, away from the main cbd, easy to get to
What are your key concerns about this site?
None
If we progressed investigations on this site, what else do we need to consider?

The roads need more work

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

Away from lots of homes, more space to work with, not creating so much noise for locals as it's not as densely populated

What are your key concerns about this site?

None

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

Nothing I can think of

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

What do you think are the benefits of this site?

None, too close to a lot of residents in a small section of Whangarei. Thus creating too much noise with the planes.

What are your key concerns about this site?

The state highway 1 is already a busy road with logging trucks and shipping trucks, it would cause more traffic to have the airport here not to mention more car accidents

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

How close your building to people who chose to live in this area cause they worked hard to afford to live in a community with land and space to do with which they choose. Please don't build here

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Location is great, worked for years

What are your key concerns about this site?

Nothing

What else do we need to consider at this site?

Update to a modern 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?

Space to build, enough distance to not disturb the locals, out of the way of the busiest roads, easy to travel to.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Neil Wilson - AIRPORT-61
Date: Thursday, 19 May 2022 3:16:45 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-61.pdf

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Airport Location Study - Neil Wilson - AIRPORT-61

Receipt Number: AIRPORT-61

Your details:

Name:	Neil Wilson
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 think it is an ideal sight for an airport - considering land structure
What are your key concerns about this site?
Increase in noise
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?
Nil
What are your key concerns about this site?
Land is too low lying - and water courses not ideal
If we progressed investigations on this site, what else do we need to consider?
Water and land issues

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

What do you think are the benefits of this site?
Not sure
What are your key concerns about this site?
Not ideal soil structure
If we progressed investigations on this site, what else do we need to consider?
Local iwi and land issues

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
It is established
What are your key concerns about this site?
No room for runway expansion
What else do we need to consider at this site?
None

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?
Land and runway length suitable - making construction geologically more logical

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Emerald Windsor - AIRPORT-129
Date: Thursday, 28 April 2022 7:10:37 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-129.pdf

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Airport Location Study - Emerald Windsor - AIRPORT-129

Receipt Number: AIRPORT-129

Your details:

Name:	Emerald Windsor
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?
More rural spaces, less people effected by air/sound pollution
What are your key concerns about this site?
More traffic around nearby suburbs due to increased road usage
If we progressed investigations on this site, what else do we need to consider?
Nature, impacts on residential areas, traffic

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Not many, surrounding areas are already clogged with increased residential build and Inadequate road:transport offerings
What are your key concerns about this site?
Noise of aircraft and increased traffic. People move to the outskirts to avoid these things. Please don't invite these into the area
If we progressed investigations on this site, what else do we need to consider?
Impact on traffic around schools and pedestrians in Kamo/3 mile bush. Not enough infrastructure no shops near this location

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

What do you think are the benefits of this site?
Already an obviously urban like area which has higher density do noise would be less of a problem. Ocean able to reduce noise pollution with less people impacted by it. Also those in Mangawhai Waipu could access this airport easily
What are your key concerns about this site?
Parking affordable
If we progressed investigations on this site, what else do we need to consider?
Nothing

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Already in place
What are your key concerns about this site?
None
What else do we need to consider at this site?
Nothing

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?

Opportunity to build in an urban area which is close to cbd with rural areas less affected by noise

From: [Mail Room](#)
To: [Rachel Mayall](#)
Subject: Airport Location Study - Dale Windust - AIRPORT-25
Date: Wednesday, 20 April 2022 2:14:27 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-25.pdf

You don't often get email from mailroom@wdc.govt.nz. [Learn why this is important](#)



Airport Location Study - Dale Windust - AIRPORT-25

Receipt Number: AIRPORT-25

Your details:

Name:	Dale Windust
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?
This site is a perfect site as it is more central for whangarei and outlying areas.
What are your key concerns about this site?
No concerns.
If we progressed investigations on this site, what else do we need to consider?
A long enough runway to land jets. Enough space to consider landing more than 1 aircraft

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
Same as option 1
What are your key concerns about this site?
No
If we progressed investigations on this site, what else do we need to consider?
Same as option 1

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

What do you think are the benefits of this site?
One tree point is growing.
What are your key concerns about this site?
Closer to Auckland, therefore AirNZ might cancel flights completely. This will result in a waste of money building and airport
If we progressed investigations on this site, what else do we need to consider?
Amount of people using the service and the amount going straight to Auckland since they're out that way

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Until we get a bigger airport it's fine.
What are your key concerns about this site?
Too small and not enough room to make bigger
What else do we need to consider at this site?
Bigger aircraft movements

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?
Bigger site and most central

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Cindy Woest - AIRPORT-246
Date: Sunday, 8 May 2022 7:30:40 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-246.pdf

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Airport Location Study - Cindy Woest - AIRPORT-246

Receipt Number: AIRPORT-246

Your details:

Name:	Cindy Woest
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?
Space for expansion and noise not an issue
What are your key concerns about this site?
Far away
If we progressed investigations on this site, what else do we need to consider?
Archeological issues

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?
One the edge of town so space to grow and not as much noise issue
What are your key concerns about this site?
If we progressed investigations on this site, what else do we need to consider?
Archeological issues

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

What do you think are the benefits of this site?
Flat and may have rail link in the future to town
What are your key concerns about this site?
Tsunami risk, sea level rise risk, and very far away from town
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?
Infrastructure in place
What are your key concerns about this site?
Noise, safety of residents, lack of future growth potential, safety of planes
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?
Close enough to have easy access, less residents affected by noise, space for future growth, potential rail link from existing rail corridor in far future

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - John Woest - AIRPORT-549
Date: Thursday, 16 June 2022 11:08:04 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-549.pdf

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Airport Location Study - John Woest - AIRPORT-549

Receipt Number: AIRPORT-549

Your details:

Name:	John Woest
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?
Suitable geology Less cost to ratepayer No officially scheduled sites of cultural significance Less impact on the broader pristine natural landscape
What are your key concerns about this site?
None
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?
--

Suitable geology Less cost to ratepayer No officially scheduled sites of cultural significance Less impact on a pristine natural landscape

What are your key concerns about this site?

None

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?
--

Zoning enabling industrial complex to develop around the airport Infrastructure links
--

What are your key concerns about this site?

Unsuitable geology Most expensive option - more cost to ratepayer Officially scheduled sites of cultural significance The flightpath and impact beyond the flightpath will have a major impact on a pristine natural landscape Negative impact on the Heads and Bream Bay as a tourist destination Whangarei Heads and the ocean is a spectacular environment, attracting tourists, and deserving protection. A flight path near it will be the most damaging to the enjoyment of the environment of the 4 options

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

Staff say no study has been done on tsunami risk, in spite of WDC consulting on flooding and inundation on the basis of existing NRC data. A study on the impact of the flight path and broader noise and visual impacts of aircraft on the pristine experience that is the Heads and the ocean environment Proactive real consultation with mana whenua in anticipation of political and legislative change requiring better consultation
--

Option 4: Continue to operate from Onerahi:

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

Crown ownership of land and contribution to opex Status quo is appropriate to district's needs

What are your key concerns about this site?

None

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

A public risk management study which quantifies probability of changing CAA rules, and of changes to aircraft. The presentation I attended presented these as "possible" and "likely", but the presenter presented them as given.

A cost benefit analysis looking at, costed consequence if these things do change, and analysis of the cost benefit of undertaking this expensive exercise in the light of unquantified probability
--

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?
--

Least cost

Closest to town

Least impact on wilderness area

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Zachary Woods - AIRPORT-397
Date: Monday, 23 May 2022 7:58:07 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-397.pdf

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Airport Location Study - Zachary Woods - AIRPORT-397

Receipt Number: AIRPORT-397

Your details:

Name:	Zachary Woods
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?
It's a reasonable distance to the CBD and within 30 min drive to a large portion of the district. It's rural location means it will impact less residence than a more populated area. As far as I am aware there are no future plans to turn this into a large/highly-populated residential area. It has good geology so most likely won't require costly deployment to the area and most environmental impacts can be managed.
What are your key concerns about this site?
It's flight path may impact Hikurangi residents and the Hikurangi floodplain may limit further development/expansion.

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?

It's a great distance to the CBD and within 30 min drive to a large portion of the district. It's rural location means it will impact less residence than a more populated area. As far as I am aware there are no future plans to turn this into a large/highly-populated residential area. It has good geology so most likely won't require costly development to the area and is further away from floodplains. It's flight path appears to have the least impact to the surrounding areas. This is my preferred site if the impact to the Patuwairua stream can be managed.

What are your key concerns about this site?

The impact of the airport to the Patuwairua stream need to be managed closely to ensure minimal impact to any freshwater creatures.

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?

There are existing roads to McEwan road. The area is well connected to North Port and freight rail infrastructure.

What are your key concerns about this site?

The proposed site will impact existing residence and potentially slow the areas large residential growth, that has taken years to build momentum. It is the furthest site from the CBD and will service the fewest residents from the district. It is the furthest south which means, with most flights needing to be routed through Auckland, many may choose to just drive to Auckland. The site has poor geology, is on a flood plan and in a tsunami zone, making it likely the most expensive and challenging to build – impacting ratepayers with the cost. The statement of proposal already mentions the impact to our local marae and sites of cultural significance, but these are important impacts as the marae will be right in the flight path. What's not on the proposal that will be heavily impacted is the Takahiwai Rugby League Club and Marsden Playcentre – both of which would need to be demolished to build the airport or put right on the boarder of it in the flight path. These are both community institutions that would be sad to see go. There are also two retirement villages near this proposed site with no doubt more on the way. I'm concerned the airport noises will impact these elderly residences. Finally, the impact to local flora and fauna, especially local seabirds and wetlands, would also need to be managed carefully if this site was chosen.

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

Please see the considerations in my key concerns about the site section.

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
It has existing infrastructure and a good location in terms of proximity to the CBD.
What are your key concerns about this site?
The short runway risks continued operations at the site and there doesn't appear to be an option to extend the runway.
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's a great distance to the CBD and within 30 min drive to a large portion of the district. It's rural location means it will impact less residence than a more populated area. As far as I am aware there are no future plans to turn this into a large/highly-populated residential area. It has good geology so most likely won't require costly development to the area and is further away from floodplains. It's flight path appears to have the least impact to the surrounding areas.



SUBMISSION FORM



RECEIVED - CUSTOMER SERVICES

10 MAY 2022

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 Janet Woodward

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

Organisation name

Postal address

Best number to contact you on

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?

Would impact a small township badly.

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?

Not too much residential housing to be affected
Easy access to nearest towns - Whangarei, Dargaville.
Land already purchased for development

What are your key concerns about this site?

Roading upgrades required
Not close to either rail or port

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

Needs to be built to accommodate larger -
possibly international - planes to future proof.
The viability of international travel given the
experience of the covid pandemic

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?

Close to the port. If a combined proposal of air, sea and rail transport it could mitigate many transport issues and become a major hub.

New housing in the area would accommodate airport workers.

What are your key concerns about this site?

Tsunami zone.

Peat base. Would need HUGE earthworks.

Road system currently does not allow for safe evacuation in the event of tsunami. Major roading required. There were gridlocks during last evacuation. The area has been/is being developed in a major way for residential housing.

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

Sea level increases.

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

What do you think are the benefits of this site?

Already operating a set up - buildings, car parks, staff etc.

What are your key concerns about this site?

Currently only allows smaller domestic sized planes.

Servicing a very large area of Northland.
Only one road in and out - frequently congested.

What else do we need to consider at this site?

How would the runway/s be extended.

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: Poupuwhenua ki te Hauāuru (Waahi 24a)
- ☒ **OPTION 4:** Continue to operate from Onerahi with expansion
KŌWHIRINGA 4: Kei Onerahi Tonu

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

Northland is rural by nature. People live here for climate and lifestyle and to enjoy the benefits of relative lack of air and noise and industrial pollution in small town communities. This must be taken into account when proposing new facilities. Carrying more passengers on larger planes would reduce the cost of a ticket domestically. Currently it is cheaper & more convenient to drive to Auckland & pay for parking than to fly from Whangārei. To see a new airport as a "one off" in isolation is blinkered thinking. The whole picture of all forms of transport need to be regarded in conjunction with one another. Local needs should be balanced against local & national economies & infrastructures. There is a danger of parochial thinking.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Liz Woodward - AIRPORT-417
Date: Tuesday, 24 May 2022 11:38:14 AM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-417.pdf

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Airport Location Study - Liz Woodward - AIRPORT-417

Receipt Number: AIRPORT-417

Your details:

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

Hearing:

Do you wish to be heard in support of your submission?	No
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Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
Easier access from most directions
What are your key concerns about this site?
Impact on local community and residents quiet country lifestyles Flooding Fog Roading - local roads are narrow, windy and dangerous as they are. They flood in multiple places Environmental impact - drinking water contamination, local species (geckos, bats, native

birds, etc), waterways
 Site is near a major waterway so potential contamination
 Loss of value of local property prices, but more so, loss of peace and quiet enjoyment of country living that we moved here for

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

FOG
 Flooding

Option 2: Ruatangata (Site 9):

What do you think are the benefits of this site?

Access from multiple directions

What are your key concerns about this site?

That the land has already been purchased and it feels like it's a done deal already and the other 2 options are token gestures to appease a consultation process

Impact on local community

Flooding - roads leading to this site and the site itself flood

Fog - we live overlooking Atwood and Kokopu Roads. I often pick my partner up from Onerahi airport and I can't see the valley across from us due to fog and 1-1 1/2 hours later when I return from pickup, it's usually still foggy. I think you are underestimating the fog issue in this area both for aircraft and for safety of passengers getting to and from flights
 Roding - local roads are narrow, windy and dangerous as they are. They flood in multiple places. Massive roading improvements will be needed on Kokopu Block Roads and Pipiwai as well as Kara and Three Mile Bush Roads as people will use these as alternatives.

The intersection of Kokopu Block Road / SH14 and SH14/SH15 will have increased traffic and these intersections are already unsafe

Impact of flights potentially coinciding with school traffic or peak traffic through Kamo and Maunu - both of which are busy and dangerous as is. Sunstrike is also an issue and is pretty bad from autumn through to spring and will make local roads even more hazardous for drivers who are unused to them.

Environmental impacts - potential drinking water contamination, local species (geckos, bats, native birds, etc), waterways

Noise pollution - especially if a flying school or sky diving operation reopens

The streams on site are part of the Mangere Stream catchment which is supposedly a significant waterway in our area and I am concerned about pollution issues as well as flooding - especially given climate change forecasts for more frequent heavy rain

Loss of value of local property prices, but more so, loss of peace and quiet enjoyment of country living that we moved here for

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

Fog - I suggest you install some kind of cameras and monitor the fog daily as from Autumn onwards the fog can be pretty severe. We recently had 7 days of 10 where there would have been no take offs or landings until 8.30-9am onwards due to fog.

Extreme weather events - we often get extreme thunderstorms moving through the valley that other areas seem to avoid. We also recently had 297mm fall in 5 hours which again, other areas avoided.

Please include Maungatapere as an impacted community in any future consultation documents. We live at the end of Gumtown Road and our property is the Kamo / Maungatapere ward boundary line - and we can see the airport site from our house. With

either Ruatangata site, Maungatapere will have increased traffic as well as noise and impact of aircraft and loss of lifestyle. We need to be included as a community affected by these sites. Any future community meetings should also be held at Kara Kokopu Community Hall as this community will be greatly impacted if this site goes ahead.

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

What do you think are the benefits of this site?

Flattest land and best infrastructure
Potential to connect with railway

What are your key concerns about this site?

Tsunami risk - local roads are already overwhelmed by residents when tsunami evacuations are issues
Soil structure - what peat soil would do to airport infrastructure
Distance from city - we would most likely carry on driving to Auckland as it's 45 mins to get to get here

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

I assume given the recent announcement about climate change and infrastructure that this site is no longer in contention

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?

Existing infrastructure and community who have moved into the area with an operational airport in situ
Easy to get to from the city
Good local infrastructure (supermarket, accommodation, eateries, etc) for locals arriving and visitors

What are your key concerns about this site?

What else do we need to consider at this site?

Given no information was given about how much further the runway could be extended and whether that would meet the requirements, it's hard to make an informed decision. However, on the surface, I would have thought extending the existing runway, even if it means realigning roads and removing houses would be a cheaper exercise than building a whole new 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?

I found the information about why Onerahi has been discounted pretty lacking in this consultation process.

What would have been incredibly helpful would have been an idea of the length of runway at Onerahi vs a new site, size of terminal, expected no of aircraft using the airport, etc.

It's very hard to make an informed decision when most of the information needed to understand the scale and nature of the project is missing from the consultation

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Toni Woodward - AIRPORT-250
Date: Monday, 9 May 2022 12:40:21 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-250.pdf

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Airport Location Study - Toni Woodward - AIRPORT-250

Receipt Number: AIRPORT-250

Your details:

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

Hearing:

Do you wish to be heard in support of your submission?	No
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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?
<p>Road access</p> <p>River and bush conservation</p> <p>Cost to the ratepayer clearly \$150mio is simply not realistic</p> <p>Native flora and fauna</p> <p>Traffic impacts, which road will be the primary access road? There are several feeder roads, all are used by milk tankers, bike riders, residents, stock trucks, tractors and logging trucks. All are 1 lane each way. Main feeder road would have to be 2 lanes each way.</p> <p>The infrastructure for a rural site would be astronomical in cost. Power, water, parking, roading, reliable internet and power, sewerage, sewerage disposal, the list goes on and on.</p> <p>Bus/public transport?</p> <p>No fly times? Resident disruption.</p> <p>As per council plan its a very High wind and high fog area.</p> <p>Destruction of natural landscape.</p> <p>Destruction of resident peace - we all live rurally for a reason AND bought before the site was purchased and designated.</p> <p>Disruption to livestock.</p> <p>Pollution for food supplies.</p> <p>What about those of us who have wood fires and regularly top dress. How will these impact flights?</p> <p>I just don't believe the appropriate amount of consultation has been entered in to. I haven't event been able to access a Q&A session and 1 or 2 councillors popping to the local hall and hoping to chat with everyone isn't an appropriate forum. It needed to be a proper meeting where everyone had the opportunity to talk.</p>
If we progressed investigations on this site, what else do we need to consider?
See previous

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 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 and access

From: [Mail Room](#)
To: [Rachel Mayall](#)
Subject: Airport Location Study - Pete Woolston - AIRPORT-35
Date: Wednesday, 20 April 2022 5:20:41 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-35.pdf

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Airport Location Study - Pete Woolston - AIRPORT-35

Receipt Number: AIRPORT-35

Your details:

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

Hearing:

Do you wish to be heard in support of your submission?	No
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Option 1: Ruatangata West (Site 6):

What do you think are the benefits of this site?
I think there is another site which would be more beneficial to be an airport
What are your key concerns about this site?
Access is not as good as other potential sites, it would require more infrastructure upgrade than the others.
If we progressed investigations on this site, what else do we need to consider?

Option 2: Ruatangata (Site 9):

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What do you think are the benefits of this site?
Flight path approach isn't too bad in that the hills are a good distance away so aircraft can make a straight in approach/departure without having to worry about terrain as in the case at Onerahi at present. The land is quite flat so minimal levelling would be required for the runway construction.
What are your key concerns about this site?
The access roads, Kokopu Road (for vehicles coming from Maungatapere/SH1 Otaika or the south) is very windy and the bends between Kara Road and the potential site would need straightening for safety reasons. The accident rate on them would increase significantly with any increase in traffic, so a bypass of them would be needed to be put in. At present traffic levels there are so many near misses due to vehicles encroaching on the opposite side. Similar with Pipiwai Road. Fog! Living close to the site I know how much morning fog there can be and how often it occurs.
If we progressed investigations on this site, what else do we need to consider?
Public transport, at present there is no public transport to Ruatangata

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

What do you think are the benefits of this site?
It is flat so minimal land levelling for construction of runway. The flight approach from the sea eliminates the risk of closeness to terrain (No hills). With the planned rail line to Marsden Point Port a train station could easily be put in to provide a rail link to the airport. The road from SH1 is good so access via road is the best of potential sites
What are your key concerns about this site?
Distance from CBD
If we progressed investigations on this site, what else do we need to consider?
Would people want to travel so far out of Whangarei by road to get there?

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
It could be sold off at a premium price for residential development
What are your key concerns about this site?
The runway is too small to cater for jet/larger aircraft
What else do we need to consider at this site?
That extending the runway is not feasible

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 in my submission on each site and for flight safety reasons such as aircraft approach and departure routes

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Sophia Xiao-Colley - AIRPORT-550
Date: Thursday, 16 June 2022 5:00:25 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-550.pdf

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Airport Location Study - Sophia Xiao-Colley - AIRPORT-550

Receipt Number: AIRPORT-550

Your details:

Name:	Sophia Xiao-Colley
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?
It is better with longterm potential to expend and upgrade.
What are your key concerns about this site?
Local residents will have high restriction for their future development. The sounds. The existing roadworks are not support this airport.
If we progressed investigations on this site, what else do we need to consider?

Potential to connect up with Ruatangata site?

Option 2: Ruatangata (Site 9):

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

Longterm potential to expand. So not need to relocate a public airport.

What are your key concerns about this site?

Not as good as Ruatangata West to service the wider Northland, like Dargaville.

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 the port.

What are your key concerns about this site?

The travelling distance to the area need to service. Too south. Limiting the future development of the nearby area with high restrictions.
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If we progressed investigations on this site, what else do we need to consider?

A car ferry on the Whangarei harbour.

Option 4: Continue to operate from Onerahi:

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

It may be the quick and lost cost, it can still be used with a minimum inputs to upgrade to fit the requirement.
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What are your key concerns about this site?

Future needs. Limited space to expand, unless the lower tidal area near it can be used for landing.

What else do we need to consider at this site?
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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?
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Inland, close to our agriculture production area.

From: [Whangarei District Council](#)
To: [Mail Room](#)
Subject: Airport Location Study - Matt Yovich - AIRPORT-174
Date: Friday, 29 April 2022 7:36:15 PM
Attachments: SubmissionReceipt-2022AirportLocationStudy-AIRPORT-174.pdf

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Airport Location Study - Matt Yovich - AIRPORT-174

Receipt Number: AIRPORT-174

Your details:

Name:	Matt Yovich
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?
Out of town area
What are your key concerns about this site?
Fog
If we progressed investigations on this site, what else do we need to consider?
Transportation

Option 2: Ruatangata (Site 9):

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

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

What do you think are the benefits of this site?
Close to ruakaka
What are your key concerns about this site?
Too close to an urban setting. Residents will resent having an airport so close
If we progressed investigations on this site, what else do we need to consider?
Transportation

Option 4: Continue to operate from Onerahi:

What do you think are the benefits of this site?
Existing infrastructure
What are your key concerns about this site?
Whinging residents
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?
Whangarei ratepayers have no money. We are sick of paying for councils pet projects. Leave the airport alone.