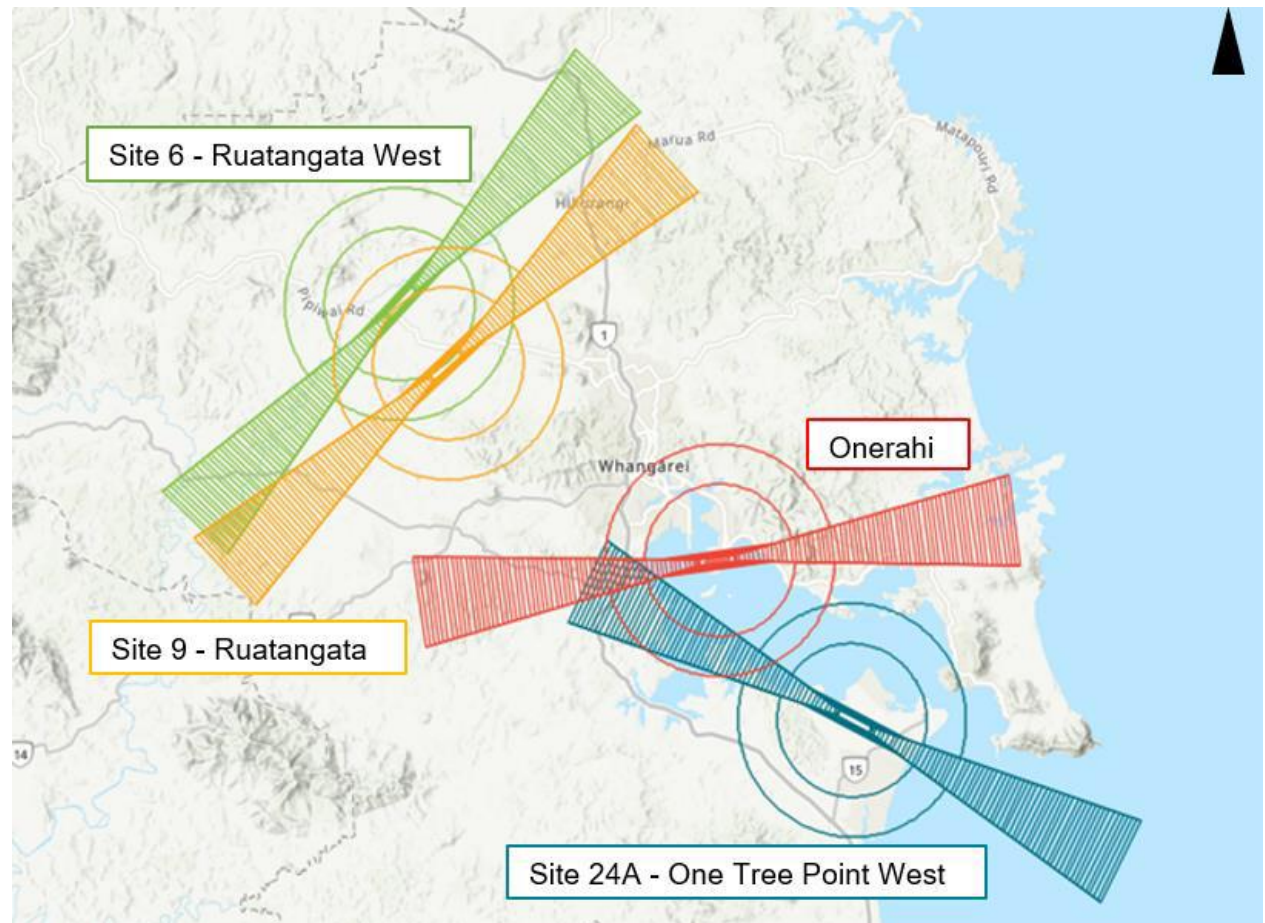


Whangarei Airport Location Options Study

Council Briefing 9 August 2022

Community Engagement Outcomes, Future-proofing of an Airport and Proposed Site



Items to cover

- Project Background
- Technical work and reporting
- Community consultation
- Future-proofing an airport for Whangarei
- Choosing a Proposed Site
- Further investigations and Designation

Project Background

OTHER FACTORS

Air NZ regional
fleet future
raised

CAA Rules
Changed

CAA
Dispensation
granted

Property
purchase of
Site 9

Air NZ request
for proposal for
new sustainable
fleet

CONSULTATION

Formation of Mana Whenua
Advisory Group and Project
Advisory Group

Engagement with mana
whenua, partners and
stakeholders

Public Consultation

TECHNICAL REPORTS

Site Selection
Study

Onerahi and Port
Nikau Assessments

Long List Evaluation &
Addendum

Economic studies

Short List Evaluation

Preferred Sites
Evaluation



Project Background

- Whangarei Airport Master Plan Update in 1999 concluded that the airport should remain at Onerahi for foreseeable future
- Between 1999 and 2014 changes to CAA rules and the airline operating environment
- 2014 Beca undertook review of Onerahi Airport to *“ensure that the Whangārei District has an airport that is capable of meeting the long term needs (30 to 50 years) of its users and the District.”*

Project Background

- That review concluded that Onerahi Airport did not adequately meet the long-term needs of the users and the District and that alternative sites should be investigated.
- The key areas of concern were
 - Short length of the runway and the lack of any RESA
 - OLS penetrations at the north-eastern approach
 - Changes to Air NZ regional fleet
 - Lack of feasible options to extend runway and provide RESA

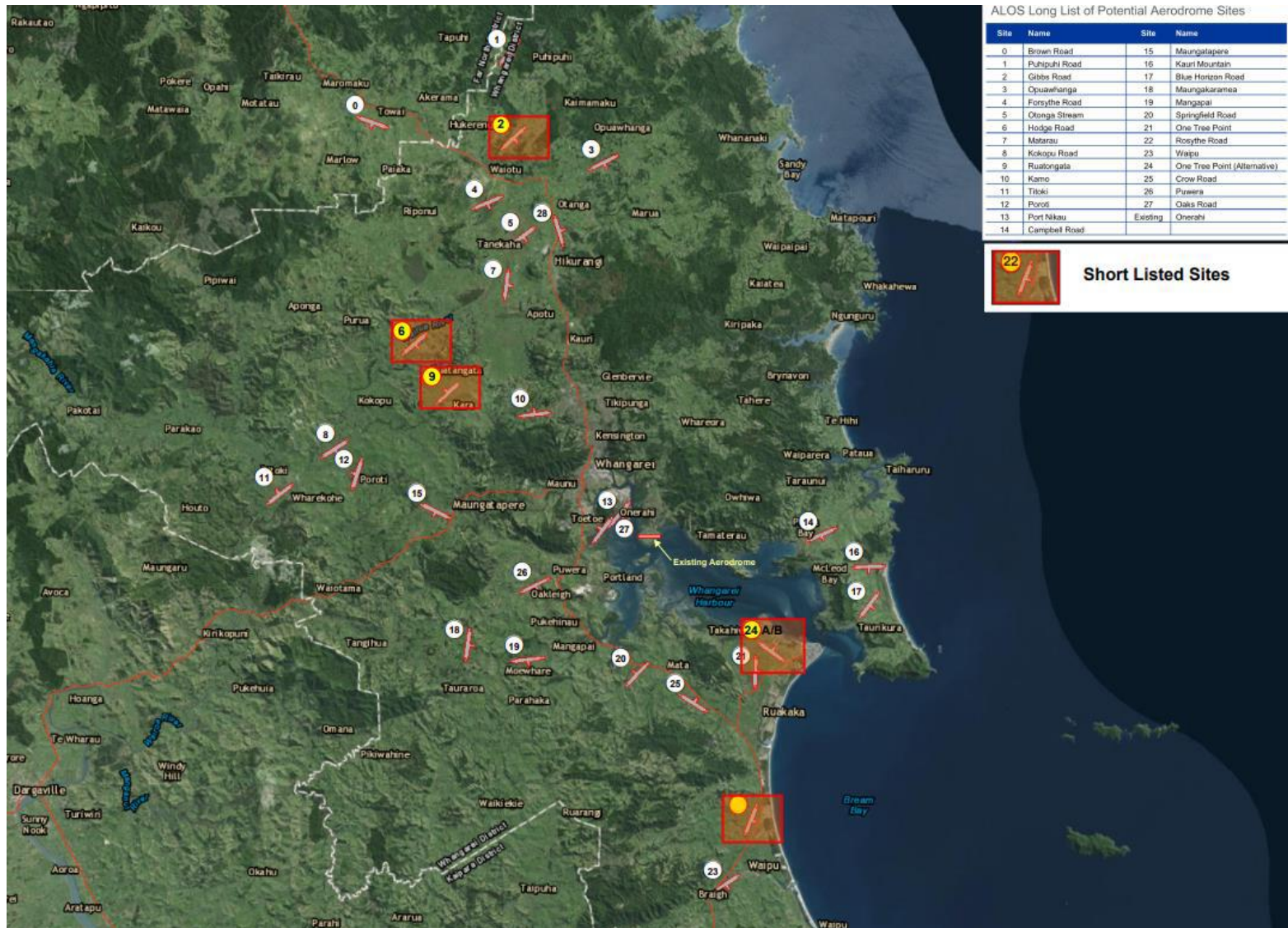
Technical Reporting

- Council resolved in December 2014 to undertake the Airport Location Options Study
- Lead to a series of reports being commissioned:
 - Port Nikau Assessment (2014)
 - Long List Evaluation (2015 - 2016)
 - Long List Evaluation Peer review (2016)
 - Economic Contribution Study (2017)
 - Shortlist Analysis Peer Review (2017)
 - Short List Evaluation (2018)
 - Future Economic Spatial Structure (Activity across Northland) (2018)
 - Site 9 Ruatangata Site Investigation Summary Report (2021)
 - Preferred Sites Evaluation (2020 - 2021).

Technical Reporting

- Port Nikau Assessment as an alternative site
 - The assessment concluded that due to the closeness of hills obstructing flight paths and the need for significant coastal reclamation, this location did not meet long term requirements.
- Long List Evaluation
 - Identified 28 sites as possible locations and evaluated and ranked them to produce 5 short listed sites for further investigation
- Short List Evaluation
 - Carried that work further & produced a Preferred Site list of three
 - Ruatangata West (site 6)
 - Ruatangata (site 9)
 - One Tree Point West (site 24a)

Technical Reporting



Technical Reporting

- Site 9 Ruatangata Investigations
 - Site visit
 - Alternative runway alignments
 - Operational considerations
 - OLS assessments
- Preferred Sites Evaluation
 - Refined OLS assessments
 - Reviewed recent District Plan changes
 - More detailed (desktop) ecological assessment

Technical Reporting

- Summary of Site Assessments

LONG LIST (2015)	SHORT LIST (2018)	PREFERRED SITE (2021)
SITE 9 – RUATANGATA		
78% - 2 nd Initial score	74% - 1 st Minor score reduction because of better understanding of planning and consentability issues and site engineering issues	74% - 1 st Score increase due to WDC now owning part of the site which reduced land purchase uncertainty.
SITE 6 – RUATANGA WEST		
81% - 1 st Initial score	73% - 2 nd Score reduction because of better understanding of planning and consentability issues.	70% - 2 nd Slight score reduction due to better understanding of ecological constraints and new national planning direction.
SITE 24A – ONE TREE POINT WEST		
73% - 6 th Note this score was for a previous similar option (One Tree Point Alternative)	63% - 6 th Significant score reduction in all categories except for operational suitability being marked down	63% - 3 rd Overall score unchanged. Some individual attribute scores changed due to better understanding of the transport, ecological, cultural and heritage landscape.

Technical Reporting

Summary of Site progression

STRATEGIC REVIEWS: ONERAHI & PORT NIKAU - 2014



LONG LIST PREFERRED - 2016 ASSESSMENT OF 27 SITES



SHORT LIST PREFERRED - 2018 ASSESSMENT OF 6 SITES



PREFERRED SITE EVALUATION - 2021 ASSESSMENT OF 3 SITES



-  Progressed / Ranking
-  Discounted
-  Long-term viability concerns raised

Technical Reporting

- Other reports
 - Economic Contribution Study (2017)
 - Whangarei Airport contributes between \$110 and \$225 million in value to the District and nationally \$210 to \$440 million over a 25 year period
 - Future Economic Spatial Structure (Activity across Northland) (2018)
 - Whangarei District is expected to capture most of Northland's growth over the next 25 years
 - Demand for air travel determined
 - by population,
 - economic activity,
 - cost & convenience of flying
 - alternatives to air travel

Community Engagement

Special Consultative Procedure



THE PURPOSE OF THIS

CONSULTATION

TE KAUPAPA O TĒNEI
WHIRINGA KŌRERO

The purpose of this consultation is to gauge community support for the four options being considered by Council

OPTION 1

Ruatangata West Site 6

Kōwhiringa 1 Ruatangata ki te Hauāuru, waahi 6

To select the Ruatangata West site (see maps) as the proposed location for a potential site to be explored in depth as a future airport location.

OPTION 2

Ruatangata Site 9

Kōwhiringa 2 Ruatangata waahi 9

To select the Ruatangata site (see maps) as the proposed location for a potential site to be explored in depth as a future airport location.

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

To select the One Tree Point West site (see maps) as the proposed location for a potential site to be explored in depth as a future airport location.

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

To retain Whangārei Airport at Onerahi and work with the CAA to retain dispensations to operate, accepting if these dispensations end some commercial and emergency services may not be able to fly in and out of the airport at Onerahi.

Community Engagement

Summary of Results -Location

There was significant facebook activity and links to Council's website

610 submissions received:

- 49% prefer to retain the existing Onerahi airport
- 45% prefer to investigate an alternative airport location
- 6% did not indicate a preference.

Of the three alternative locations, respondent's preferences were as follows:

- One Tree Point West (Site 24a): 26%
- Ruatangata (Site 9): 11%
- Ruatangata West (Site 6): 8%

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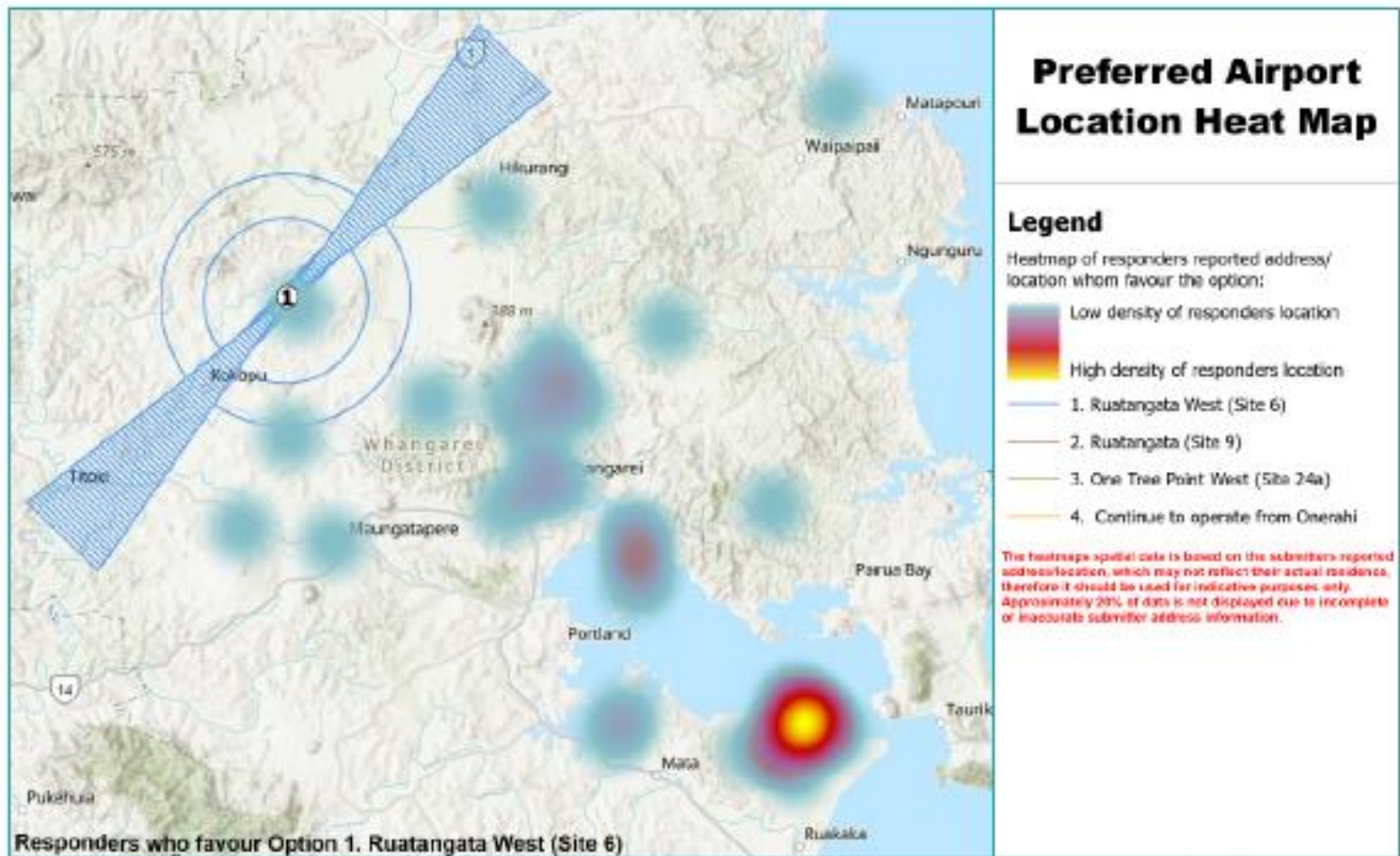
Community Engagement

Summary of Results -Location

- Location of respondents appears to have a direct correlation with their level of engagement with the project.
- Specifically, the most intensive clusters of respondents reside near one the four options, being the wider Ruatangata, One Tree Point – Ruakākā and Whangārei City – Onerahi areas.
- Submission interest outside of these locations is relatively isolated and limited in comparison.

Community Engagement

Preferred Airport Location Heat Map - Site 6

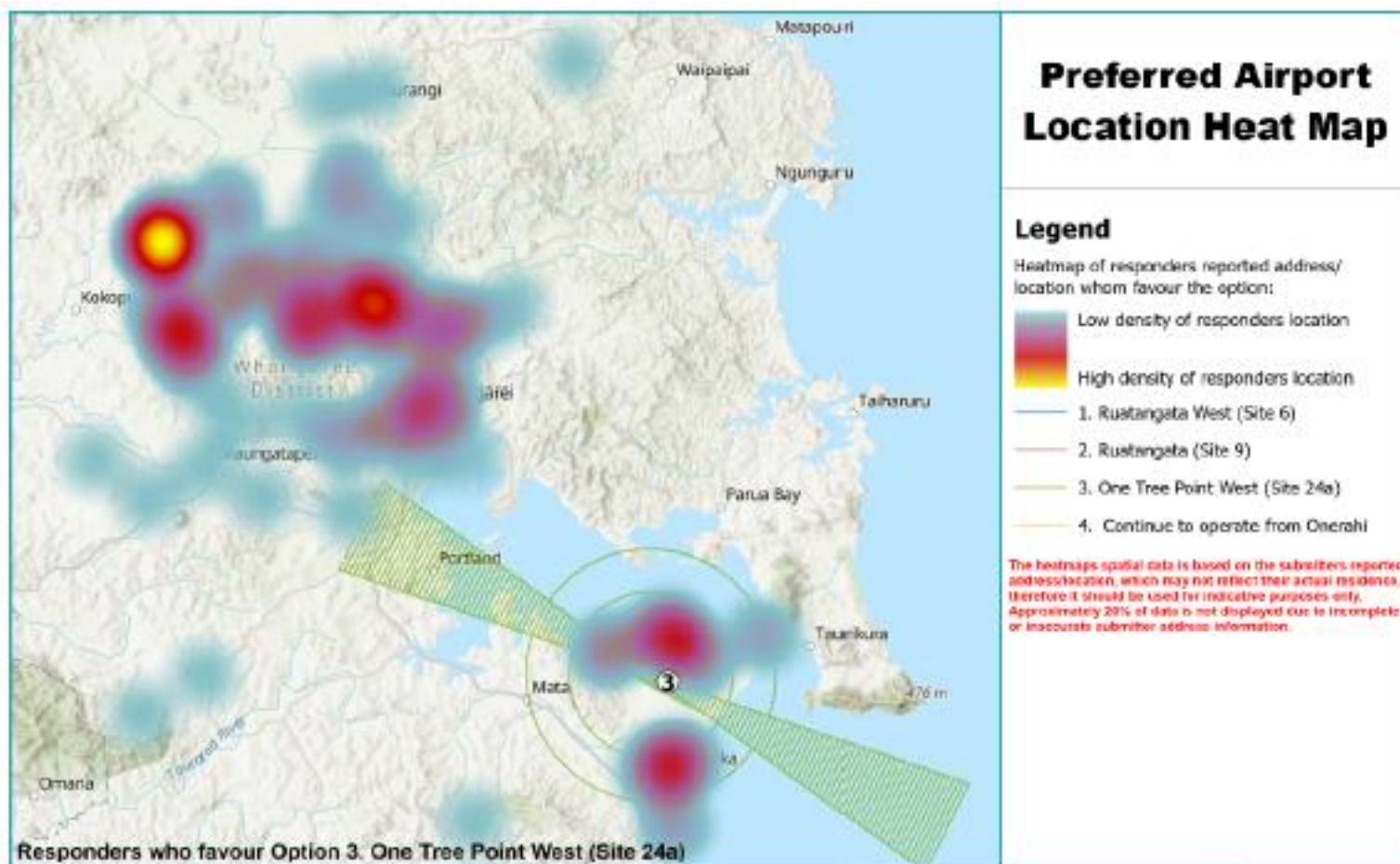


Preferred Airport Location Heat Map - Site 9



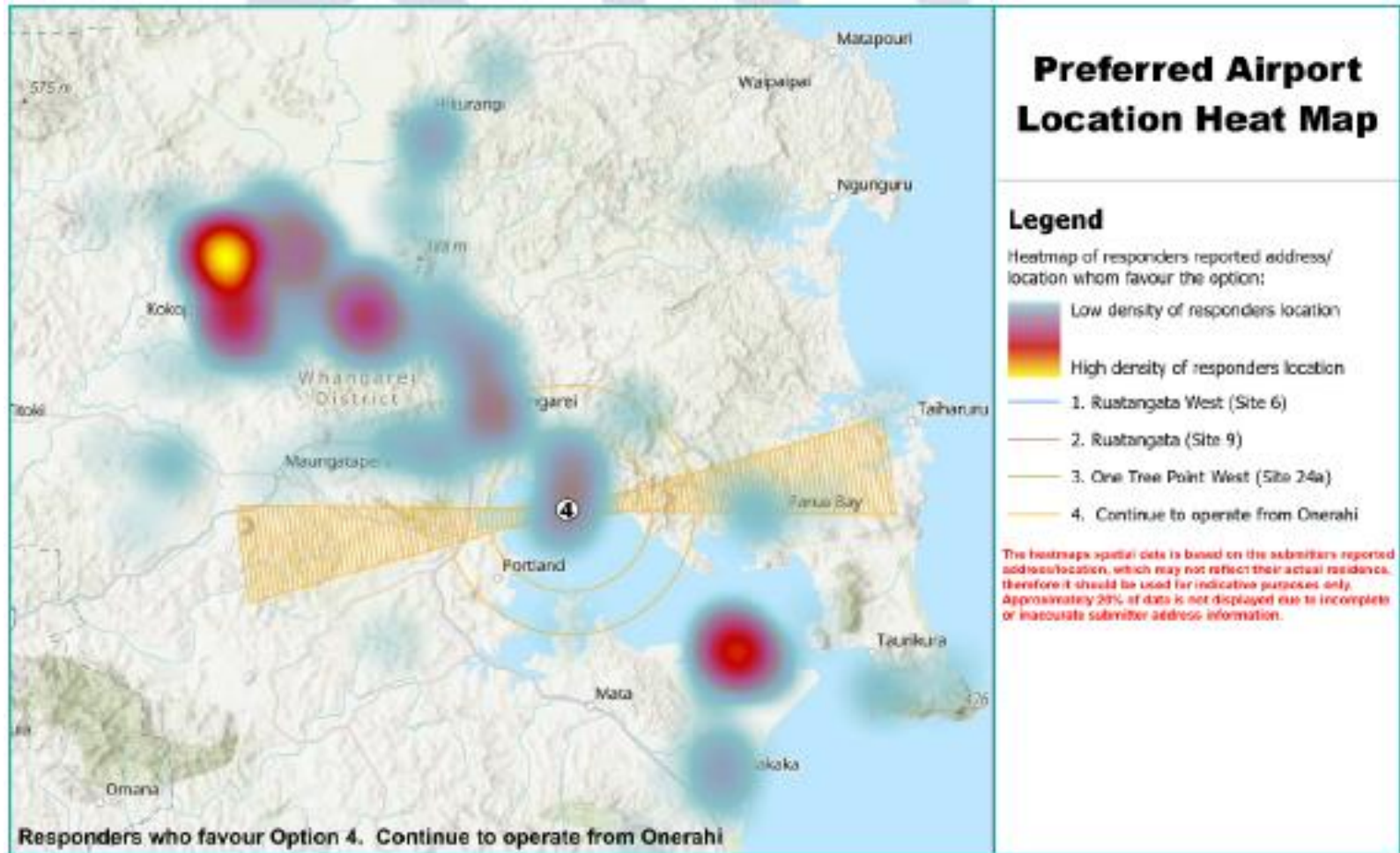
Community Engagement

Preferred Airport Location Heat Map - Site 24a



Community Engagement

Preferred Airport Location Heat Map - Onerahi



Community Engagement

Summary of results - Key Themes

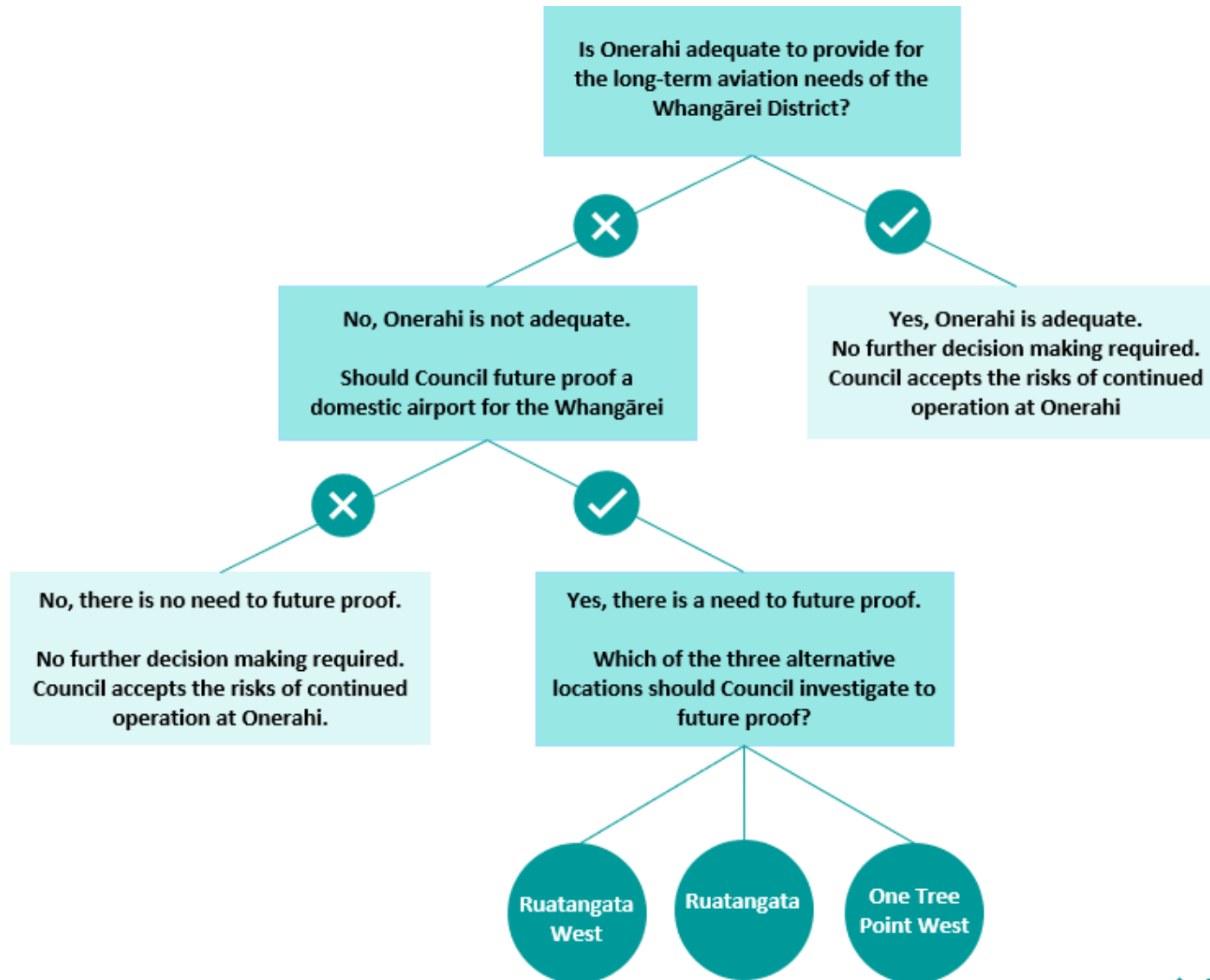
- Reasons for relocation not justified
- Other alternatives should be considered
- Council has other investment priorities
- Not enough time to make submissions
- Further consultation required with mana whenua
- Climate Change and carbon reduction obligation conflicts
- Impact on the natural and physical environment
- New airport should accommodate emergency services aircraft and general aviation needs
- Should delay decision until a new Council is elected

Community Engagement

Response to Issues

- Many of the concerns and issues raised by the consultation were covered in the technical reports
- However most of the submissions were received before that further information was added to WDC website
- Some of the issues will be looked at in more detail in the next phase of work
- Further detail was provide on cultural values and sites
- Need for further consideration of climate change and carbon emmisions as part of the project

Future Proofing



Future Proofing

Onerahi airport currently operates under CAA dispensations and risks to the airport's continued certification and operation were identified in 2014 due to non-compliances with three key points of design standards, being:

- Obstacle Limitation Surface (OLS) infringement to the north and east
- A shortfall in runway strip width of up to 50m
- No runway end safety area (RESA)

Note: CAA dispensations allow the airport to operate without RESA

Future Proofing

Planning issues:

- Since 2014 Onerahi report RMA issues re avoiding required coastal reclamation has become clearer via case law

Aircraft issues:

- Air NZ are undertaking a fleet replacement programme
- Preference for 50-70 seater aircraft
- No currently manufactured aircraft will be able to operate out of Onerahi with the required usability
- No evidence that new technology (batteries/ hybrid) in power supplies will overcome this limitation

Future Proofing

Beca's advice is

- The CAA dispensation and the capability of a replacement aircraft (to Q300) to be able to operate commercially from Onerahi cannot be relied upon as a certainty.
- It remains reasonable and justified to pursue future proofing for aviation in the district and to use current, known design parameters for the basis of a future airport design

Future Proofing

Beca's recommendations are that

- Council continues to future proof for aviation in the district by investigating alternative airport locations.
- The way achieve this is to proceed with further technical investigations on an alternative airport site, with the view of designating the land for airport operations.
- This is based on:
 - Future flexibility given the uncertainty on the future of aviation
 - Provision of Critical Infrastructure
 - Provides certainty of Council's intentions
 - Recognises the timeframe associated with establishing a replacement airport if required

Choosing a Proposed Site

There is no one site that is free of constraints and unimpeded in its ability to be developed as an airport

- Ruatangata West
 - little flexibility in runway alignment
 - close to sensitive ecological environments including QE 2 covenanting land and the Wairua River
 - surrounded by horticultural and lifestyle blocks
 - high production value land
- Ruatangata
 - proximity of the Patuwairua Stream
 - potential cultural sites
 - Matarau School and Comrie Park Kindergarten may be in the flight path depending on alignment
 - has flexibility in runway alignments

Choosing a Proposed Site

- One Tree Point West
 - Has good access to roading and three waters infrastructure
 - Located within an identified long term growth area with residential development
 - Airport has commercial viability concerns due to proximity and accessibility to Auckland

Choosing a Proposed Site

Proposed Site

Based on the detailed evaluation of the preferred sites, the additional information received from the consultation

Ruatangata (site 9) remains the recommended preferred site and it is recommended by Beca that:

- that Council continue to pursue investigations on Ruatangata (site 9)
- should detailed analysis and ongoing consultation through a designation process render Site 9 unsuitable, then it reconsider the relative merits of Sites 6 and 24a.

Further Work

If Council decides to future-proof an alternative airport location, then the following further work is required

- Continued consultation and engagement with key stakeholders, including Air New Zealand and Iwi/Hapū, as recommended within the Beca Consultation and Engagement Strategy (2022)
- Undertake a Climate Change and Carbon Emissions Assessment for the project
- Establish a meteorological station at Ruatangata (site 9) to record observations of atmospheric conditions
- Commission further technical investigations to support the Notice of Requirement (designation) for Ruatangata (site 9) as per Table 5-1 of the Beca Project Summary Report technical Findings and Engagement Outcomes.

Questions